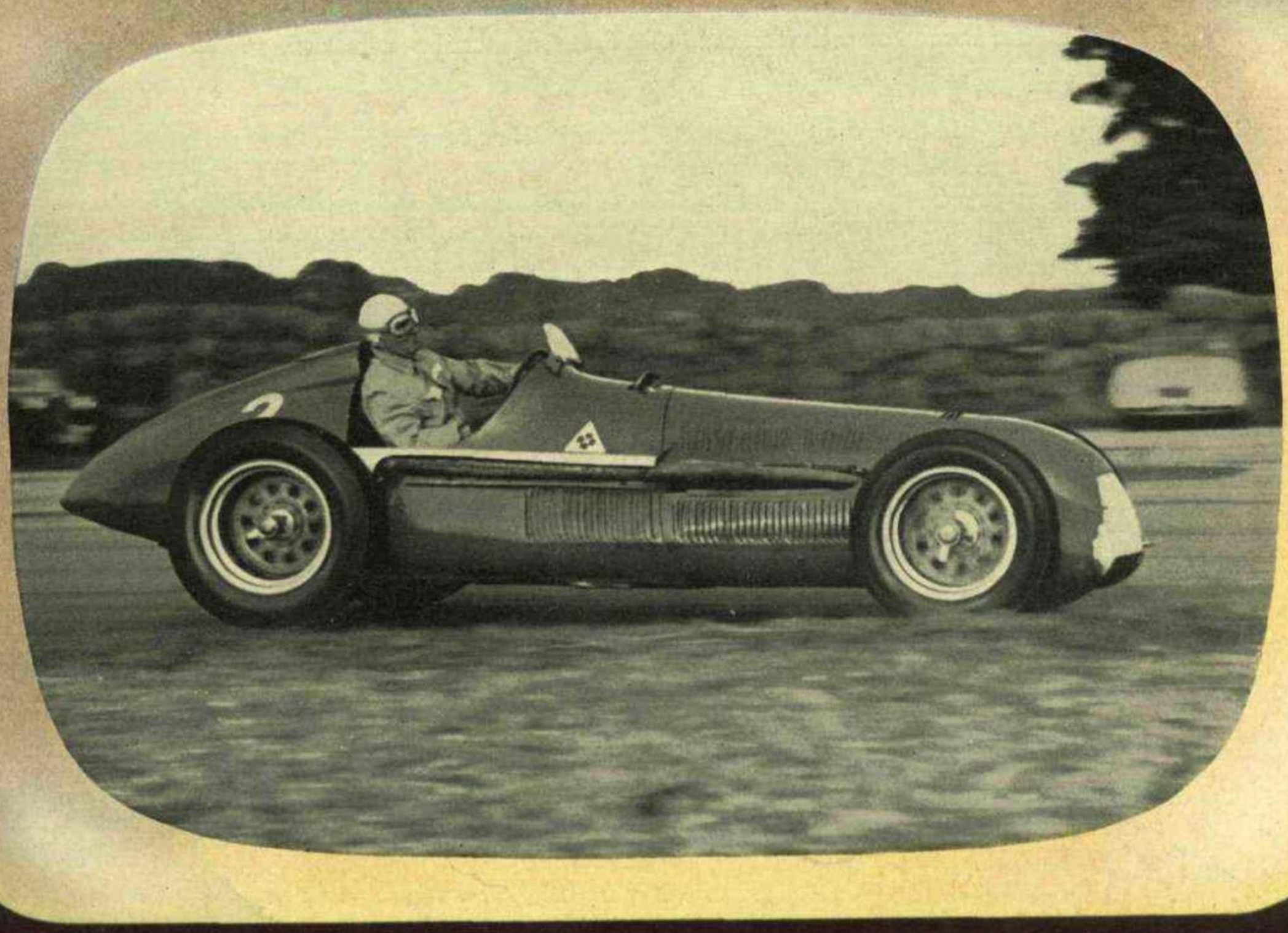
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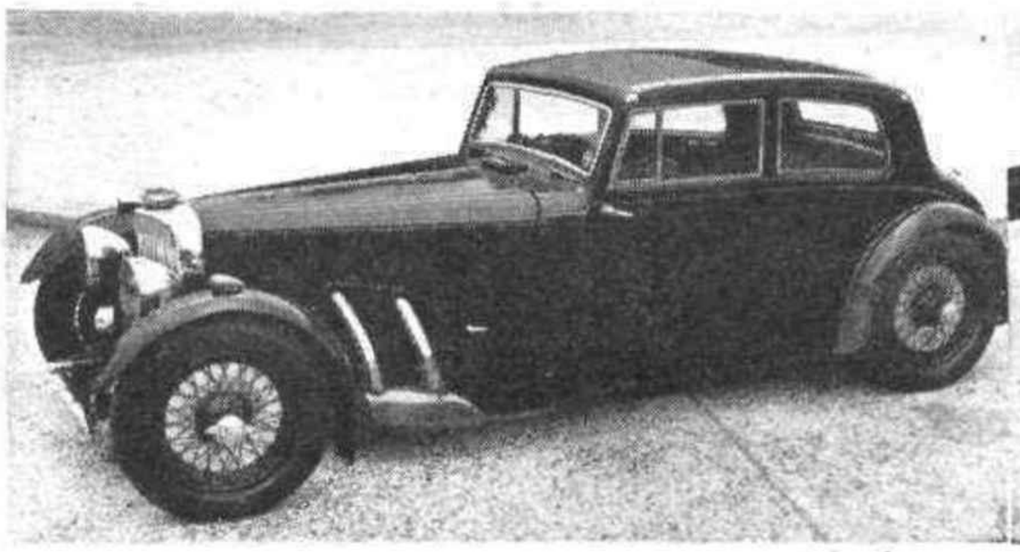
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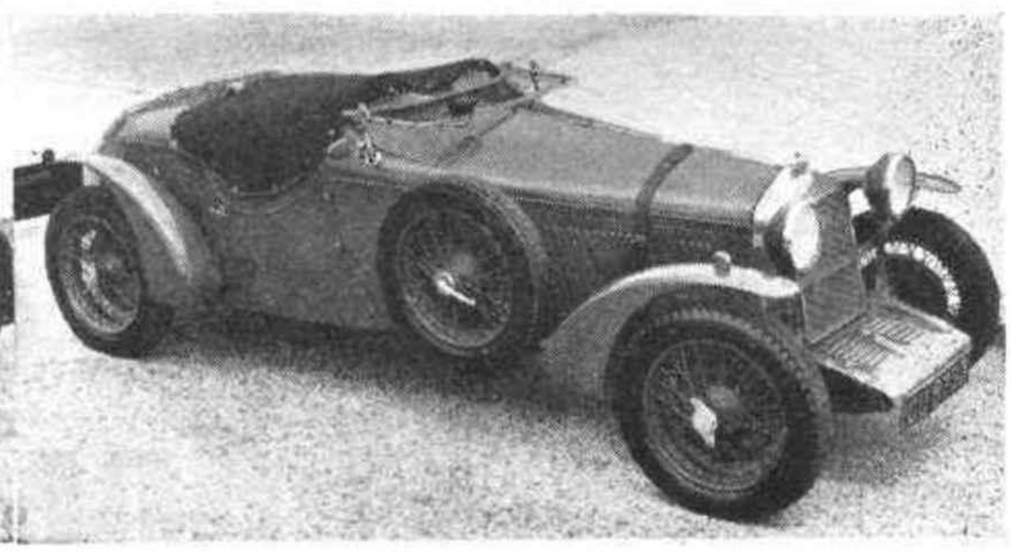
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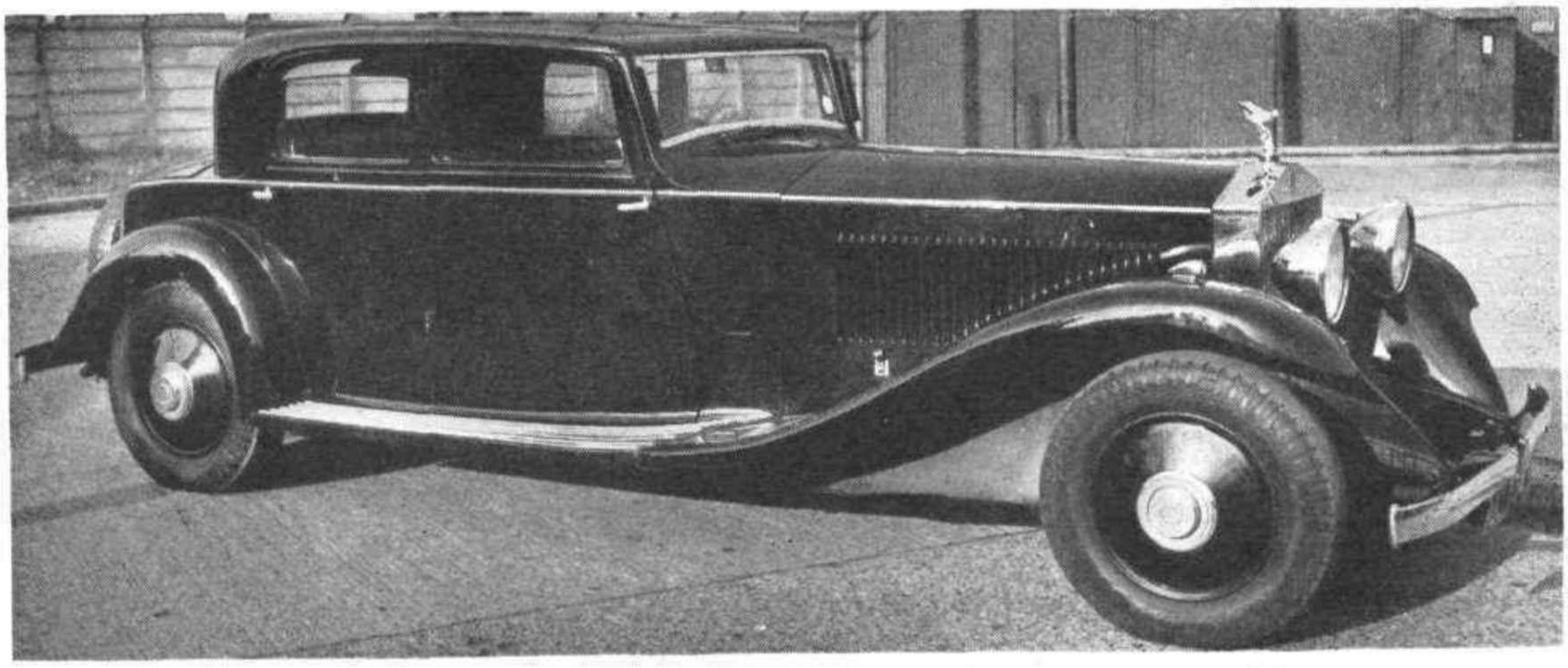
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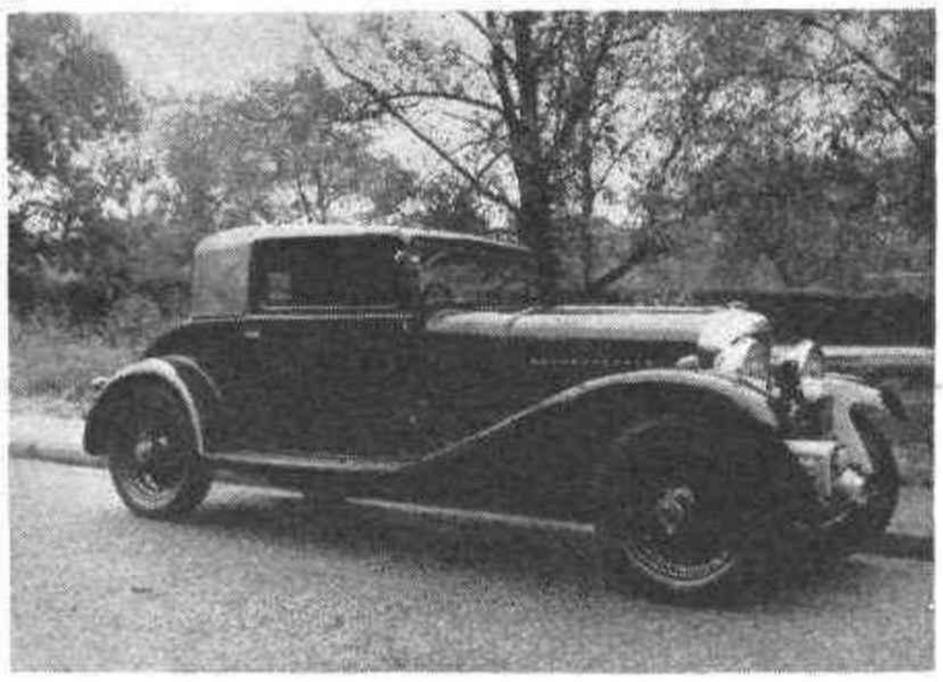
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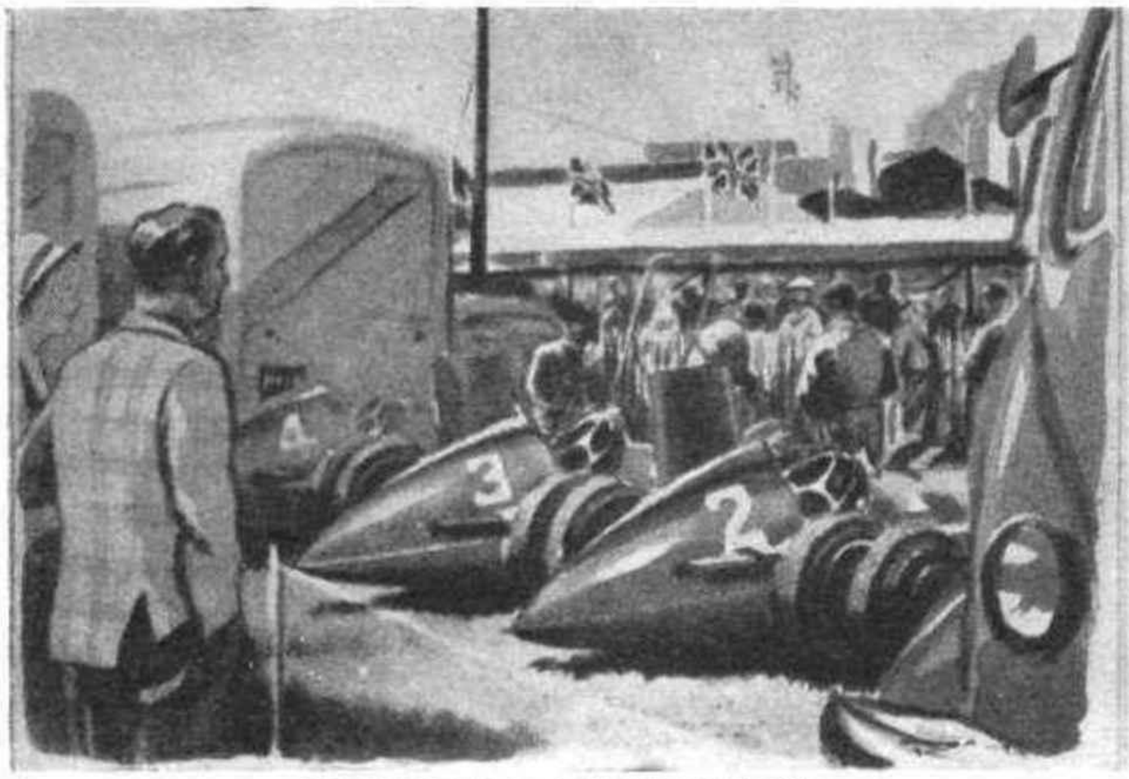
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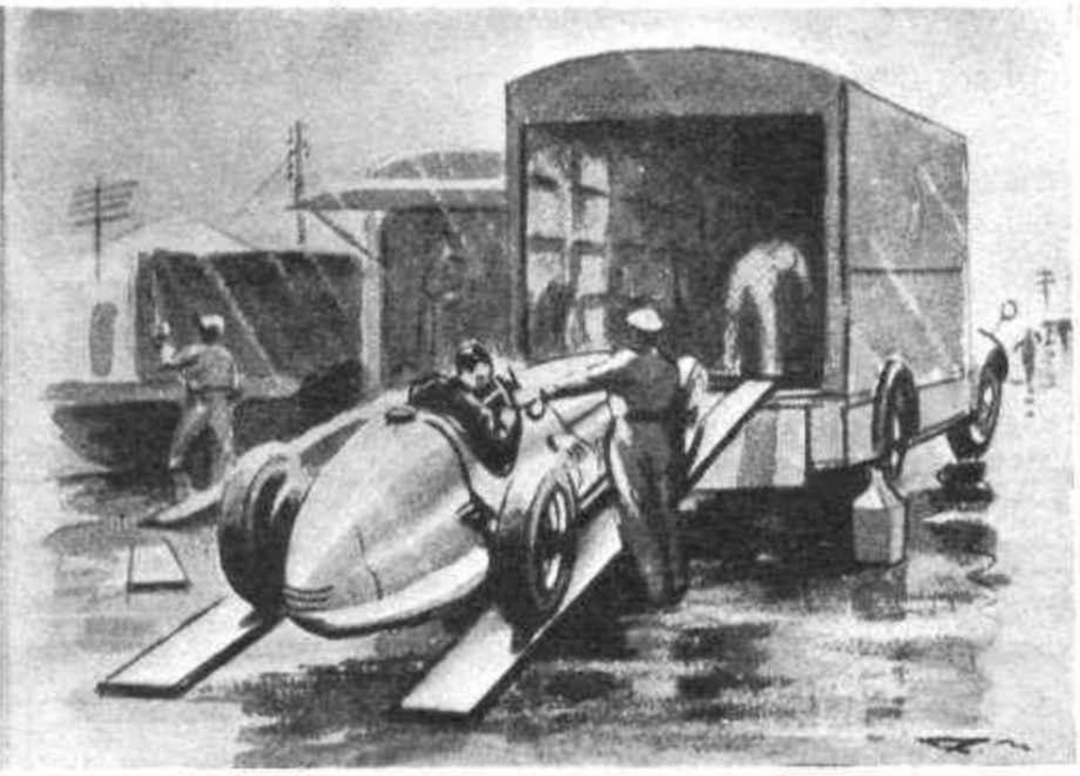
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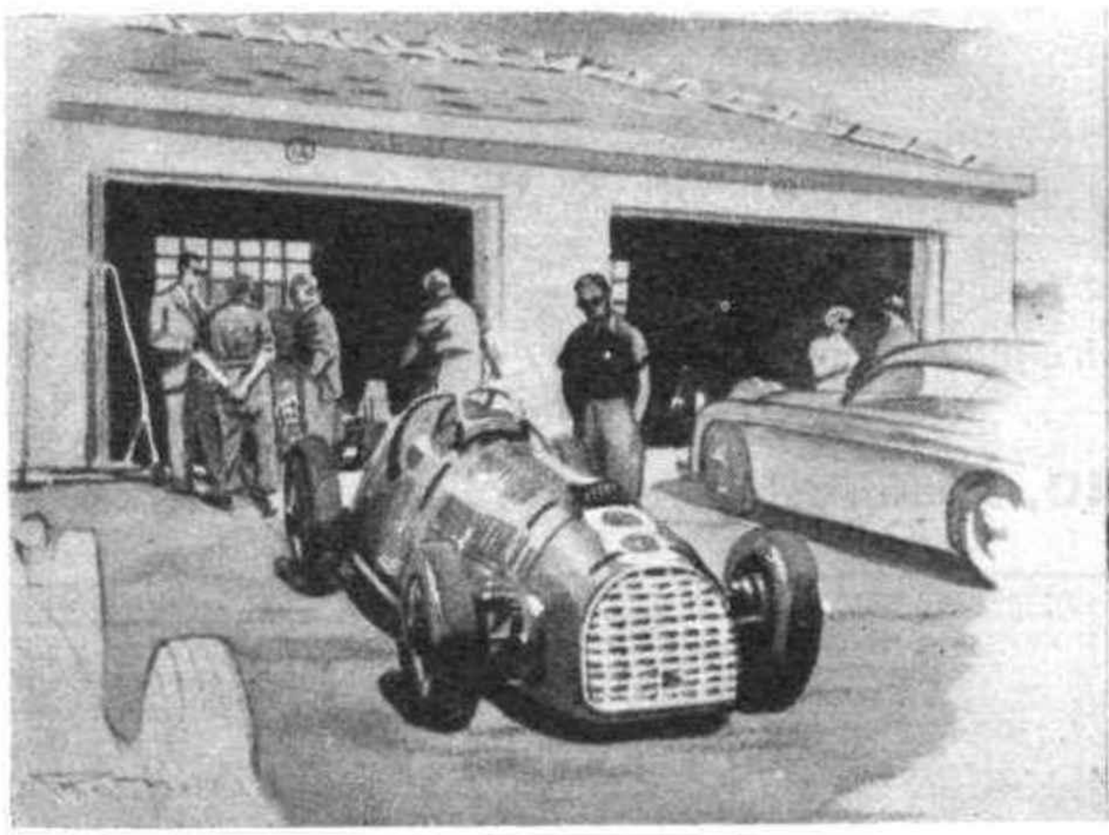
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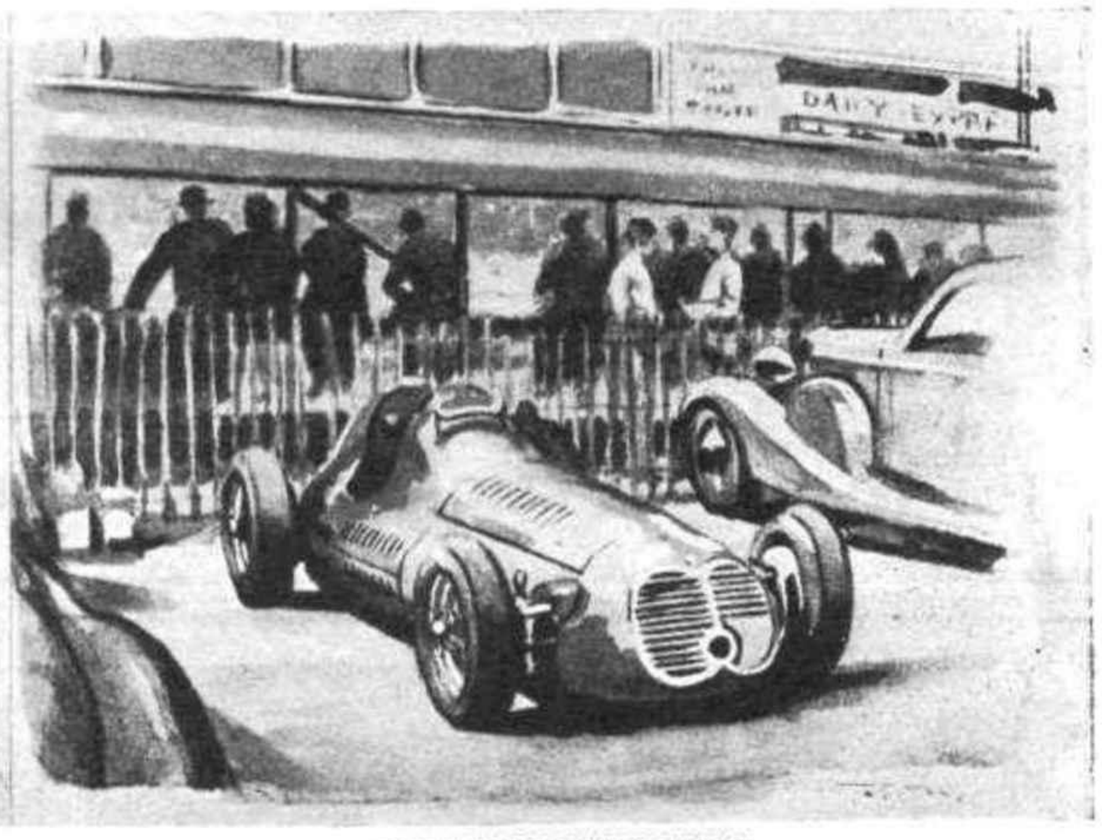
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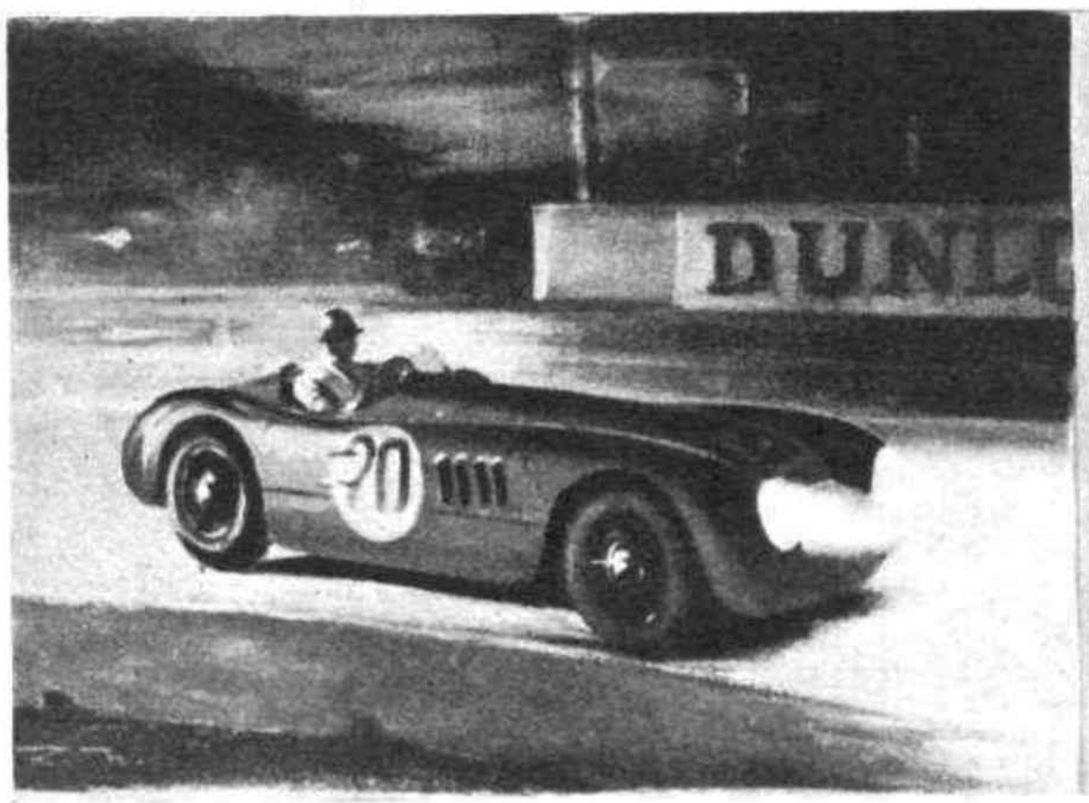
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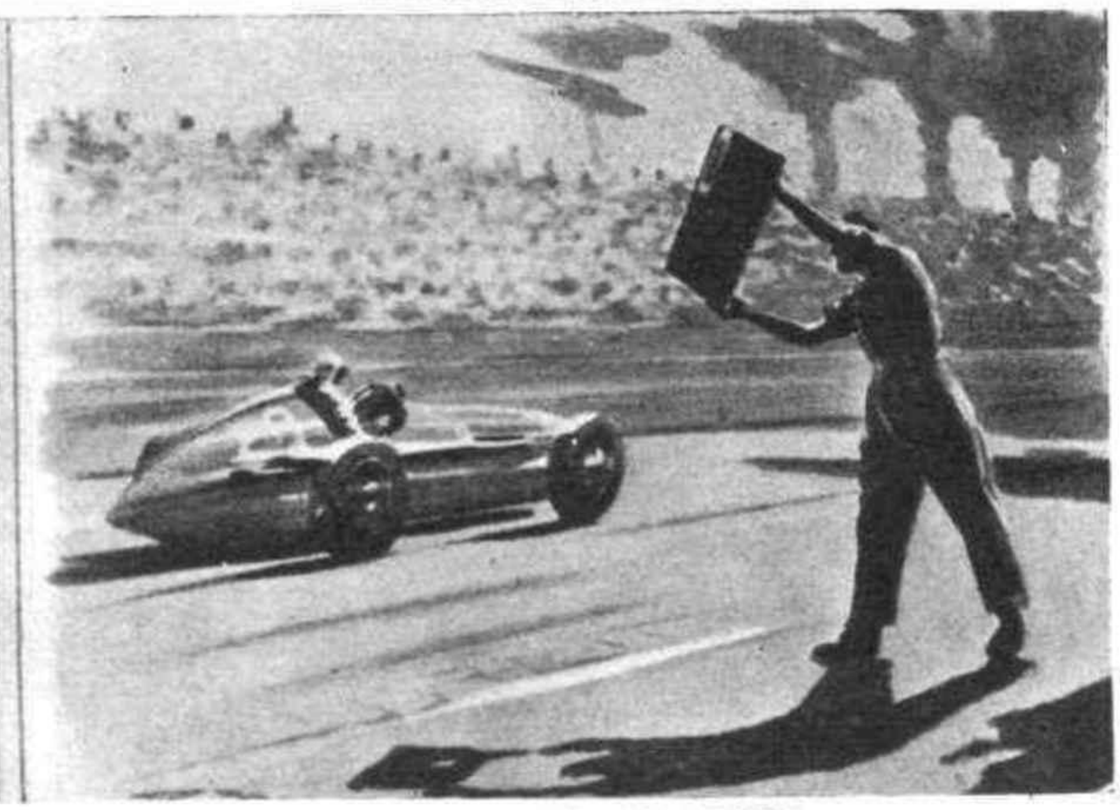
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VOL. XXVII No. 11 SHOW REVIEW NUMBER NOVEMBER, 1951

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MATTERS OF MOMENT

THE 36th INTERNATIONAL MOTOR SHOW, EARLS COURT

The implications and aftermath of the Earls Court Show remain, although it closed its doors a few days ago. It was organised very ably indeed, by our Society of Motor Manufacturers and Traders. In a way this is misleading, for nowadays the majority of our cars are assembled from proprietary parts rather than manufactured—there are still a few notable exceptions, of course. The credit for the splendid exhibition of modern motor vehicles that graced the spacious hall at Earls Court belongs as much to the exhibitors of parts and accessories, and components and paints, and leather and cloth, and tyres and electrics, and what have you, as to the firms which have so skilfully assembled them into complete vehicles, each vehicle possessed of style, attractions, characteristics, and perhaps drawbacks, of its own.

Primarily, MOTOR SPORT readers are concerned with high-performance cars, although it does not escape Editorial notice that with the rapid and continuing increase in circulation which this paper has enjoyed since the war have come additional branches of readership. To the fanatics for cars like Bentleys and Frazer-Nashes, the actual choice of one former Editor, has come a wider field of enthusiasts using, with equal enjoyment, cars of lesser performance but no doubt similarly endearing qualities. There is even a section of readership that cannot, for divers reasons, run sports cars as such, but who display their enthusiasm for the Sport by using their comparatively utilitarian vehicles to attend racing and other competition events.

One and all, these car-users were on common ground at Earls Court. They could examine, admire, criticise the cars on show but none had any hope of acquiring one in under six years, unless they were overseas visitors, V.I.P.s or had already put up with their existing cars for more than a tenth of their lifetime. Verily, few of us can entirely ignore politics these days, when we see a Motor Show of glittering new vehicles which *must* be sold if we are to continue to exist but which we cannot buy ourselves ! It is a matter of politics, too, that when purchase tax was introduced, the Government of that day said that it would not apply to articles already heavily taxable, yet this pledge was broken and our cheapest car costs today over £172 more than otherwise it would do. Mercifully, boats are completely and caravans virtually free of p.t.—politics again !

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FRONT COVER PICTURE: Farina's Alfa-Romeo breaking the Goodwood lap record. This stylish Italian ace relies on Ferodo brake linings.

Fortunately, Britain offers to the world a wide range of well-established cars. In the "sports" or, more accurately these days, the "high-performance" field, Allard, Alvis, Aston-Martin, Bentley, Bristol, Frazer-Nash, Healey, Jaguar, Jensen, Jowett, Lagonda, Lea-Francis, M.G. and Morgan carry on the great traditions built up for us in years gone by, on the open road and in sports-car racing, by these and other redoubtable marques.

The Allard is well suited to the American market, where engine size is of no moment and where its Ford components and the Ardun, Cadillac and Chrysler engines which give it its great urge are well proven and understood. Alvis have branched away from "F.W.D." and "12/50" to make a dignified gentleman's fast car. Aston-Martin build one of the faster and more desirable cars of today in the 2½-litre twin o.h.c. DB2, with the exciting tubular-chassis five-speed open DB3 in the offing but not at the Show.

The Bentley is quite without rival as a dignified, long-wearing, silent car that is altogether delightful to handle and which has gained usefully in speed and acceleration by recent enlargement of its engine to the former classic Bentley size of 4½ litres. The Bristol is not so much slower on 2 litres, looks what it is, and has beautifully made bodywork. The Frazer-Nash is a sports car in the best and truest sense of that misused term as its consistent successes in all manner of fierce competitions convey. Healey was quick on the post-war scene with a rugged motor car of real performance and, while I mourn the demise of the simple "Silverstone" model, I admire the new Alvis-engined roadster and have not forgotten how Tony Rolt made the Nash-Healey go at Le Mans.

Jaguar is perhaps the most enterprising of all British manufacturers (making, I believe, 60 per cent. of the car themselves), and Mr. Lyons richly deserves the sales successes he is achieving with his very convincing range of models, all at highly competitive prices. These sales are no doubt influenced by the racing victories of the magnificent Type C Jaguar in the hands of the Peters, Walker and Whitehead, and the inimitable Stirling Moss. The XK120 Jaguar is accepted the world over as a first-rate sports car and in fixed-head coupé form is one of the best-proportioned and grandest cars ever made. The Mk. VII Jaguar saloon is another beautiful car which offers hitherto

unheard of performance from a comfortable five-seater carriage—which we can only hope has been made to *stop* in as big a way as it has been made to rush along!

The Jensen, which lives near the City of Austin within the town of Birmingham and borrows the Austin "Sheerline" engine, is typically British and offers a genuine 100 m.p.h. with associated attractions. The Jowett Jupiter is a brilliant design, engine as well as chassis, and it takes a very big car to better its acceleration, speed and effortless running; and such a car couldn't get within gallons of the Jupiter's very low fuel consumption. The Lagonda, a delightfully individualistic design with its independent rear as well as front suspension and the W. O. Bentley-inspired twin-cam engine (but, alas, no longer with Cotal gearbox), is a very fine implement with which to melt the miles without suffering the least apprehension or discomfort. Lea-Francis proffers an efficient engine and a nice gear change; M.G. provides the "TD Midget" which, because of its looks and willingness, should quietly drop that tag; and the Morgan Plus Four has the distinction of being able to follow pretty closely on the tails of Healeys and Jaguars while being the lowest-priced over 1½-litre sports car in the Show. With the M.G. (which is the least expensive of *all* the sports cars), it *looks* like a motor car, albeit it uses a proprietary power unit.

This is a truly formidable range of fast machinery and here the inability to buy off the peg brings its only advantage—there is no need to attempt to choose between them.

After the high-performance cars some thought must be given to the products of Britain's Big Six, for, by sheer weight of numbers, these will be encountered most frequently on the highways, byways, field-paths and dirt-roads of the world. Nuffield deserves "honourable mention" for building good roadholding and handling qualities into ordinary cars. The fine little Morris Minor led the way in this respect and the present-day Oxford follows suit. The Nuffield Rileys and Wolseley are very fine cars, too, and in the latter is found o.h.c. actuation of vertical o.h. valves that takes one right back to Hispano-engined Spads of the Kaiser War and A. G. Miller's funny little Tens taking long-duration records at Brooklands after the Armistice. Ford, too, offers such qualities in the new Consul and Zephyr, and both are outstandingly brisk cars for their type. I know that when Dagenham tools up for a new model it cannot afford to make mistakes, and these "5-Star" Fords will inevitably carve as deep a niche in motoring history as did the "T," the "B," the Eight and the V8 Fords before them. It is good, too, that the Anglia continues to be made—the lowest-priced car at the Show and one for which a very efficient, inexpensive repairs and replacements service is available in almost every place where a house, kraal or igloo exists.

Rootes and Austin both offer a very comprehensive range of cars, although the former prefer to provide comfortable travel for five or six people in their good-handling £450 Minx, whereas Austin's smallest model is now their 800-c.c. Seven. The latter caused, with the Ferrari chassis, the biggest crushes at Earls Court. It and the Morris Minor are likely to compete strongly one with the other in the months to come. Without trying both, judgment is not possible, but whereas the Morris seems better proportioned and more roomy, the Austin, in spite of its smaller engine, may develop more "steam" up to its maximum of over 60 m.p.h. The Humbers and Sunbeam-Talbots, A70s, A90s and "Sheerlines" provide automobiles for all requirements and occasions. And the Austin A40 Sports is a handy openable car.

I have not driven the new Vauxhalls, from Luton, where the "boaters" come from, but I hear very strong meeds of praise about them. They are said to be a considerable advance on last year's models and the 1951 Vauxhalls were such sensible, useful and well-mannered cars that the latest Wyvern and Velox must be quite something.

The Standard Vanguard, with its New Look by Willmot-Breeden, is a practical people's car—but a big people's car for big people. The speed at which Vanguards pass you reminds me of the old Standard slogan "Count Them on the Road" and of how well their present roomy, rugged saloon covers the ground. Its engine, in smaller and modified form, also hauls the plough, in Ferguson tractors, and in Vanguard guise gets the Morgan Plus Four off the mark like a flying saucer chased by a searchlight. The Triumphs remain well-appointed British vehicles.

All these Big Six products have a useful job to do in this competitive post-war world. Indeed, the challenge from the American market has long been a powerful one and from the Continent cars like the Fiat 1,400, Simca Aronde, "303" Peugeot and Light Fifteen and six-cylinder Citroëns (Fiat and Citroën made in English factories) constitute something of a menace. An engineering friend of mine remarked recently that there are two current ways of selling cars: you can pay a lot of money to publicity experts to sell indifferent cars, or you can deflect some of this expenditure to the engineering staff to ensure that your cars are not indifferent, when they will sell themselves! Let us hope that Britain, whose future depends on exports, universally adopts the latter. And if this is vital where bread-and-butter cars are concerned, how much more so is it the case in competing with Continental high-performance cars like the Ferrari, Lancia Aurelia, "1,900" Alfa-Romeo, "Paris-Nice" Hotchkiss, D6 Delage, and 135M Delahaye.

Modern design and construction may not always appeal to enthusiasts' eyes. Welded-up chassis frames with the joins showing, wire throttle controls, cables to operate clutches, red paint on engines and so on upset the aesthetic, and the prevailing slab-sided and square-ended shapes, warm the cockles only of production managers' hearts. Indeed, I sometimes feel that present crudities belong more to the dawn of motoring than to the evolution of over half a century! In the matter of production-car evolution the horse seems to have been put before the cart, but thank St. Christopher this is so. Otherwise the old cars would have fallen apart years ago and no "vintage" vehicles would have survived as mercifully they have done. As it is, vintage and near-vintage cars remain the sole salvation of those who cannot buy new cars and who feel nausea at the thought of the remaining worn-out, dull and untrustworthy vehicles which are the go-between that separates 1930 from 1951. Yes, thank St. Christopher! Many of us motor today far better than we otherwise might because the craftsmen of yesteryear builded better than they knew. This is an adequate reason why MOTOR SPORT devotes space to the vintage movement and the motoring history that is complementary to it.

There were other cars at Earls Court which merit attention, but space is short. Singer showed an open-air Roadster, the sensible Javelin continued to make friends, the Americans were one and all spacious mobile drawing-rooms, the Continentals in a class of their own, while the super-dooper golden Daimler-Hooper was an example of what happens when money and vulgarity unite.

Without the exhibitors in the galleries, as I have emphasised, there could have been no Motor Show. Dunlop, as their attractive daily Press advertisements reminded us, supplied tyres to 24 British exhibitors. Fourteen other makes of tyre were shown. The petrol and oil people were present in force—Castrol, whose oil I always use in the staff Morgan Plus Four, Vigzol, Sternol, Duckhams and others. Lucas, Notek, Marchal, etc., showed lamps and electrical equipment. The purveyors of safety, like Ferodo, Girling and Lockheed, were represented, all these firms deserving the grateful thanks of enthusiasts because the "boni" they pay to drivers helps materially to make racing possible. The Press was present and, we hope, correct, MOTOR SPORT being pleased to receive many famous personalities at its stand. Yes, it was a great Show! Even British Railways were represented!

The present interest in motoring and motor cars is easily understood. Driving represents one of the few useful pursuits in which eyes, hands and feet have to be co-ordinated, the brain used actively, if quite serious consequences are to be avoided. Even the most humble car is preferable in the eyes of many to being jolted, possibly jostled, certainly anointed with smuts and half-deafened, and quite possibly delivered late by the railways. The most insignificant of cars can count on putting 25 miles into each hour with some certainty and, although its running costs are today as high as ever they have been, railway fares are also excessive and are apparently to rise still higher. The enthusiast with some mechanical knowledge can reduce costs by sharing his car with others of like enthusiasm, and if our big and little manufacturers are too shortsighted to build the equivalent of a Citroën 2 C.V., then our enthusiast will probably build such a vehicle himself—or buy a Bond. He will not be able to boast of a sports car, but he *will* have personal transport to the places where sports cars and racing cars run.

Motoring represents one of the few freedoms left open to us, the ability to go where the will dictates and leave behind the daily environment with its increasing burden of trouble and anxiety. Walking and cycling to a lesser extent provide a similar outlet, and I sometimes think what a pity it is that man in his folly does not unite these activities the better to combat the heavy taxes, increasing legislation and inadequate roads that threaten our joint mobility. On that note we will turn to a review of the high-performance cars at Earls Court, the sort of motor cars you and I would run if we won a football pool or, far better, made a fortune through honest toil and endeavour, unfettered by red tape and restrictions.—W. B.

A REVIEW OF THE SPORTING HIGH-PERFORMANCE CARS AT EARLS COURT

A.C.

The well-proved 2-litre six-cylinder A.C. appeared in open form as a Buckland sports tourer. Only minor changes have been made for 1952 and a rigid front axle is still employed, so that whoever designed it eons of time ago can proudly link hands with Ettore Bugatti! The gear-lever and bonnet are like those of real motor cars. The compression-ratio is now 6¾ to 1, giving 76 b.h.p. at 4,500 r.p.m., the appearance of the modern A.C. is dignified and individual, and the tourer costs £39 more than the saloon, or £1,098, plus p.t.

★

ALFA-ROMEO

For the first time Earls Court visitors were able to feast their eyes on the "1900" Alfa-Romeo, of which Thomson & Taylor (Brooklands), Ltd., had imported four closed models. The 82.5 by 88 mm. four-cylinder engine uses twin o.h.c. valve operation, with chain drive; 80 h.p. is provided from 1,884 c.c. at 4,800 r.p.m., and in spite of roomy coachwork the top gear is 4.1 to 1. Steel body-cum-chassis construction is employed, with coil spring and wishbone i.f.s., and the gear-change extends from the steering column. Fine cars, these! They have Girling brakes.

★

ALLARD

A constant stream of visitors thronged the Allard stand to digest some interesting innovations on the new J2X model. This had a four-carburetter, 5.4-litre Chrysler "Fire Power" V8 engine, details of which were revealed by a transparent bonnet side and under-bonnet lighting. The engine is 7½ in. further forward in the chassis, providing better cockpit space, and so the radius arms for the divided-axle i.f.s. now run forwards instead of rearwards. The doors are more substantial than those of the J2 but, although the seat squab is adjustable, this is still essentially a competition car and there is no internal space for luggage—only a nylon nightie and a toothbrush, dear! The tail is filled by an enlarged fuel tank, having a capacity of 36 gallons. The spare wheel (centre-lock wire) is carried on an alloy "hub" attached to a bracket on the off side of the chassis. The two air intakes of the "T.T." car have given way to a clever hump on the bonnet which can be adapted to feed any number of carburetters up to four without external alteration. A Ford three-speed gearbox is used and a Pat Warren final drive unit is available for the de Dion rear end which provides for no fewer than 36 variations of ratio multiplied by the available final drive ratios, or some 108 variations in all in overall axle ratio, varying from 2.06 to 6.98 to 1. This axle also provides a lower transmission line and enables the ratio to be changed expeditiously for competition events. The de Dion tube has been moved back to accommodate this axle. Lockheed 2LS brakes stop this very fast and accelerative car, which develops 180 b.h.p. and weighs under 18 cwt. The wings are readily detachable, the hand brake is at the side and a conventional central gear-lever is retained.

The K2 two-seater was shown with an o.h.v. Ardun-Ford V8 engine, the bonnet having been widened to accommodate this. The Allard convertible had a neat "A" as its radiator grille motif and the saloon a well-thought-out heater-cum-screen defroster devised of a mixture of proprietary heater components and its radiator grille reduced in depth. These cars, evolved and continually improved by a manufacturer who is also a very successful and regular competition driver, are "high-performance" in every sense of the word.

★

ALVIS

Alvis made a particularly attractive display of their 3-litre Type TB21 sports model. It has been vastly improved in appearance, although the instruments, contained in a few unit-dials, look a trifle forlorn on the spacious instrument panel. Over 100 m.p.h. is spoken of from what is a handsome, comfortable-looking, typically British car. A big fuel tank is a useful item of the specification, which includes helical spring i.f.s. and Lockheed brakes.

ASTON-MARTIN

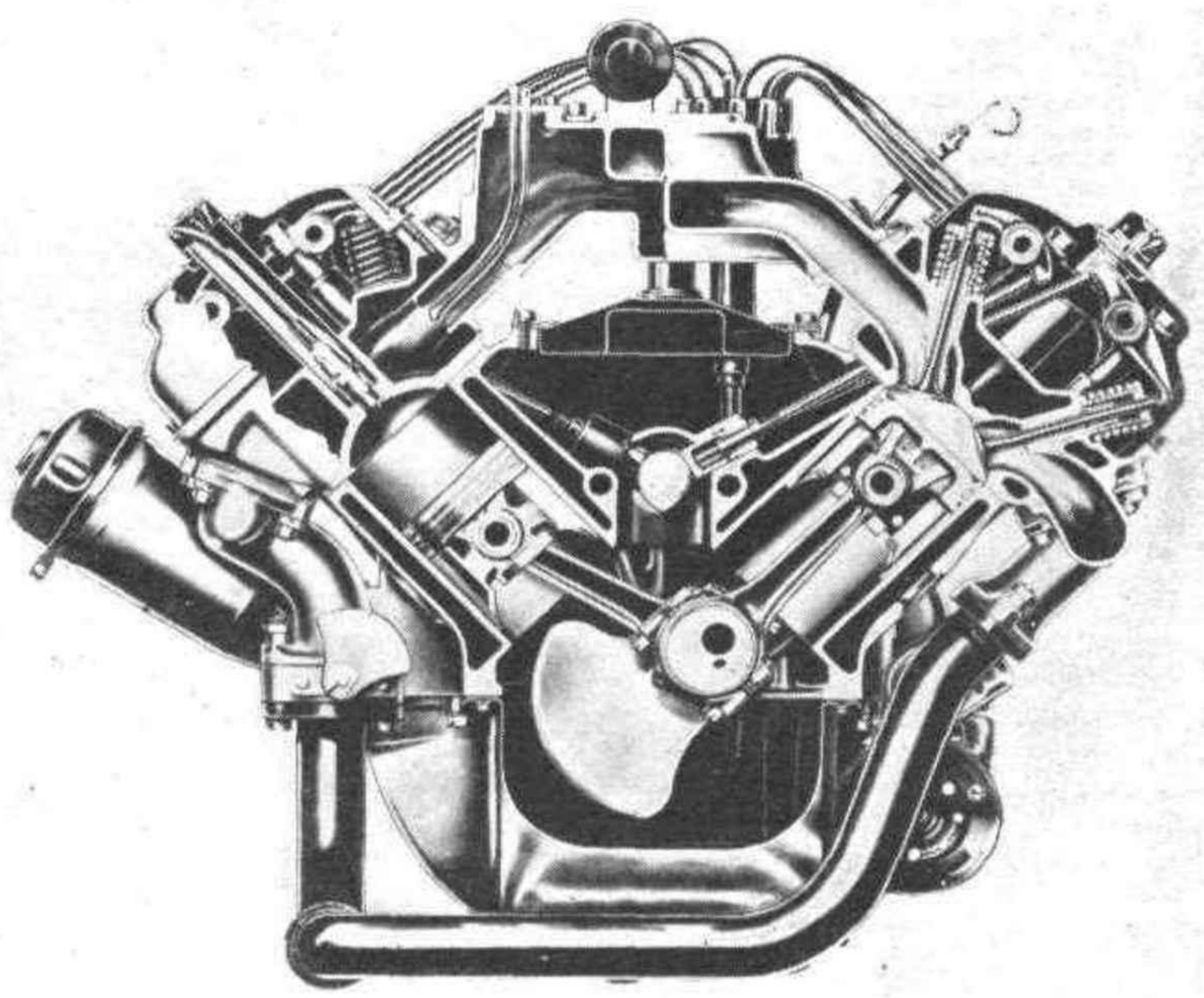
As ever, the Feltham marque of Aston-Martin is one of Britain's outstanding, really fast cars. The DB2 was shown as a display chassis, enabling one to study details of the clever tubular frame and coil-spring suspension. The chassis had a real gear-lever, the other cars steering column stalks.

The twin-cam 2½-litre six-cylinder Lagonda-inspired engine was seen in both normal 107 b.h.p. and "Vantage" 123 b.h.p. forms. It is an admirably quiet, smooth worker, able nevertheless to top 5,000 r.p.m. Two saloons were shown, one finished entirely in white, as well as the drophead coupé. Centre-lock wire wheels are used on all models and improvement is confined to letting more air impinge on the Girling 2LS brakes. The crowds who flocked to this stand no doubt did so to revere a car which put up a magnificent performance at Le Mans and in the Alpine Rally.

★

AUSTIN

The Austin A90 sports saloon, finished in peach, had as its companion the A40 Sports convertible, which now develops 50 b.h.p. at 4,800 r.p.m. and has discarded its old-style gear lever for one of "clenched fist" type.



5.4 LITRE V8.—The Chrysler "Fire Power" as used in the J2X Allard.

BENTLEY

The essence of the English quality car, the Bentley, in spite of a basic chassis price of over £2,100, cannot fail to sell itself, and we sometimes wonder why Bentley Motors (1931), Ltd., employ a publicity man. Anyone who has driven behind that responsive o.h.v. six-cylinder engine, handled that impeccable and inimitable right-hand gear-change, operated the beautifully made minor controls or slowed the car from its habitually high cruising gait with those mechanical-servo four-wheel brakes—or who merely listens to Bentley owners describing these delights—must know that, given the opportunity, there *is* no other car. The suspension over-ride control is another pleasant mechanical feature of this peerless chassis.

So sober and non-wind-defeating were the saloons displayed, although compact and well-proportioned, that the uninitiated might well wonder why these cars should be included amongst high-performance vehicles. Yet, with engine recently enlarged from 4¼ to 4½ litres (4,566 c.c.), a genuine 100 m.p.h. and slightly more is attained by this car, whose magic is contained in its name and which performs as a silent sports car, inspired by Rolls-Royce, should. A Bentley saloon, Park Ward drophead coupé, James Young two-door saloon and H. J. Mulliner saloon were displayed and, admiring them, prosperity seemed to have returned to this England.

★

BRISTOL

Ninety-five miles per hour from a 2-litre saloon is Bristol's achievement, which shows what the pioneer aeroplane manufacturer can do when shown a German sports-car engine. But there is more to the Type 401 Bristol than this. The two saloons standing side by side in fine isolation on their roomy stand showed a painstaking craftsmanship of construction and finish that makes the Bristol worth every penny of its £3,260 in the eyes of satisfied users—such as Bob Gerard

★

CITROEN

The good roadholding qualities of the *traction avant* Citroën are world famous, and the Light Fifteen and the six-cylinder car cover a lot of ground in a usefully short space of time in extreme safety, the safety-factor further enhanced by the sturdiness of Citroën one-piece steel construction. We were glad to see that the fine appearance is unchanged; Citroën's honest lines and sensible design features have won the make many friends amongst motorists of long standing who appreciate a really good car.

★

DAIMLER

Daimler, the car chosen by Royalty, offers the most dignified form of transport any motor car can give. It also incorporates that technical highlight of fluid flywheel combined with a self-change gearbox. The delightful 2½-litre "Special Sports" Daimler is a handsome stylish drophead coupé endowed with brisk performance by reason of its 85 b.h.p. six-cylinder o.h.v. engine, not to mention remarkable staying powers.

DELAGE

A French high-performance friend, long with us, the 3-litre D6 Delage was shown as a Guillore drophead coupé and a Letourneur et Marchand saloon. That delightful mechanical achievement, the Cotal electric gearbox, is used on the D6.

★

DELAHAYE

Selborne (Mayfair) Ltd. showed the fine Type 135M Delahayes in various forms. The use of the Cotal finger-tip gear-change, centre-lock wire wheels and high-compression engines, enabling these roomy, luxurious cars to pull an axle-ratio as high 3.51 to 1, were not lost on the discerning.

★

FERRARI

From the enthusiast's point of view the Ferrari exhibits were the most interesting at Earls Court, and Brooklands of Bond Street deserve to reap due reward for bringing them over. Thus the engine, a V12 2.6 litre with a camshaft above each bank of cylinders had an ignition distributor driven from the front of each camshaft, a 36-mm. Weber downdraught



OPEN WIDE!—A De Soto displays its dentures.

carburetter feeding into a water-heated manifold between the V of the cylinders, the main water off-take going direct from the manifold jacket to the forward-mounted radiator and returning *via* a pump driven from the timing gears. Fuel feed was by a petrol pump on each cylinder bank, driven from the timing train, and the exhaust system on the outside of each block consisted of pipes from cylinders 1 and 2 and 5 and 6 merging into two, thereafter to unite with the separate pipes from 3 and 4, into a single exhaust pipe running beside the chassis tubes to the silencers. The engine was four-point mounted and the unit gearbox had a single rubber mounting at the back.

Front suspension was similar to that on racing Ferraris, but at the back there were twin ½-elliptic rear-shackled springs on each side, the built-up axle, with its elliptical tubes, passing between them. These double springs are apparently used only on the long chassis. The gearbox, with stiffening channels on the side of the electron casing, and the propeller-shaft were above the level of the tubular side-members. At the back the shock-absorbers were carried on brackets built up from the frame and there was a substantial steady bearing for the propeller shaft. Notable features included rubber vent pipes for rear axle and gearbox, a deep ribbed sump below the five-speed gearbox, a hairpin return spring for the clutch pedal, and the Ferrari badge in the steering wheel centre and their Roman numerals to indicate gear positions on the lever knob.

This 2.6-litre chassis was backed by a 2.6-litre Ghia two-door coupé, with space for luggage or occasional passengers behind the seats, and the imposing 4.1-litre Type 342 Ghia four-door six-seater saloon, with its spare wheel at an angle in the boot. The coupé was approximately 4 ft. 4 in. high, the saloon approximately 4 ft. 7 in. high. The bodies were beautifully finished but we did not altogether approve the big grouped dial built into the facia of the saloon. These Ferraris gripped the imagination of Show visitors. The price, with duty, runs near to five figures, however.

★

FRAZER-NASH

The 2-litre six-cylinder Frazer-Nash needs no introduction to MOTOR SPORT readers. It was shown in "Le Mans Replica," "Mille Miglia" and new two-seater convertible forms. The new convertible is an attractive car endowed with the 85C Bristol engine and having the fuel tank in a front wing to leave lots of space for luggage. The "Mille Miglia" car now has a raised bonnet line to accommodate the same radiator grille as the other models. The spare wheel is cleverly accommodated under a panel in the near-side wing. The engine gives 125 b.h.p. at 5,500 r.p.m. and is available in various forms. We believe the car shown was about the fourth to be built. The more familiar "Le Mans Replica" model, which won the I.O.M. British Empire Trophy Race and the Targa Florio this year, gives similar power, uses the same transverse leaf front, torsion-bar rear suspension, oil radiator and one-shot chassis lubrication, although the oil radiator tubes are horizontal in the "Mille Miglia" car, vertical in the "Le Mans." Centre-lock disc wheels are used on these two models, bolt-on discs on the convertible. The "Le Mans Replica" costs over £3,000 with p.t., and is one of the world's most potent road cars. The Frazer-Nash was ever a truly first-class sports car and the present model, with engine by Bristol out of B.M.W., is no exception.

★

HEALEY

Healey showed the now well-established Nash-Healey (export only) and the new Alvis-powered car, with very clean, all-enveloping lines and a modified form of coil spring, trailing-link i.f.s. The 3-litre 106 b.h.p., 84 by 90-mm. engine is reached *via* a panel in the top of the front structure. A 3.77 to 1 axle ratio is used and we noted the secure attachment of the Ace hub discs which cover the bolt-on wheels. That old friend the Riley-powered Healey, first closed car to reach 100 m.p.h. post war, was shown as a smart Tickford saloon.

★

HOTCHKISS

How pleasing to observe that the great "Paris-Nice" Hotchkiss is unspoilt in exterior form. The 3½-litre engine remains as before, gives over 100 b.h.p., and pulls

a 3.6 to 1 axle ratio. There is now Grégoire patented coil-spring progressive suspension stiffening, applied to the ½-elliptic back springs. This is one of the Continent's truly great cars, built by an armament factory under the aegis of an Englishman. The Hotchkiss has proved its worth time and again by winning the Monte Carlo Rally.

★

JAGUAR

The Jaguar is one of the most inspiring of all present-day high-performance cars, competition proved. On a revolving dais was displayed the magnificent 3½-litre Mk. VII saloon, finished in black, a fine British car by any standards. It has the XK120 twin o.h.c. six-cylinder engine in a roomy, beautifully styled saloon that should exceed 100 m.p.h. without any trouble, and the trailing shoe brakes of which have vacuum-servo actuation. The side-located fuel tanks ensure luggage space to meet the needs of the long-distance traveller, and this entirely desirable car is rivalled only by the fixed-head XK120 Jaguar two-seater coupé, perhaps the most beautiful series-built car ever seen at a Motor Show. Naturally the now immortal XK120 sports two-seater was displayed and crowds stood on the Jaguar stand and admired from opening time until the National Anthem. Jaguar prices are competitive—the XK120 fixed-head coupé costs only £1,088, basic, for instance. Jaguar won both Le Mans and the T.T. this year and further comment would be superfluous!

★

JENSEN

The "Interceptor" Jensen, with the 4-litre six-cylinder o.h.v. engine that propels the massive Austin Sheerline luxury car, is not only a very smart car but a very fast one. It can exceed 100 m.p.h. and, in spite of pulling an axle ratio of 3.28 to 1, its acceleration figures are exceptionally good. The compression ratio is quite modest, the weight not skimped, and normal gear levers are retained. We expect to hear a good deal more of the Jensen "Interceptor" in the future than we have in the past. It strikes a pleasingly individual note in the high-performance field.

★

JOWETT

That brilliant design, the sports Jupiter, evolved from the equally-brilliant Javelin saloon, was shown as a Show chassis and in its familiar drophead guise in which it has performed well in races and rallies. The walnut facia has been replaced by a steel panel, the instruments regrouped and detail fittings altered. But essentially the Jupiter, one of our few 1½-litre sports cars, is its former self, offering smooth, comfortable 70-m.p.h. cruising with extreme economy of fuel. The flat-four engine ahead of the front wheels is a technical masterpiece; it now has its oil radiator at the front off side of the engine, as on the class-winning T.T. cars. We gather Jowett's may eventually discard the drophead Jupiter in favour of a coupé or an open two-seater, but for 1952 it is retained, a most appealing little car, at a price of £1,393 with p.t.

LAGONDA

The Lagonda is a very fascinating car, and one which contradicts any suggestion that design is stagnating. It has the W. O. Bentley-inspired twin-cam 2½-litre engine adopted so successfully by David Brown in the DB2 Aston-Martin, in a 9 ft. 5½ in. wheelbase, X-braced chassis with all its wheels suspended independently. There is swing axle rear suspension to provide back-seat passengers with front-seat steadiness, torque-tube transmission and Lockheed brakes. This fine car gets along as effortlessly as a 4-litre and faster than some of this size; it is also a delightful car to drive, the visibility excellent and steering, brakes and gear-change functioning in happy harmony.

★

LANCIA

What an exhibit was the Lancia Aurelia short-chassis Gran Turismo coupé! You remember how it took second place in this year's Mille Miglia race? Here it was "in the flesh," for connoisseurs to examine its compact V6 engine, enlarged to 1,991 c.c., against the 1,756 c.c. of companion Aurelia models, its ingenious independent rear suspension with universal joints outside the wheels, unit steel body-cum-chassis, and the well-proved Lancia coil-spring i.f.s. The remaining models are very little less high-performance but, alas, Aurelias are unobtainable in England.

★

LEA-FRANCIS

The Lea-Francis exhibits included the well-known sports model, a "real car" modernised in detail only, and with the high-efficiency, hemispherical combustion chamber, 75 by 100 mm, 2½-litre, four-cylinder engine. There was also an Estate car that brought memories of red petrol.

★

M.G.

The famous "TD" M.G., for some unknown reason still termed a "Midget," was seen as a complete sports two-seater and as a chassis set about with indicators pointed to its unquestioned highlights. The soft coil-spring and wishbone i.f.s., the simple but effective push-rod o.h.v., 66.5 by 90 mm, 1,250-c.c. engine, which gives 54 b.h.p. at 5,200 r.p.m., but can be "boosted" to nearly 100 b.h.p. using standard and approved components, and the almost "vintage" but well boxed-in chassis frame of this little fast car that has captivated the U.S.A., were universally admired. In appearance, too, the "TD" makes no concessions to an excess of chrome, retains a proper radiator bonnet, and separate wings and running-boards, and has a fold-flat screen; its gear-change, too, is altogether delightful and its Lockheed brakes fully in keeping with M.G.'s sensible slogan: "Safety Fast." The basic price is a modest £470.

★

MORGAN

The Morgan Motor Co. showed a most attractive range of Morgan Plus Fours, and visitors were evidently well pleased with them. A Show-finished chassis was supplemented by the well-known two-seater Plus Four, a team of which won the Team Prize in the R.A.C. Rally, a smart coupé, and a new four-seater. The installation of the rugged 2-litre four-cylinder, 68-b.h.p. Standard Vanguard engine in a simple, lightweight chassis gives the Morgan a vivid performance for a modest consumption of fuel. It is essentially fun to drive, immensely good acceleration being matched by effortless 70-m.p.h. cruising, a delightful gear-change and very effective Girling hydraulic 2LS brakes. Refreshing design features are the coil-spring, vertical slide i.f.s. with automatic lubrication, separate gearbox, and a very low chassis, the Z-section side-members of which are below the gearbox and pass under the back axle. The bodies are generously upholstered, hand finished in bright, durable colours, and there is simple but thoroughly effective weather protection. The enthusiast's ideal has long centred round a



SUSPENSION TEST.—A new Vauxhall on Beggar's Roost, well-known trials hill. Vauxhall also test their suspension over a rough track at the works. Other manufacturers can get similar effects by taking their cars over the main thoroughfares in the London suburbs.

big engine in a lightweight car, and the Morgan certainly provides this, for 2,088 c.c. and a weight of 16½ cwt. cannot fail to spell vivid and endearing performance. The Plus Four in two-seater form, with two spare wheels, costs £535 without p.t., and possesses performance unbeatable at the price. The Plus Four is ensured of a great future in the hands of enthusiasts who appreciate the older style of motor car.

★

PORSCHE

The two Porsche on view, by the foresight of Connaught Engineering, have a high performance for their modest engine size, because of the very clean lines of the bodywork, in which the "hotted-up" version of the 1.2-litre flat-four Volkswagen engine lives in the boot. Some road impressions of this, the first German car to be displayed in England since the war, appear in this issue.

★

RILEY

The excellent and warmly-admired 2½-litre Riley is virtually unchanged for 1952 save for detail alterations which include a towel-rail used as a rear bumper. Unfortunately the open three-seater Roadster seems to have been abandoned and only the saloon—a very handsome car—is available. Nevertheless, speeds not far short of 100 m.p.h. have been attained.

★

SALMSON

The Salmson "Randonnée," enterprisingly brought to Earls Court by Connaught Engineering, deserves mention because its 2.2-litre four-cylinder engine has twin o.h.v. valve operation and is made largely of Alpax light alloy. This is another car that discloses its exclusiveness by a Cotal gearbox; it also has ¼-elliptic back springs.

★

SINGER

Amid a scarcity of open-air models Singer exhibited a four-seater Roadster, now with the S.M.1500 o.h. camshaft engine of 1,497 c.c. and, of course, i.f.s.

★

SUNBEAM-TALBOT

The Sunbeam-Talbot set out, before the war, to be a very smooth-running, smooth-handling car different from the ordinary Hillman models of the great Rootes Group. This tradition is splendidly maintained in the current Sunbeam-Talbot "90," which, with a lively, long-stroke 70 b.h.p. o.h.v. engine of 2,267 c.c., is a car of good performance in which the non-competition driver can go fast and still feel well within himself. Most attractive is the sports convertible model, which can be used fully open, fully closed or in half-open forms, as climate or mood dictate. Rootes-built cars are notable for their practical features, and at a basic £895 this coupé is a car of which their design team and production engineers can be proud.

★

EARLS COURT ECHOES

The width of the Humber Hawk saloon we have sometimes noticed when wanting to pass them on the road. On Press day we were reminded of this when four young ladies sat in the boot of one to be photographed.

* * *

The Austin A40 Sports and Jensen Interceptor had identical radiator grilles.

* * *

The Hooper Golden Daimler limousine would be safer used West than East of Earls Court, said a wag, who likened it to a flying saucer, "seen but not believed in."

* * *

Another pre-view surprise—the Jaguars in their neat cellophane bags.

* * *

Overheard remark: "The Frazer-Nash is a good car—at a good price."

* * *

The Aston-Martin and Lagonda Show chassis were completed in 14 days—which doesn't mean Feltham is preparing for mass-production.

* * *

Where were the sidelamps on the Frazer-Nash drophead? And do the rear lamps use red *bulbs*? Their glasses were white!

* * *

Last year Bristol showed *one* Type 401. This time there were *two* on the stand. Does this explain the ample seating accommodation adjacent to them—for those customers whose orders have not been met?

* * *

Lots of cars have grown unsightly goitres on their bonnets.

* * *

Centre-lock wire-wheels were encountered only on Ferrari, Allard, Aston-Martin and Delahaye.

* * *

Very good publicity for motor sport—the Jaguar placards in Earls Court Underground station, listing venues and contests in which Jaguar successes have been achieved.

* * *

In a lily pond on the Ford stand five lilies opened and closed to display model components of the 5-Star Ford range and a model of a complete "Consul." Rival attraction—the exceedingly clever X-ray Hillman Minx. Very clever, too, was Fiat's folding and unfolding engine.

* * *

There was always a crowd studying the 2½-litre Ferrari chassis. It was in quite a sober finish, compared to the Show chassis of most British exhibitors.

* * *

The Delahayes arrived literally hot from their drive to Earls Court on pre-view day but the little Panhards had not put in an appearance when the Show opened.

* * *

Shades of the Thinwall—the Alvis engine in the new Healey bore a valve cover inscribed—"Healey." Three cars were on view on this stand, powered by Alvis, Riley and Nash engines, respectively.

* * *

The best "buy" at the Show? The Fiat 500C "Belvedere" station wagon? All the more unfortunate that it was labelled "not for sale."

* * *

The most attractive "model"? The girl Nuffield used, balanced on a rail before the cutaway Oxford and sitting in the "TD" M.G. Midget.

PORSCHE RECORDS

On September 30th, Mueller, Glockler, Von Hanstein, Ramelow and Von Frankenberg broke the 500-mile, 1,000-kilo and six-hour International Class G records at Montlhéry. They drove a 1,100-c.c. Porsche. The new speeds are, respectively, 100.5, 101.2 and 101 m.p.h. and the losers of these records Eyston and Denby, whose Riley speeds the Porsche beat by 2.32, 2.0 and 1.93 m.p.h., respectively. On October 1st, in another Porsche, the team broke Class F 4,000 and 5,000-kilo records formerly held by themselves with the V.W. The new speeds are 98.878 and 98.916 m.p.h., respectively, an improvement of 20 m.p.h.

FREE LUBRICATION CHART FOR CONSUL AND ZEPHYR OWNERS

Latest addition to the Castrol library is a lubrication chart covering the Ford Consul and Zephyr models. Copies of this chart, measuring 22 in. by 17 in. and giving full lubrication data, may be obtained free on request to C. C. Wakefield and Company, Ltd., Grosvenor Street, London, W.1.

CLASS I AND J RECORDS

The specially-streamlined Cooper-J.A.P. did what it was intended to do at Montlhéry on October 8th and 9th, namely, capture several international records in Classes I and J. John Cooper tried first, with the 350-c.c. "one-lunger" J.A.P. installed, and set up new Class J records for 50, 100 and 200 kilometres, 50 miles, 100 miles and one hour, his speeds being 90.62, 92.13, 91.98, 92.02, 91.80 and 90.27 m.p.h., respectively. The former records were held by Moss, Gregory and Neill with a Kieft, and Cooper shattered them handsomely, raising the "hour" by 10.90 m.p.h.! W. S. Aston then got going with the 500-c.c. V-twin J.A.P. installed and set new figures in Class I for the same distances, of 99.30, 99.59, 99.13, 99.16, 99.41 and 99.41 m.p.h., respectively. Again the Kieft was robbed of its honours, its hour record, for instance, being bettered by 8.07 m.p.h. There is likely to be quite a battle for record-honours in these two classes, especially in respect of who will first cover 100 miles in the hour, so we append a history of this record in both classes :—

	CLASS I (500 C.C.).		
1926	K. Don (Avon-J.A.P.)	62.2	m.p.h.
1927	de Rovin (Rovin)	74.45	,,
1938	R. Cecchini (FIAT)	86.02	,,
1950	Bayol (D.B.)	86.70	,,
1950	Moss, Gregory (Kieft-Norton)	91.34	,,
1951	J. Cooper (Cooper-J.A.P.) ...	99.41	,,
	CLASS J (350 C.C.).		
1928	Mrs. Stewart (Hawkes Special)	70.95	m.p.h.
1934	G. B. Gush (Vitesse Special) ...	73.04	,,
1950	Moss, Gregory (Kieft-Norton)	79.37	,,
1951	W. S. Aston (Cooper-J.A.P.) ...	90.27	,,

A fine gathering of Morgans was present at the Morgan 4/4 Club's Driving Test meeting held at Queensford Aerodrome, Dorchester-on-Thames, on Oct. 7th.

The winner of this event was G. J. Stallard, of Hallow, Worcs., driving his 1949 Standard-engined Morgan. Second place was taken by J. S. Atkins, of Derby, in his 1937 Coventry Climax model, and S. G. Dyke, of Newcastle, Staffs, obtained third place.

RACING AT WINFIELD

THE Winfield Meeting on October 13th seemed a good excuse for a breath of fresh air before the Show. So, at 4.45 p.m. on the 12th we left the office in the Jowett Jupiter, bound for the far North. Impeded by rush-hour traffic the first half-hour accounted for a mere ten miles, but thereafter, along A 10 and A 14 to Huntingdon the Jupiter got nicely into its stride, cruising at 4,000-4,500 r.p.m. Indeed, the average increased progressively and, after dining at Newark, 30 miles were covered in half an hour in the dark, and we slept at Darlington, the overall running-time average coming out at 46 m.p.h. Full marks, incidentally, to the Imperial at Darlington for providing sandwiches and tea at 11 p.m. and Bibles in the bedrooms.

Next morning we proceeded, through Pity Me (we agreed!) and Wide Open, to reach Alnwick's walled city and so into Berwick-upon-Tweed. Only 6½ miles (in which we had to negotiate a precarious-looking but excellent single-track Bailey bridge erected by the R.E.s) remained, to Winfield. During this "refresher course" up A 1 we encountered excellent street lighting at Retford, which must pay dividends in accident prevention, lost the route in Newcastle, where they are apparently indifferent to routing through traffic, fretted at the absence of warning signs at the beginning of the dual carriageways hereabouts, and were shocked to find that stretches of this great highway to the North were, according to big roadside notices, liable to subside at any moment!

* * *

Winfield's two-mile perimeter circuit had been lapped in practice by Parnell in the Thinwall Ferrari at a record 89 m.p.h., but it is sadly bumpy in places. However, the organisation was extremely good and all of a sudden, just before 2 p.m., the enclosures filled, until the crowd was estimated at 50,000. Catering facilities were excellent, the well-stocked help-yourself refreshment tents being fully licensed and a fruit stall in evidence. Spectators were allowed to cross the course between races, the imminence of which was conveyed by sirens, and cars were marshalled on a grid in the Paddock before leaving for the start, which no doubt contributed to the meeting running absolutely on time throughout. Interesting local entries leavened the now familiar names in the programme. Press passes had run out by the time we arrived but we were labelled "Cocktail Party" and everyone seemed happy about it.

Racing opened with a 5-lap event for the smaller sports cars. Downing's Connaught, recovered from its Goodwood malaise, ran right away from Gibbon's Rover Special, lapping at 71 m.p.h. The Hopper (one of those Scottish entries) was coming along fast but its gear lever came out by the roots on the last lap, so Tommy Wise's "Le Mans" Jupiter annexed its third place. In the next 5-lap sports-car race six "Silverstone" Healeys were no match for Gillie Tyrer's "Mille Miglia" B.M.W., which lapped consistently at 75.7 m.p.h., holding off Walton's modern Frazer-Nash. Dickson's Healey was third, but a *long* way behind, followed by Stewart's Healey, Dobson's nicely-handled "328" B.M.W. and the rest.

Two saloon-car races were next merged into one 5-lapper. The Jupiters of Wise and Skelly were admitted by reason of having their hoods and windows erect. Wise won with something in hand from Downing's Healey, which *was* a saloon, a Healey Utility driven by Havelock-Slack finishing third to add to the variety. The result was really rather instructive; a Healey was fourth, Shiel's 2½-litre Riley pressed on mightily to fifth place, whereas a push-rod 2-litre DB1 Aston-Martin, was sixth, Healeys seventh and eighth, then a push-rod 4-cylinder Aston-Martin, held by a very disreputable Ford V8, an Austin A90 which just staved off a Citroën Six, then Skelly's Jupiter, a pre-war 1½-litre Riley which tail slid enormously but headed a Jaguar, and finally a "4½" Lagonda and a Javelin. Maybe the drivers count for something, however!

A 10-lap sports-car race containing a fine covey of XK120s came next and was heart-stopping at times, although the only incident of the whole meeting was confined to Sunter's XK120, which burst a tyre coming into Fishwick Corner and took to the grass, the driver thinking pithy things about the tyre manufacturer! Sutherland's old-type 3½-litre Jaguar contrived to cock its off-side front wing right up in the air, in the driver's line of vision but, peering past it, he drove ever more furiously. Out of a vast field, close-packed, Ian Stewart's "souped" XK120 Jaguar was never caught, do as Tyrer and the B.M.W. might, and did! Stewart lapped at 77 m.p.h., under good control, and even tyre-consuming acceleration and a few slides didn't bring Tyrer near to it. Dickson's XK120 was third. Cunningham (I. F. not Briggs!) drove the ex-Crook "2.9" Alfa-Romeo, but it is now but a shadow of its former self and finished 14th. McGregor-Whitton had chosen this as a time for running-in *his* XK120, or so it appeared. Walton's Frazer-Nash was outclassed, coming in fourth, ahead, however, of many Jaguars and Healeys. Wolfkill's left-drive XK120 duelled with Tannahill's XK120 and won.

The Formula III cars provided the most exciting race of the day, preceded by a 30-second silence in memory of "Curly" Dryden. Reece's Cooper led for two laps, then Bob Gerard, handling his Cooper faultlessly and fearlessly, took the lead, followed by Don Parker's J.B.S. and Reece. These three held all the attention, Parker ahead again on lap four, but Bob repassed him round the outside of Fishwick on lap nine. All three could have been covered by the proverbial blanket and Gerard and Parker came into this corner level, Parker pulling away a shade until Bob pipped him. Gerard pulled away after this, lapping at 78.2 m.p.h. each lap, and so this very thrilling race ended. Headland was fourth in his Cooper, which he took round the bends one hand holding him in, the other sawing at the steering wheel. If only Moss had started in the Kieft! All sorts of subsidiary duels, too numerous for detail, characterised a fine race (thirty miles in all), but Blane's J.P. broke a piston.

Now the vintage sports cars had a 5-lap go, Melville, in blue skull cap and smart "30/98" Vauxhall with Alfin-Lockheed anchorage, vanquishing the bearded and helmeted Bradshaw, who sat as on a throne, swapping the cogs of his "4½" Bentley (a two-seater with vast rear reservoir) *via* an immense outside lever. Schellenberg's "Ulster" Austin was a neat third, taking the under-3-litre section. Grant's "38/250" Mercédès-Benz (which reminds us we saw a "24/100" Mercédès saloon in Ware on the journey up!) emitted metallic noises, refused its cogs and was generally pathetic. (Query: Why are most of the vintage Mercédès which race nowadays pathetic?) McDonald's "4½" Bentley had *eight* external small-bore exhaust pipes, but had not survived its earlier race.

So to the big item, a 50-mile race for Formula II and Formule Libre racing cars. Lots of sports cars rather unseemingly joined in and it was a hard-fought struggle except for Reg. Parnell, who, driving the 4½-litre Thinwall Ferrari faultlessly, ran away with this race, of course. Incidentally, it was on Italian tyres. Ken Wharton, on a bumpy but equally polished drive, kept Bell's 1½-litre E.R.A. in third place, behind Gerard's 2-litre E.R.A. Alas, after nine laps Gerard coasted to the pits with a broken half-shaft, and Ken was second. So Graham Whitehead's E.R.A., another car splendidly driven, moved up to third place and some way behind came Kelly's green G.P. Alta, at last functioning properly and less noisy, or so it seemed, than usual. Behind Kelly, but not quite able to pass, came the single-seater H.W.M.s in line-ahead-formation, Abecassis causing a stir by leading Moss from lap 9 to 15 and again during lap 21, Duncan Hamilton third, although for the first four laps he had been second of this group. In the end Moss led the three H.W.M.s home—perhaps the green wishbone wired to his car's radiator grille did the trick! W. A. Dobson put up a good show to run behind the H.W.M.s in Murray's 2-litre Ferrari, now with a new engine giving 145 b.h.p. Tyrer's sports 1940 "Mille Miglia" B.M.W. at last passed Brown's 1950-type H.W.M., Whitehouse (Alta) was led by Stokes' car of the same breed, but most of the others straggled somewhat, Chassels running his J.P. "1,000" unblown, although a Shorrock supercharger on the forward near side of the Vincent-H.R.D. engine was intended to puff into a long buffer-ended inlet pipe endowed with dual blow-off valves.

The final race was a 5-lap event for small sports cars, Calder contriving to run away from the field in his very nicely turned out "Brooklands" Riley Nine. He was pursued at a discreet distance by Smith's neat if oddly-bodied Riley Nine and Wilson's blown "Montlhèry" M.G. Less in the picture was Barrington's M.G., which broke something vital in the

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Reports of Recent Events

SHELSLEY WALSH HILL-CLIMB (Sept. 22nd)

With a time of 36.62 sec., Ken Wharton lowered the car record for the hill and also bettered the absolute record held by a Vincent-H.R.D. motor-cycle. In practice Dennis Poore recorded 36.92 sec., the first time the 1,000 yards have ever been covered in under 37 sec. An unfortunate accident happened to A. J. Butterworth, when the A.J.B. hit the bank at Kennel Bend, tore off a rear wheel and left the road. Butterworth was badly hurt.

TEN FASTEST CLIMBS BY CARS

1st:	K. Wharton (996-c.c. s/c Cooper)	36.62 sec.
2nd:	K. Wharton (2-litre s/c E.R.A.) ...	37.01 ,,
3rd:	R. D. Poore (3.8-litre s/c Alfa-Romeo)	37.55 ,,
4th:	S. H. Allard (un-s/c Steyr-Allard)	38.45 ,,
5th:	P. J. Collins (1,260-c.c. un-s/c Cooper)	38.70 ,,
6th:	R. Merrick (1,132-c.c. un-s/c Cooper)	40.13 ,,
7th:	B. E. Bradnack (1,098-c.c. s/c Cooper)	40.24 ,,
8th:	C. Heath (1,098-c.c. un-s/c Cooper)	40.50 ,,
9th:	K. Wharton (499-c.c. un-s/c Kieft)	40.80 ,,
10th:	J. B. Norris (1,970-c.c. s/c Alta Special)	40.95 ,,

FASTEST MOTOR-CYCLES

1st:	G. Brown (998-c.c. Vincent) ...	38.15 sec.
2nd:	D. E. Bennett (499-c.c. Norton) ...	38.65 ,,
3rd:	W. Ryan (W.R.-J.A.P.)	39.50

PETERBOROUGH M.C. RACE MEETING, SILVERSTONE (Sept. 22nd)

This "extra" meeting, not we hope the last car meeting at this venue, was run off expeditiously with a minimum of fuss. The 10-lap *Final of the Formula III* race was a really desperate battle between Headland (Cooper) who had won Heat 1 at 73.57 m.p.h. and Brandon (Cooper) who had won Heat 2 (both of five laps) at 75.16 m.p.h. Headland led away, Eric passed him to lead at the end of lap 2, then, cornering right on the limit and seemingly courting disaster, Headland flung his Cooper in front again. Brandon, far more steady, although Headland became less wild as the race proceeded, didn't catch his rival until two laps from the end. He won by a mere 1.2 sec. at 76.38 m.p.h. Leston's J.B.S. was third, followed by Habin's J.B.S. and then by "Curly" Dryden (J.B.S.), who just kept ahead of Parker's J.B.S. Binns looked unhappy in his newly acquired Monaco. Chapman's gallant 4½-litre Bentley won the vintage race, Downing's fast Connaught netted two more wins, and at last Crozier's great 8-litre Bentley found adequate anchorage, winning the big sports car scratch race at 72.7 m.p.h., ably pursued by Symondson's Type 57S Bugatti on which XK 120s, "Silverstone" Healeys and even Stoop's "Mille Miglia" Frazer-Nash could make no impression. An Austin A40 Sports won the second handicap after Rowell's limit Austin Seven with standard suspension and three-speed gearbox had led for three of the five laps. A feature of this race, and of the M.G. Handicap, was the spirited cornering of Scott-Brown in a "TD" M.G. A good finale to a season of *highly entertaining* Silverstone Club Meetings. May they resume in 1952!

Results:

500-C.C. RACING CARS, HEAT 1.—1st: C. D. Headland (Cooper), 73.57 m.p.h.; 2nd: L. Leston (J.B.S.); 3rd: W. Webb (Cooper).
HEAT 2.—1st: Eric Brandon (Cooper), 75.16 m.p.h.; 2nd: Don Parker (J.B.S.); 3rd: J. B. Habin (J.B.S.).
FINAL.—1st: Eric Brandon (Cooper), 76.38 m.p.h.; 2nd: C. D. Headland; 3rd: L. Leston.
VINTAGE CARS.—1st: D. J. R. Chapman (Bentley), 70.27 m.p.h.; 2nd: E. G. Greenall (Bugatti); 3rd: C. A. Hartridge (Bentley).
SPORTS CARS UP TO 1,500-C.C.—1st: K. H. Downing (Connaught), 70.31 m.p.h.; 2nd: C. N. Sears (Frazer-Nash); 3rd: Mrs. R. B. Gibbs (H.R.G.).
SPORTS CARS OVER 1,500-C.C.—1st: G. M. Crozier (Bentley), 72.70 m.p.h.; 2nd: R. C. Symondson (Bugatti); 3rd; J. E. Binns (Jaguar XK 120).
SPORTS CAR HANDICAP, FIRST RACE.—1st: K. H. Downing (Connaught), 71.61 m.p.h.; 2nd: J. A. Williamson (Bentley); 3rd: D. J. R. Chapman (Bentley).
SECOND RACE.—1st: D. S. Shale (Austin), 57.25 m.p.h.; 2nd: N. Pownell (Mercédès-Benz); 3rd: M. Vaughan (Delage).
M.G. HANDICAP RACE.—1st: K. Hartridge, 65.57 m.p.h.; 2nd: H. C. Bradford; 3rd: G. H. Symonds.

W. HANTS & DORSET C.C. KNOTT CUP TRIAL (Sept. 23rd)

KNOTT CHALLENGE CUP (Best performance of the day): W. H. Waring (1,196-c.c. s/c W.H.W. Dellow).
VISITORS' CUP: A. G. Imhof (1,250-c.c. s/c Imhof Special).
THE SHIP CHALLENGE CUP: K. E. O. Burgess (3.9-litre s/c Allard).
CLASS 1 CUP (un-s/c 1,300 c.c.): R. W. Faulkner (1,172-c.c. Paul Special).
CLASS 2 CUP (1,500-c.c. s/c and 3-litre un-s/c): Dr. A. W. Lilley (1,172-c.c. s/c Clegg).
CLASS 3 CUP (unlimited c.c.): C. R. L. Nicholl (3.6-litre Ford Special).
TEAM PRIZE: North West London Motor Club (Faulkner, Waring, Crump).
TEAM SHIELD (Bristol *v.* West Hants and Dorset): Bristol L.C. and M.C.C.
FIRST-CLASS AWARDS: B. Fitzwater (1,087-c.c. Riley Special), C. Corbishley (1,446-c.c. C.C.S.), Dr. J. T. Spare (1,172-c.c. Whiteford Special), J. Deeley (1,512-c.c. Cranford), A. E. Rumfit (1,172-c.c. Cotton Special), C. E. Crump (1,172-c.c. Marden).
SECOND-CLASS AWARDS: W. Cuff (1,172-c.c. Cuff Special), E. G. Spence (1,172-c.c. Spence V), B. J. Bodenham (1,172-c.c. s/c Dellow), H. Hopkinson (1,172-c.c. s/c Austin/Ford), R. W. Hartnoll (1,172-c.c. Ford).

HALF-LITRE CLUB RACE MEETING, BRANDS HATCH (Sept. 23rd)

OPEN CHALLENGE RACE, HEAT 1.—1st: D. Parker (J.B.S.), 58.63 m.p.h.; 2nd: G. W. Patterson (Cooper-J.A.P.); 3rd: P. K. Braid (Cooper-Norton).
HEAT 2.—1st: B. C. Ecclestone (Cooper-Norton), 60.40 m.p.h.; 2nd: S. Lewis-Evans (Cooper-J.A.P.); 3rd: E. Brandon (Cooper-Norton).
FINAL.—1st: J. D. Habin (J.B.S.), 60.58 m.p.h.; 2nd: G. H. Wicken (Cooper-J.A.P.).
HEAT 3.—1st: J. Leary (Cooper-Norton), 60.20 m.p.h.; 2nd: K. E. Carter (Cooper-Norton); 3rd: W. H. Lowe (Cooper-J.A.P.).
HEAT 4.—1st: W. J. Whitehouse (Cooper-Norton), 62.22 m.p.h.; 2nd: A. Lowens (J.B.S.); 3rd: G. H. Wicken (Cooper-J.A.P.).
JUNIOR BRANDS HATCH CHAMPIONSHIP, HEAT 1.—1st: N. J. Gray (Cooper-J.A.P.), 57.97 m.p.h.; 2nd: R. W. Brise (Cooper-J.A.P.); 3rd: C. A. Street (C.R.M.).
HEAT 2.—1st: I. Pelling (Emeryson), 58.34 m.p.h.; 2nd: J. B. Habin (J.B.S.); 3rd: I. H. Smith (Cooper-J.A.P.).
HEAT 3.—1st: R. D. Brown (Arnott), 60.61 m.p.h.; 2nd: D. Taylor (Iota).
FINAL.—1st: R. D. A. Frost (J.B.S.), 61.92 m.p.h.; 2nd: N. J. Gray (Cooper-J.A.P.); 3rd: J. D. Habin (J.B.S.); 4th: A. Moore (J.B.S.).
BRANDS HATCH CHAMPIONSHIP, HEAT 1.—1st: K. E. Carter (Cooper-Norton), 62.61 m.p.h.; 2nd: C. D. Headland (Cooper-Norton); 3rd: L. Leston (J.B.S.).
HEAT 2.—1st: E. Brandon (Cooper-Norton); 2nd: D. H. R. Gray (Cooper-J.A.P.); 3rd: A. W. E. Richards (J.B.S.).
FINAL.—1st: K. E. Carter (Cooper-Norton), 64.9 m.p.h.; 2nd: E. Brandon (Cooper-Norton); 3rd: J. Coombes (J.B.S.); 4th: A. W. E. Richards (J.B.S.).

HAGLEY & D. L.C.C. SPEED TRIALS, WESTWOOD PARK (Sept. 23rd)

FASTEST TIME OF THE DAY.—1st: P. Collins (*Cadillac-Allard*), 22.2 sec.; 2nd: P. Collins (J.B.S.), 22.8 sec.; 3rd: J. Moor (Wasp), 23.4sec.

CLASS WINNERS

CLASS 1 (Racing cars up to 500-c.c.).—1st: P. Collins (499-c.c. J.B.S.); 2nd: J. Moor (499-c.c. Wasp); 3rd: K. Wharton (499-c.c. Kieft).
CLASS 2 (Saloon cars up to 1,200-c.c.).—1st: G. Jones (1,200-c.c. Austin); 2nd: R. W. Horton (1,200-c.c. *Austin*)
CLASS 3 (Saloon cars 1,201–2,000-c.c.).—1st: G. N. Mansell (Jowett Javelin); 2nd: N. Lawrence (1,911-c.c. Citroen).
CLASS 4 (Saloon cars over 2,000-c.c.).—1st: J. F. Kemp (3,485-c.c. Jaguar); 2nd: E. Robbins (2,660-c.c. Austin).
CLASS 6 (Sports cars 751–1,200-c.c., and up to 750-c.c. s/c).—1st: L. Oliver (1,172-c.c. Oliver); 2nd: J. Rhodes (1,172-c.c. Rhodes); 3rd: S. A. Cracknell (1,172-c.c. H.P. Special).
CLASS 7 (Sports cars 1,201–1,500-c.c., and 750–1,200-c.c. s/c).—1st: R. J. L. Threlfall (1,467-c.c. Lester-M.G.); 2nd: Mrs. Lowe (1,172-c.c. Dellow); 3rd: Mrs. J. Cooke (1,098-c.c. Dellow).
CLASS 8 (Sports cars 1,501–3,000-c.c. and 1,201–1,500-c.c. s/c).—1st: S. K. Ridley (2,088-c.c. Vanguard Special); 2nd: W. A. G. Goodall (2,088-c.c. Morgan).
CLASS 9 (Sports cars over 3,000-c.c.).—1st: P. Collins (5,420-c.c. Cadillac-Allard); 2nd: C. Brough (3,485-c.c. Jaguar); 3rd: D. O. M. Taylor (3,442-c.c. Jaguar XK 120).

LEICESTERSHIRE C.C. BOWMAKER TROPHY TRIAL (Sept. 30th)

BOWMAKER TROPHY AND REPLICA: W. R. Yates (Vanguard), 4 marks lost.
FIRST PASSENGER AWARD: Mrs. W. R. Yates (Vanguard), 4 marks lost.
FIRST-CLASS AWARDS: A. H. Shipley (Javelin) 7 marks lost; G. Duncan (Standard), 8 marks lost.
SECOND-CLASS AWARDS: D. J. Herbert (Riley), 9 marks lost; O. F. Williams (Lea-Francis), 11 marks lost.
NOVICE AWARD: Miss D. Button (M.G.), 21 marks lost.

HERTS COUNTY & N.L.E.C.C. RAMSGATE SPEED TRIAL (Sept. 30th)

F.T.D.—THE "LOMBARDS" CHALLENGE TROPHY.—B. E. Bradnack (Cooper-J.A.P., s/c.), 14.33 sec.
F.T.D. BY LADY DRIVER—CHALLENGE TROPHY.—Mrs. S. L. Parker (Jaguar XK120), 19.14 sec.
F.T.D. BY MEMBER OF THE HERTS C.A.A.C., LTD.—KEN JARVIS MEMORIAL CHALLENGE TROPHY.—A. W. Richards (J.B.S.-J.A.P.), 15.18 sec.
F.T.D. BY DRIVER OF 100 PER CENT. FOREIGN-BUILT CAR—ARGENTINO CHALLENGE TROPHY.—M. B. Hukins ("2.3" Bugatti, s/c.), 15.64 sec.
F.T.D. BY DRIVER OF VINTAGE CAR—VINTAGE AWARD.—V. J. Hern (Amilcar, s/c.), 16.13 sec.
MRS. RIVERS-FLETCHER CHALLENGE TROPHY.—Miss E. J. Temple.

CLASS AWARDS

SALOONS AND D.H. COUPES:
UP TO 1,500 C.C.—R. J. Randall (Austin A40) 20.91 sec.
OVER 1,500 C.C.—G. H. Grace (Riley), 20.08 sec.
SPORTS CARS:
UP TO 1,100 C.C.—K. Rolfe (Fiat), 18.13 sec.
1,101-1,500 C.C.—1st: V. J. Hern (Amilcar, s/c.), 16.13 sec.; 2nd: F. C. Davis (Cooper-M.G.), 18.31 sec.; 3rd: E. C. C. Harewood (M.G., s/c.), 19.09 sec.
1,501-2,500 C.C.—O. Finch (Amilcar), 17.76 sec.
OVER 2,500 C.C.—1st: G. Parker (Jaguette, s/c.), 16.18 sec.; 2nd: W. B. Black (Jaguar), 17.63 sec.; 3rd: S. G. Greene (Frazer-Nash), 17.90 sec.
RACING CARS:
UP TO 500 C.C.—A. W. Richards (J.B.S.-J.A.P.), 15.18 sec.
501-1,100 C.C.—J. Coombs (J.B.S.-Norton), 16.19 sec.
1,101-1,500 C.C.—1st: B. E. Bradnack (Cooper-J.A.P., s/c.), 14.33 sec.; 2nd: J. Farley (Farley-Special, s/c.), 15.46 sec.
1,501-2,000 C.C.—Insufficient entries.
OVER 2,000 C.C.—1st: E. Lloyd-Jones (*Triangle* Special), 14.76 sec.; 2nd: M. B. Hukins ("2.3" Bugatti, s/c.), 15.64 sec.

NOTTINGHAM S.C.C. GAMSTON RACE MEETING (Oct. 6th)

5 LAPS—SPORTS CARS, 750 C.C., S/C., AND NOT EXCEEDING 1,100 C.C., NON-S/C.:
1st: D. A. Toon (Riley) ... ... 67.72 m.p.h.
2nd: J. W. Pannell (Driver, G. R. Stokes) (M.G./Riley) ... 67.05 ,,
3rd: J. H. King (H.R.G.) ... ... 62.92 ,,

5 LAPS—NON-PRODUCTION FORMULA III RACING CARS:
1st: J. P. Labrum (Labrani) ... 68.59 m.p.h.
2nd: J. L. R. Rowbotham (J.L.R.) 67.96 ,,
3rd: G. S. Whitby ("500" Special) 67.90 ,,

5 LAPS—SPORTS CARS NOT EXCEEDING 750 C.C. S/C. AND 1,500 C.C. NON-S/C.:
1st: K. N. Downing (Connaught) ... 75.46 m.p.h.
2nd: P. B. Reece (Cooper/M.G.) ... 73.51 ,,
3rd: T. C. Wise (Jowett Jupiter) ... 72.55 ,,

5 LAPS—SPORTS CARS NOT EXCEEDING 1,100 C.C. S/C. AND 2,500 C.C. NON-S/C.:
1st: J. Tyrer (B.M.W.) ... ... 82.92 m.p.h.
2nd: J. H. Walton (Frazer-Nash) ... 82.72 ,,
3rd: D. A. Clarke (Frazer-Nash) ... 81.54 ,,

5 LAPS—SPORTS CARS NOT EXCEEDING 1,500 C.C. S/C. AND 2,500 C.C. NON-S/C.:
1st: P. J. Collins (Allard J2) ... 81.73 m.p.h.
2nd: D. C. Truman (XK120) ... 79.83 ,,
3rd: E. P. Scragg (XK120) ... 79.80 ,,

5-LAP HANDICAP, M.G. CARS:
1st: G. Lant (5 sec.) (750 c.c., s/c.) 72.30 m.p.h.
2nd: P. B. Reece (Cooper/M.G.) ... 71.94 ,,
3rd: K. Shipside ("TD" M.G.) ... 70.60 ,,

6 LAPS—RACING CARS, FORMULA III:
1st: P. J. Collins (J.B.S.) ... ... 81.04 m.p.h.
2nd: A. Brown (Cooper) ... ... 80.85 ,,
3rd: J. G. Reece (Cooper) ... ... 80.66 ,,

5-LAP HANDICAP—VINTAGE SPORTS CARS:
1st: L. Sargent (Riley) ... ... 71.40 m.p.h.
2nd: C. K. W. Schellenberg (Austin) 63.82 ,,
3rd: Hon. E. G. Greenall (2,300-c.c. Bugatti, s/c.) ... ... 78.08 ,,

5-LAP HANDICAP FOR RACING CARS:
1st: K. H. Downing (Connaught) ... 75.49 m.p.h.
2nd: J. G. Reece (Cooper) ... ... 82.40 ,,
3rd: J. H. Walton (H.W. Alta) ... 81.62 ,,

5-LAP HANDICAP FOR SPORTS CARS:
1st: C. K. W. Schellenberg (747-c.c. Austin) ... ... 64.60 m.p.h.
2nd: L. Sargent (1,496-c.c. Riley) ... 71.28 ,,
3rd: D. A. Toon (Riley) ... ... 66.66 ,,

5-LAP HANDICAP FOR SPORTS CARS:
1st: D. A. Clarke (1,971-c.c. Frazer-Nash) ... ... 81.50 m.p.h.
2nd: B. G. W. Haynes (Healey) ... 78.91 ,,
3rd: Hon. E. C. Greenall (2¼-litre Bugatti, s/c.) ... ... 78.94 ,,

5-LAP SCRATCH RACE FOR FASTEST SPORTS CARS:
1st: H. Howarth (XK120) ... 82.80 m.p.h.
2nd: J. H. Walton (Frazer-Nash) ... 82.56 ,,
3rd: P. Collins (Allard J2) ... ... 81.58 ,,
4th: G. Tyrer (B.M.W.) ... ... 80.47 ,,

EASTERN COUNTIES M.C. RACE MEETING, FERSFIELD (Oct. 7th)

5-LAP SCRATCH RACE.
UP TO 1,100 C.C.:
1st: M. Rash (847-c.c. M.G.).
2nd: W. J. Finbow (1,086-c.c. M.G.).
3rd: K. Cotterell (748-c.c. Austin).
1,101 C.C. UP TO 1,500 C.C.:
1st: C. M. Sears (1,496-c.c. Frazer-Nash).
2nd: *L. J. Coe (1,496-c.c. Riley).*
3rd: R. N. Richards (1,172-c.c. R.B.W.).

1-LAP SPEED TRIALS—FASTEST IN EACH CLASS:
UP TO 1,100 C.C.: M. Rash (847-c.c. M.G.).
1,100 C.C., UP TO 1,500 C.C.: E. Kinnell (1,496-c.c. Riley).
1,500 C.C., UP TO 2,500 C.C.: H. Kemp Place (2,443-c.c. Healey).
OVER 2,500 C.C.: W. B. Black (3,442-c.c. Jaguar).

5-LAP SCRATCH RACE:
1,500 C.C. TO 2,500 C.C.:
1st: H. Kemp Place (2,443-c.c. Healey).
2nd: R. E. Pattenden (1,767-c.c. Connaught).
3rd: G. N. Hennesey (2,262-c.c. Ford).
OVER 2,500 C.C.:
1st: W. B. Black (3,442-c.c. Jaguar).
2nd: S. J. Boshier (3,442-c.c. Jaguar).
3rd: J. H. Sarginson (3,442-c.c. Jaguar).

25-LAP SCRATCH TEAM RELAY RACE:
UP TO 1,100 C.C.: Team No. 1—K. Cotterell (748-c.c. Austin), W. J. Finbow (1,086-c.c. M.G.), R. Sage (1,089-c.c. Amilcar).
1,100 C.C., UP TO 1,500 C.C.: Team No. 3—A. C. Sears (1,496-c.c. Frazer-Nash), D. Ryan (1,250-c.c. M.G.), R. R. Rayner (1,172-c.c. Ford Special).
1,500 C.C. TO 2,500 C.C.: G. H. Hennessey (2,262-c.c. Ford), H. Kemp Place (2,443-c.c. Healey), A. J. Davey (2,280-c.c. M.G.).
OVER 2,500 C.C.: S. J. Boshier (3,442-c.c. Jaguar), J. H. Sarginson (3,442-c.c. Jaguar), W. B. Black (3,442-c.c. Jaguar).

5-LAP HANDICAP RACE:
1st: C. M. S. Abbott (1,172-c.c. Paramount).
2nd: A. C. Sears (1,496-c.c. Frazer-Nash).
3rd: W. J. Finbow (1,086-c.c. M.G.).

750 M.C. WROTHAM TRIAL (Oct. 7th)

WROTHAM CUP (TINGEY TROPHY) (for best performance of the day).—A. E. Rumfitt (Cotton Special).
COMMITTEE CUP (for best performance in Class A).—C. H. Harris (M. and H. Special).
WALSINGHAM CUP (for best performance by 750 M.C. entrant with 750-c.c. Austin).—M. R. Cannon.
FIRST CLASS AWARDS: *Class A.*—W. H. H. Durling; *Class B.*—R. W. Faulkner, M. H. Lawson and G. Pentony.
SECOND CLASS AWARDS (*Class B only*).—R. Chappell and D. W. Price.

500-c.c. RACES, BROUGH (Oct. 7th)

SCRATCH RACE: 1st: J. Reece (Cooper), 62.22 m.p.h.; 2nd: E. Brandon (Cooper); 3rd: D. Parker (J.B.S.). *Fastest lap:* Brandon, 63.81 m.p.h.
HANDICAP RACE: 1st: A. D. Gill (Cooper), 57.79 m.p.h.; 2nd: D. Parker (J.B.S.); 3rd: J. Reece (Cooper).

COUPE DU SALON, MONTLHERY (Oct. 7th)

CLASS WINNERS
PRIVATE CARS: Veuillet (Porsche), 68.7 m.p.h.
GRANDE TOURISME: Peron (Ferrari), 77.7 m.p.h.
SPORTS CARS, 750-C.C.: J. Beaulieu (DB), 69.44 m.p.h.
SPORTS CARS, 1,100-C.C.: Butti (Fiat), 63.55 m.p.h.
SPORTS CARS, 2,000-C.C.: de Barry (Simca), 76.9 m.p.h.
SPORTS CARS, 3,000-C.C.: Peron (Ferrari), 79.98 m.p.h.
SPORTS CARS, OVER 3,000-C.C.: Mairesse (Talbot), 86.18 m.p.h.

SHENSTONE & D. C.C. BUXTON RALLY (Oct. 13th)

BEST PERFORMANCE OF THE DAY.—J. D. Sleeman (Mercury saloon), 2 marks lost (Shenstone and D.C.C.).
BEST PERFORMANCE BY AN OPEN CAR.—A. Bemrose (M.G. sports), 7 marks lost (Pathfinders and Derby M.C.).
BEST PERFORMANCE BY A CLOSED CAR.—T. R. Wood (Riley saloon), 2 marks lost (Shenstone and D.C.C.).
BEST PERFORMANCE IN EACH OF THE SIX CLASSES.—*Class 1a*: A. G. Allen (M.G. sports), (Shenstone); *Class 1b*: M. Crumb (Frazer-Nash B.M.W.), (M.M.E.C.); *Class 1c*: A. Gascoigne (Allard), (Shenstone); *Class 2a*: A. R. Priestly (Ford saloon), (Sheffield); *Class 2b*: D. D. James (Singer), (Shenstone); *Class 2c*: H. C. Burrows (Triumph saloon), (Pathfinder).
NEXT BEST 10 PER CENT. OF ENTRANTS.—F. Dean (A. W. Special), (Sheffield and H.); J. V. S. Brown (H.R.G.), (Shenstone and D.); C. W. Bache (Austin saloon), (Shenstone and D.); Mrs. F. J. Fleetwood (Ford), (Sheffield and H.); C. Austin (Vauxhall saloon), (Sheffield and H.); B. Humphries (Austin saloon), (M.M.E.C.).
SOUVENIR AWARDS (for competitors losing no marks up to the completion of the Road Section, who have not received an award).—A. Towle (Sun. Talbot), (Pathfinders); R. A. Hopkinson (M.G.), (Sheffield and H.); H. D. Rayner (Austin saloon), (Pathfinders); B. H. B. Upton (Hillman saloon), (M.M.E.C.).
TEAM AWARDS.—Pathfinders and Derby M.C.; H. D. Rayner (Austin); H. C. Burrows (Triumph); A. Towle (Sun. Talbot).
CONCOURS D'ELEGANCE.
CLASS A (open cars registered prior to 31.12.41).—B. R. Beebee (1927 Delage), (Shenstone D.C.C.).
CLASS B (closed cars registered prior to 31.12.41).—R. S. Bruce (1934 Daimler), (Sheffield Hallamshire).
CLASS C (open cars registered *after* 31.12.41).—D. C. Birkinshaw (1950 Morris), (Pathfinders and Derby).
CLASS D (closed cars registered *after* 31.12.41).—J. C. Burris (1950 Triumph), (Pathfinders and Derby).

HANTS & BERKS M.C. NIGHT NAVIGATION TRIAL (Oct. 13th-14th)

WINNER: R. P. N. Stark (Vauxhall Velox). FIRST-CLASS AWARDS: S. Wilkinson (A.C.), J. Bremner (Lancia), D. Johns (Austin A 90), J. Powell (Riley), G. Silver (Morris Minor), M. Trueman (Volkswagen), A. Arnold (M.G.), J. Higginson (M.G. TA), J. Pocock (Vauxhall), S. Sedgwick (Bentley). SECOND-CLASS AWARDS: P. Gregory (Ford Ten), W. Davies (Austin A 70), D. Gahagan (Alfa-Nash), J. French (Rover), C. Bradshaw (Citroen), P. Rowell (Wolseley), J. Gott (Ford Ten), R. Johnson (Javelin), E. Brandon (Austin A 90).

TAUNTON M.C. ALLEN TROPHY TRIAL (Oct. 14th)

ALLEN TROPHY: C. E. Crump (Marders); RUNNER-UP AWARD: R. W. Faulkner (Paul Special); CLUB CUP: W. H. Waring (Dellow); HARE TROPHY: J. Deeley (Cranford); C. ALLEN SMALL TROPHY: L. J. Tolman (Betsy) FIRST-CLASS AWARDS: *E. G. Spence* (Spence), *A. G. Imhof* (Imhof), H. S. Sweeney (Jezabel); SECOND-CLASS AWARDS: L. Parker (Parker), J. J. Whitefield (Ford), J. T. Spare (Whiteford); TEAM TROPHY: Messrs. Waring, Faulkner and Crump.

750 M.C. SPEED TRIALS, TARRANT RUSHTON (Oct. 21st)

CLASS WINNERS
750 FORMULA: L. West (Austin), 27.79 sec.
SPORTS CARS, UP TO 1,300-C.C.: M. C. Parrott (Buckler), 26.03 sec.
1,301-1,750-C.C.: D. W. Dorris (M.G. Magnette s/c), 23.14 sec.
UNLIMITED: D. W. Davis (M.G. Magnette s/c), 22.85 sec.
SALOON CARS, 12.01–16 H.P.: R. Yeats (Yeats Special), 26.38 sec.
16.01–22 H.P.: J. Forsyth-Grant (Mk V Jaguar), 27.6 sec.
UNLIMITED: J. Hamilton Stutt (Jaguar), 25.44 sec.
RACING CARS, 500-C.C.: E. Fenning (Cooper), 22.09 sec.
750 C.C. S/C–1½-LITRE UN-S/C: G. V. Coles ("J4" M.G.), 21.33 sec.
OVER 1,500-C.C.: B. E. Bradnack (Cooper 1,100 s/c), 20.32 sec.—F.T.D.

HALF-LITRE CLUB RACE MEETING, BRANDS HATCH (Oct. 21st)

A big crowd watched the final Brands Hatch Meeting of the season, which ended in the dusk. Stirling Moss, driving the Ray Martin-designed Kieft-Norton for the first time at this circuit, demonstrated again that he is one of the world's leading drivers and streets ahead of even first-line "500" boys. He won his heat of the Open Challenge Race at 65.87 m.p.h. from R. W. Brise's Cooper and Gregory's Cooper, but the gearbox split and he had to miss the final, which was won by S. Lewis-Evans, whose Cooper-Norton was another brilliant performer. Stirling borrowed a gearbox from a disabled J.B.S. and came out again, although one mounting bolt was decidedly dubious. He won the second heat of the Championship Race at 65.35 m.p.h. on a damp track and then repeated his prowess in the final. In the heats he had come from the back of the grid to the lead in a couple of laps, weaving in and out of the opposition with neat hand signals, and now he lapped a bunch comprising Don Parker (J.B.S.), A. W. Richards (J.B.S.), Harold Daniell (Emeryson) and Arnott (Arnott), in 25 laps, averaging 66.91 m.p.h.; N. J. Gray's Cooper-J.A.P. was second. The first of the production Moss-type Kiefts appeared in the hands of L. Taylor, gaining a third in a heat. The steering of Pelling's Emeryson appeared to fail on the last lap of the first heat and it shot through the palings at the top bend, injuring a woman and a child spectator. The C.R.M., with B.S.A. "*Gold Star*" engine, went better than before but "blew-up" in the Mechanics' Race, won by Dudley Ward after he had caught Tatan's Kieft. Unfortunately H. Parker's Cooper overturned at the top corner and the driver sustained fatal injuries. S. Lewis-Evans netted four "firsts." Cooper won eight races, Kieft three, and Iota (D. Taylor's, with the Norton engine he uses for motor-cycle racing) and J.B.S. one each. The no-spinning rule was in force, which entailed much frenzy with the black flag, which was also waved if a bonnet catch was observed to be undone.

Results :

OPEN CHALLENGE RACE : 1st : S. Lewis-Evans (Cooper-Norton), 65.56 m.p.h. ; 2nd : D. H. R. Gray (Cooper-J.A.P.) ; 3rd : D. Parker (J.B.S.-J.A.P.).

JUNIOR BRANDS HATCH CHAMPIONSHIP : 1st : S. Lewis-Evans (Cooper-Norton), 60.40 m.p.h. ; 2nd : R. W. Brise (Cooper-J.A.P.) ; 3rd : J. Brown (Arnott-J.A.P.).

BRANDS HATCH CHAMPIONSHIP : 1st : S. Moss (Kieft-Norton), 66.91 m.p.h. ; 2nd N. J. Gray (Cooper-J.A.P.) ; 3rd : D. Parker (J.B.S.-J.A.P.).

MECHANICS' RACE : 1st : Dudley Ward (Richards' J.B.S.), 59.45 m.p.h. ; 2nd : J. Tatam (Powell-Richards' Kieft) : 3rd : R. Samuels (Annable's Cooper).

M.G. C.C. (S.W. Centre) "WESTON" RALLY

BEST PERFORMANCE OF DAY : J. M. Readings (1¼-litre M.G. saloon), 76.1 marks lost.

CLASS I (under 1,500-c.c. open) : A. S. Lusty (" TD " M.G.), 78.2 marks lost.

CLASS II (under 1,500-c.c. closed) : C. Hughes Davies (1¼-litre M.G. saloon), 84.9 marks lost.

CLASS III (over 1,500-c.c. open) : A. G. B. Wood (Jaguar XK 120), 79.5 marks lost.

CLASS IV (over 1,500-c.c. closed) : C. Whitehead (4¼-litre Bentley saloon), 80.8 marks lost.

CLASS V (specials) : A. Mayne (Fanifold Special), 77.7 marks lost.

BEST OPEN CAR : J. J. H. Murray (" TC " M.G.) 85.5 marks lost.

BEST CLOSED CAR : C. J. Toomer (Allard), 85.5 marks lost.

DISTRIBUTORS' AWARDS

BEST M.G., TRIUMPH OR STANDARD : C. M. Seward (" TB " M.G.), 86.2 marks lost.

BEST MORRIS : Mrs. Fowler (Morris Minor), 178.3 marks lost.

BEST RILEY : R. Fursland (2½-litre Riley saloon), 98.7 marks lost.

ADDITIONAL AWARDS : M. J. W. Ward (Standard Vanguard), 86.5 marks lost ; C. Lindsay (Hillman Minx), 87.3 marks lost ; W. M. G. Marshall (" 18/80 " M.G.), 87.8 marks lost ; M. Mayall (" TD " M.G.), 88.0 marks lost ; R. J. Saunders (Austin A40), 88.1 marks lost.

RACING AT WINFIELD

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transmission at flag-fall.

So ended a well-run meeting and the busy Paddock, in which Lucas, Dunlop, Redex, Shell, B.P. and Regent had set up depots, and Blane had parked his caravan, gradually emptied. But on July 19th next year this pleasant Winfield circuit is scheduled to see an international meeting.

* * *

For us there was the run back to Darlington, and so to London on the Sunday, when the comfortable, effortless and economical Jupiter, passed by no car, averaged 49 m.p.h. on a run non-stop save for traffic hazards. These included a long hold up near Stamford at some intolerant one-way traffic lights, while we went some miles out of our way entering London, when A 10 petered-out without warning : there was also a good deal of mist. Incidentally, we had a good example of how pit-stops can affect races when we stopped to refuel and were overtaken by a Lea-Francis saloon that the Jupiter had passed previously. It was half-an-hour before we caught it, yet we were at the filling station for only five minutes. On arrival at the office an accurate petrol check proved the consumption over 676 rapid miles to be just over 28 m.p.g. No further praise of the Jowett Jupiter is needed, surely ?—W. B.

Results :

SPORTS CARS, 1,200 C.C. S/C., 1,500 C.C. NON-S/C. (FIVE LAPS) : 1st : K. Downing (Connaught), 70.9 m.p.h. ; 2nd : J. Gibbon (Rover Special) ; 3rd : T. Wise (Jupiter). *Fastest lap :* Downing, 72.73 m.p.h.

SPORTS CARS, 1,500 C.C. S/C., 2,500 C.C. NON-S/C. (FIVE LAPS) : 1st : G. Tyrer (B.M.W.), 74.5 m.p.h. ; 2nd : J. Walton (Frazer-Nash) ; 3rd : B. Dickson (Healey). *Fastest lap :* Tyrer, 76.7 m.p.h.

SPORTS CARS, 750 C.C. S/C., 1,300 C.C. NON-S/C. : 1st : A. M. Calder (Riley Nine), 63.3 m.p.h. ; 2nd : R. D. G. Smith (Riley Nine) ; 3rd : H. Wilson (750 M.G. S/c.). *Fastest lap :* Calder, 64.4 m.p.h.

SPORTS CARS, UNLIMITED (10 LAPS) : 1st : I. Stewart (Jaguar XK 120), 76.3 m.p.h. ; 2nd : G. Tyrer (B.M.W.) ; 3rd : B. Dickson (Jaguar XK 120). *Fastest lap :* Tyrer, 80.9 m.p.h.

SALOON CARS (FIVE LAPS) : 1st : T. Wise (Jupiter), 64.8 m.p.h. ; 2nd : K. Downing (Healey) ; 3rd : B. Dickson (Healey). *Fastest lap :* Wise, 67.23 m.p.h.

FORMULA 3 (15 LAPS) : 1st : F. R. Gerard (Cooper-Norton), 77.38 m.p.h. ; 2nd : D. Parker (J.B.S.-J.A.P.) ; 3rd : J. Reece (Cooper-Norton). *Fastest lap :* Gerard, 78.1 m.p.h.

FORMULA 2 (25 LAPS) : 1st : S. Moss (H.W.M.), 80.6 m.p.h. ; 2nd : G. Abecassis (H.W.M.) ; 3rd : D. Hamilton (H.W.M.). *Fastest lap :* Moss, 82.1 m.p.h.

FORMULA 3 (25 LAPS) : 1st : R. Parnell (Ferrari), 86.1 m.p.h. ; 2nd : K. Wharton (E.R.A.) ; 3rd : A. G. Whitehead (E.R.A.). *Fastest lap and lap-record :* Parnell, 88.89 m.p.h.

THE B R D C AND SILVERSTONE

As we close for Press we learn that Silverstone is saved ! The B.R.D.C. is completing negotiations to lease the circuit for next season (it will be recalled that the R.A.C. gave it up at the close of the 1951 season) and that racing will continue there very much as in the past. Certain ambitious innovations are contemplated and the B.R.D.C. will shortly call a meeting at which club representatives can discuss their requirements and learn how the B.R.D.C. hopes to cater for them next year. This is indeed good news, for we can think of no organisation more fitted to run Silverstone than the B.R.D.C., and it is gratifying, too, to know that, short of emergency restrictions, they are likely to be offered the circuit at least to the end of 1955 should they so desire. Already the winter seems, as we write, to be half over . . . !

★ BOOK REVIEWS

" DUESENBERG—THE MIGHTIEST AMERICAN MOTOR CAR," *by J. L. Elbert.* (168 *pages, 5 dollars, or* £1 17*s.* 6*d.*)

Nicely produced, if soft-cover, this big and lavishly illustrated book is a mine of information about the Duesenberg, concerning which so much interest exists in the States. It contains reproductions of magazine articles and advertisements on the car, in the Clymer style, as well as Elbert's own material. There are owner-surveys of past and present owners of the 470 Model-J Duesenbergs built—how these people work, even journalists !—and sketches by Stoner MacMinn. Vivian Gray is the sole agent outside America and Canada.

* * *

To celebrate fifty years of progress Jowett Cars, Ltd., have produced a charming book, written by their Advertising and London Manager, John Baldwin. It is by no means a directory of the older Jowett models, but it does recall for the vintage-minded, by way of delightful drawings by Eric Fraser, some of the Jowetts that made a name for themselves when we were young. Such glimpses into history are a tonic to vintage nostalgia—can anyone find us a 1929 Jowett " penny-a-miler " light van, please ? The book also introduces the present Jowett cars and illustrates some of the methods employed in the modern Idle factory.

CLUB AFFAIRS

The directors of the Scottish Racing Club, Ltd., report that at a special meeting held at Bellshill on September 20th, along with the owners of 500-c.c. racing cars in Scotland, it was unanimously agreed that the club should become the organising body for these drivers.

The club has been successful in obtaining permission from the Town Council of Kirkcaldy to hold a 500-c.c. race meeting at their Beveridge Park in the spring of 1952. There is a most interesting road circuit of 1.3 miles, situated in beautiful park land, which will provide excellent sport and tax the skill of the most proficient driver. There is also ample accommodation for spectators and an excellent car park.

All persons interested in the development of 500-c.c. motor racing in Scotland are requested to communicate with the club at 27, Stirling Road, Edinburgh, 5.

The V.S.C.C. of Australia has issued the second number of its S. Australian Division, *Vintage Register* ; it is a special Bugatti number. Hon. Sec. : H. W. Short, Box 90, P.O., Rundle Street, Adelaide.

A Wolverhampton and South Staffordshire C.C. has been formed in Wolverhampton to cater for the social and sporting requirements of enthusiasts in that area of Staffordshire south of but including Stafford. An initial membership of 50 is promised and the club will seek affiliation to the R.A.C. Hon. Sec. of the new club is T. Y. Fullwood of the Staffordshire Tyre Co., Chapel Ash, Wolverhampton.

* * *

From this month onwards the first Monday evening monthly meetings of the 750 Club will take place, not at the " Red Cow," Hammersmith, but at the Abbey Hotel, North Circular Road, Stonebridge Park, near the Ace Service Station.

* * *

P. G. Warwicker has offered to compile a list of Clyno owners and requests that details of these cars, notes on sources of spare parts and other relevant matter be addressed to him at Ambergate House, Netherfield, Nottingham.

* * *

The Morgan Three-Wheeler Club prints its monthly *Bulletin* but is short of material for it. No doubt voluntary contributions about Morgans, perhaps from past owners, would be welcome. The Editor is H. Marshall, 21, Kenilworth Road, Edgware Way, Middlesex.

CIRCUIT MANAGERS IN CONFERENCE

J. Hugenholtz, Managing Director of Zandvoort, proposes to call a Conference of Circuit Managers in Paris from December 7th to 9th inclusive, to discuss such matters as safety, accommodation at, management of and use of racing circuits. Details from him, c/o, Zandvoort Racing Circuit, Stationsplein, Zandvoort, Holland.

AUSTIN SEVEN REBORN



ON October 16th the long-awaited Austin Seven was revealed to privileged "gentlemen of the Press" and a day later, at Earls Court, was unveiled to John and Joan Citizen. While this newcomer has nothing to do with high-performance motoring, we feel that it merits study, if only on account of the nostalgia created by its immortal forebear, on the basis of which so many enthusiasts' "specials" have been built and by which so many notable successes were gained in racing from 1923 to 1938 inclusive.

When the late Lord Austin embarked on the original Seven in 1922, seeking not only to put the last nail in the cyclecar coffin but also to sweep the motor-cycle combination from the roads, he realised that something very light and simple was called for. He had introduced his rugged Twenty at a very competitive price in 1919 and this was followed two years later by a scaled-down version, the famous Twelve. But when he conceived the Seven, thereby perpetuating in England many clever design features anticipated in France a year earlier by Peugeot, he saw that scaling down his bigger chassis wouldn't suffice for the baby; the Seven, indeed, had a very simple frame, a transverse front spring and quarter elliptic rear springs. The result of "adding lightness by simplification" was a world beater that sold to the tune of over 300,000 in fifteen years, slumps included.

The basis of the new Austin Seven has clearly been different. Modern constructional methods have called for one-piece body and chassis construction and a "big car" appearance has been the aim. The new baby has four doors, a feature deemed highly desirable by many Britons, who suffer from claustrophobia, because of years spent mainly in air raid shelters (a fact Nuffield took two years to appreciate). It has double-dipping headlamps, separate side lamps, a lockable luggage boot, anti-roll bar and provision for heater and radio, etc. Unfortunately all this adds up to an unladen weight of 13¼ cwt., which is rather high for a true baby car. No doubt eminent engineers will be quick to explain that, strength-for-strength, integral construction is lighter than any other, but that does not prevent disappointment that this construction has not been done in light alloy as in the Panhard, although no doubt this would have put the Seven outside Austin's price target, of £8 less than the two-door Morris Minor, but £18 more than the Ford Anglia. In that case special treatment of frame and suspension, rubber for the latter for instance, might have resulted in a lower weight-factor. The 2CV Citroen is an example of what is in mind, taken perhaps to too great an extreme.

A concession to weight reduction certainly seems to have been made by the adoption of 5.20 by 13 tyres. A slightly larger wheel, however, would have facilitated tyre replacement at places remote from Austin agencies, would have resulted in slightly better proportions of the car as an entity, and would surely have made for greater comfort over the bad roads that prevail today—however, no doubt scientists will send us a parcel containing a "Mira" pot hole to prove that 13 in. wheels sink in very little farther than 14 in. (Morris and Renault) or 15 in. (Fiat). As such small wheels are employed it is a pity that the spare has to be stowed ahead of the luggage space in the boot. The problem of spare wheel stowage on small cars is severe, but Morris and Fiat and Ford put theirs *under* the floor, Panhard on the lid of the boot and Renault scores by using the under-bonnet space.

Had the total weight been lower a smaller engine could have been used, with consequently better fuel consumption claims. As it is, this new Seven isn't a Seven at all, for it is rated at 8.3 h.p. Its o.h.v. engine is undeniably efficient on a h.p./litre basis, although the air-cooled flat-twin 610-c.c. Dyna-Panhard only concedes 2 b.h.p. But it has a swept volume of 800 c.c. and the fuel consumption claimed is "up to 50 m.p.g." Now this Austin does not pretend to a startling performance and, in spite of claims in the daily Press of up to 75 m.p.h., will clearly require favourable conditions to top 60 m.p.h. With this there is no grumble, for it has been produced essentially as an economy vehicle (in price and in m.p.g.) and in this country the majority of motorists amble along (in the middle of the road) at precious little more than 30 m.p.h. no matter what size car they drive. Doing this, they get around 50 m.p.g from the 919-c.c. Morris Minor and 933-c.c. Ford Anglia. Had this new Austin been a really lightweight car with a truly diminutive engine it might have given a regular 60 or more m.p.g., and that would have been quite something. Remembering that the original Austin Seven was 696 c.c. and considering what the later Seven achieved on 747 c.c. and the Fiat 500 on 570 c.c. before the war and with their valves in the block, the need for an 800-c.c. o.h.v. engine in the present baby does make one wonder what progress has been achieved in economy-car technique in thirty years, especially as an attempt has obviously been made to keep the overall dimensions of the car modest, as witness the 6 ft. 7½ in. wheelbase (against 7 ft. 2 in. of the Morris Minor), and 2 ft. 11¾ in. wide back seat (against 3 ft. 1½ in. of the Morris Minor). Admittedly when Lord Austin designed the first four-cylinder Austin Seven on his billiard table at Lickey Grange all those years ago (presumably billiard tables were two-a-penny in those prosperous times) he did not have to provide for a four-seater steel saloon body equipped with radio and heater. But later inflated Austin Sevens managed pretty well on 12–17 b.h.p. and look at the performance of the present 748-c.c. rear-engined Renault and o.h.v. 570-c.c. Fiat, cars with which the Austin Seven will be in direct competition in France and Italy. The new prodigy from Longbridge is a delightful proposition in many ways. It has room for four adults, with deep foot wells for those at the back, it has a roomy luggage boot, it is nicely finished and looks every inch an Austin, when not looking like a Crosley Hot Shot. But how much more exciting it would be were the engine a true economy unit of, for instance, 450 c.c., giving roughly the h.p. of the Fiat 500C, installed in a car weighing approximately 10 cwt., perhaps by recourse to "cyclecar" chassis construction, thus combining very fair performance with a *truly notable* low fuel consumption! Conversely, the existing 30 b.h.p. 800-c.c. unit in such a chassis should have provided that 70–75 m.p.h. and high cruising speed referred in the dailies while retaining the 50 m.p.g. factor. Either way the car would have been excitingly new and desirable. As it is, the new Seven does not look like being startlingly different in performance or economy from other small cars. In fact, it does not strike us as such a revolutionary car as its predecessor was in 1922, for the Austin Seven of that era had no counterpart, save perhaps the small Peugeot, and that *voiturette* had hardly established itself in this country. The main claim to fame of the new addition to the Longbridge family lies in its competitive price, and at £325 it undoubtedly represents exceedingly good value-for-money at the present time.

RUMBLINGS

Economy Cars

With the return of the Austin Seven a highlight of the just-concluded Earls Court Show thoughts turn again to economy vehicles built to personal ideals and ideas. Consequently we were interested to see an economy three-wheeler which Jerry Egan is building, purely as a hobby, at the Leacroft Engineering Works, Egham.

This vehicle has a chassis, roughly triangular, of 16-gauge steel tube, with an angle-frame to carry the body panels, which help to stiffen the structure. From the rear of the chassis on each side trail fabricated arms pivoted on plain bearings. The extremities of these arms carry grease-packed races on which run the wheelbarrow back wheels. Suspension is by means of strands of elastic running forward from bell cranks on the trailing arms to an anchorage under the chassis, a light, simple, inexpensive and durable form of soft back springing thus being obtained that can also be easily adjusted.

At the apex of the triangle is mounted a pair of Francis-Barnett motor-cycle front forks, suitably cut down to carry a tiny wheel matching those at the back. A 7 in. brake will be incorporated in this wheel, while a similar expanding brake is bolted to each back wheel. Steering consists of a column set at a slight angle to the vehicle's centre-line, operating an Austin steering box on the car's bulkhead, the drop arm of which moves transversely to swing the forks. A built-up leather-covered spring steering wheel is used.

The engine is a reconditioned 250-c.c. two-port Villiers two-stroke, converted from pressure to petroil lubrication. The plot is to mount it adjacent to and inboard of the near-side back wheel and let it drive an Albion motor-cycle gearbox *via* a primary chain. This gearbox is carried in a cradle below the engine so placed that the final drive chain is unaffected by the rise and fall of the suspension arm. A jockey sprocket may be used to tension it. Cooling ducts will direct air onto the cylinder from inlets on each side of the body and in the undershield, although to begin with only the near-side body aperture will be so ducted. A grille in the back of the body above the engine will draw off hot air.

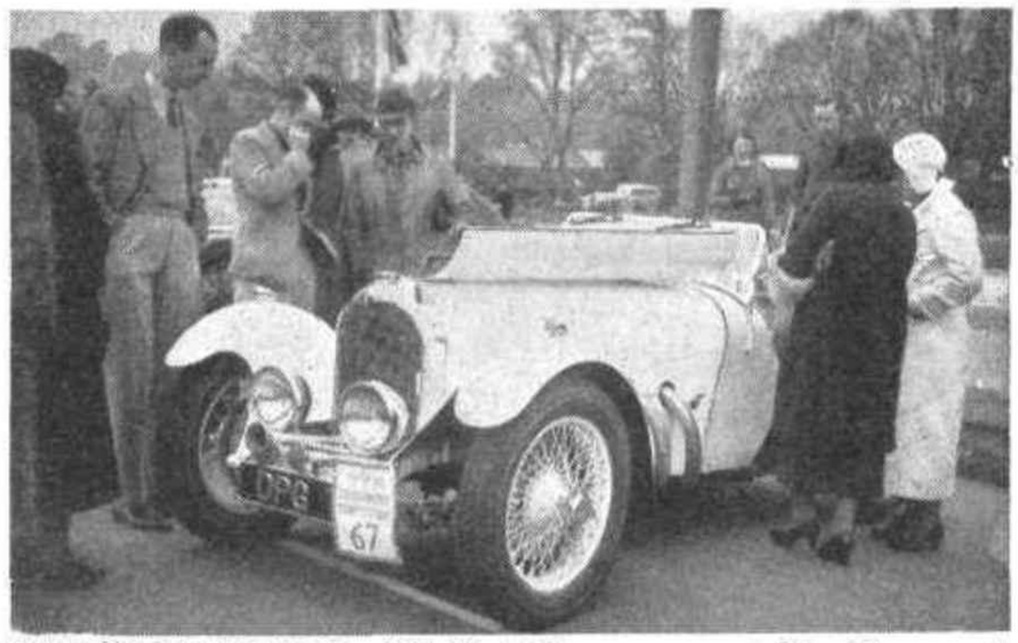
Starting will eventually be electric, incorporating a patented belt-drive-cum-clutch from a normal starter, but at present an external hand starter convenient to the driver's right hand and working *via* a cross-shaft onto the free-wheel mechanism in the gearbox, is being devised. The gear-lever will likewise operate *via* a cross-shaft and links.

The body is a wide, egg-like, three-abreast affair, coming to a point ahead of the front wheel and with curved sides; rather better looking, we should say, than a Bond. The petroil tank will go beside the engine, leaving luggage space in the wide, deep tail. Lighting of a single headlamp in the nose and side lamps on the scuttle will be by a battery arranged for easy trickle-charging.

Egan has planned his car with weight-saving in mind (the pedals, for instance, are simple fabrications) and expects it to weigh approximately 3 cwt. He will be content with 40 m.p.h. cruising, coupled with reasonable acceleration and a m.p.g. of around 70, and £5 annual tax. Remembering how well the Bond we tested got along on 197 c.c. he should certainly realise this ambition, and the wide rear track should give good stability given correct tensioning of the "suspenders." He expects to spend about £50 on this interesting experiment and believes that such a vehicle could be produced commercially, if that were in mind, which it isn't, for about £250.

It seems curious that more people have not tried their hand at these cars. We also await further commercial examples. Cooper should be able to excel here but seem to have abandoned their sports two-seater and the ambitious 350-c.c. Iota project appears to be shelved, at all events temporarily, because while it *goes* very well, it objects to being asked to *stop*.

However, as we close for Press comes news from Stone, Staffs., of another home-built economy job, made by C. W. Gaskin. He uses a 500-c.c. flat-twin Lawrence o.h.v. power unit in a chassis which is Morgan at the front, Austin Seven at the back, with Austin Seven clutch, transmission, back axle and back springs. The appearance is rather Fiat 500, but with a "new look" grille on the front, and there is plenty of luggage space in this open two-seater. So, you see, some people *are* getting going on these economy projects. And very interesting and worth while too!



FAMOUS FAMILY.—Stirling Moss, encouraged by his parents, is one of the world's greatest racing drivers. This picture is of interest because it shows Stirling's mother (in overall coat, on extreme right) with her Marendaz-Special at the 19th R.A.C. Rally coachwork contest.

And an E-type E.R.A.

When Peter Walker's E-type E.R.A. (G.P.2) crashed and caught fire in the I.O.M. last year many people thought that was the end of this ill-fated car. But while we were at the Leacroft Works we spotted a very good-looking racing car, rather like an enlarged H.W.M., and—this was it! The chassis has been rebuilt by H.W.M. and the two-stage Wade supercharged 2-litre E.R.A. engine that once graced the E.R.A. (R.10B) now raced by Graham Whitehead has been installed. The E-type E.R.A. back axle gearbox and de Dion rear end are retained, using stouter universals, but only top and third gears are used in this box. An Alta-type Wilson gearbox provides the normal ratios and a tiny lever at the left rear of the driver's seat preselects either ratio in the E.R.A. gearbox, the car being intended for sprints, where the alternative high or a low set of ratios will prove of value. Peter Whitehead intends to use the E.R.A. next season when not circuit racing his latest Ferrari, for which he hopes to acquire a 4½-litre power unit.

Leacroft are masterful at building beautiful bodies without the preliminary elaborate planning and too much drawing board nonsense, and Whitehead's reborn E-type is a very nice looking car. Another job in hand is the fitting of a road two-seater shell, detachable by removing eight bolts, to Cooney's 1922 twin-cam G.P. Sunbeam. Modern tyres are now fitted, using Triumph back wheels, and in its new guise it looks neither out-dated nor ultra-modern, the result being well suited to an historic car seeking a new lease of life. Watson's Alta, which Big Bill Whitehouse has been driving, is to be given the 4.3 to 1 back axle from Gaze's car, as the 3.9 ratio in use at Goodwood and Castle Combe held back a willing engine. Leacroft were busy, too, repairing crashed "Silverstone" and saloon Healeys, another department they operate very effectively; indeed, their "patients" go back into circulation looking, if anything, better than new.

* * *

The 1954 Formula

Against the desires of Germany and Great Britain, the F.I.A. has pronounced that Formula I racing will, after 1953, be for supercharged cars up to 750 c.c. and unsupercharged cars up to 2,500 c.c. This announcement will raise many interesting conjectures, but it is early as yet to discuss them in detail. Alfa-Romeo and Ferrari will probably retard any prospective developments of their existing Formula I cars, and B.R.M. now has only two seasons in which to achieve some measure of prestige and restore the faith of its supporters. The new Formula might have been designed for Ferrari but it should also interest H.W.M. and Aston-Martin. Formula II changes were not finalised and Formula III is unchanged.

At this F.I.A. meeting the following dates were ratified of races counting for the 1952 World Championship: Swiss G.P., May 18th; European G.P. (Spa), June 22nd; French G.P. (Rouen), July 6th; British G.P., July 19th; German G.P., August 3rd; Rio de Janeiro G.P., Dec. 14th; joined by the Indianapolis 500 on May 30th and the Dutch G.P.

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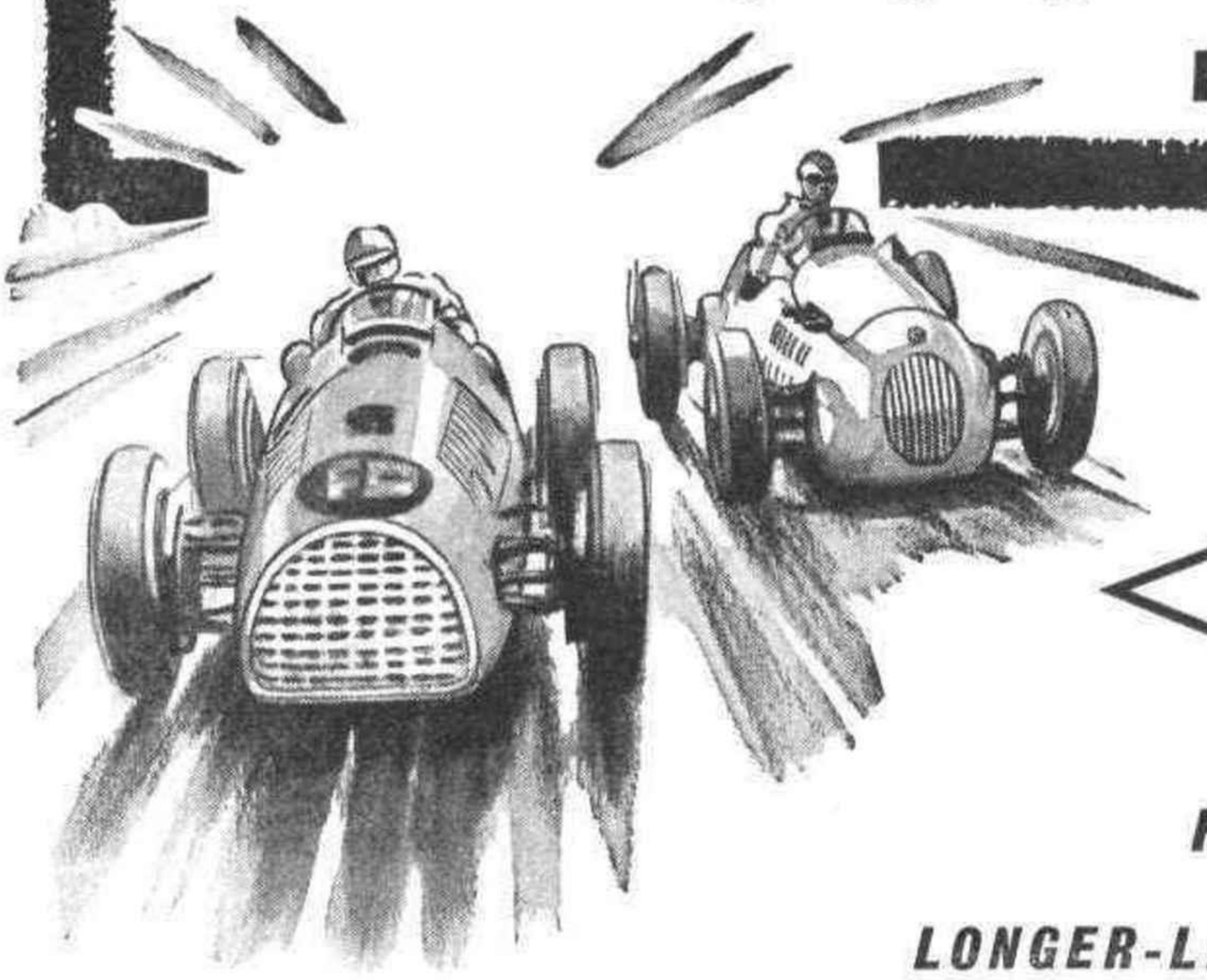
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2ND LANCE MACKLIN (H.W.M.)

3RD GEO. ABECASSIS (H.W.M.)

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The September B.A.R.C. Goodwood Meeting

Dr. Giuseppe Farina Wins Three Races and Raises Lap Record to 97.36 m.p.h. for Alfa-Romeo. Stirling Moss Takes Three Firsts and a Second in H.W.M. and Jaguar Type C Cars. Bad Accident to Brian Shawe-Taylor.

It is always pleasant to go to Goodwood. You hear praise of the facilities on all sides and the short, Brooklands-style races are most entertaining. Consequently a large if not record crowd flocked there on September 29th to enjoy an excellent "card" in ideal weather. They saw Farina, in an old style 159 Alfa-Romeo—the type with swing-axle rear suspension, forward-facing duct to the air intake and single exhaust pipe—raise the lap-record to 97.36 m.p.h. and win every race for which it was entered, including one immensely exciting handicap in which Farina, driving magnificently, caught Moss' H.W.M. on the run-in to the finish.

Ascari was an absentee, so Reg. Parnell gratefully took over Vandervell's Thinwall Ferrari, now endowed with B.R.M. three-leading shoe Girling brakes. No B.R.M. ran, the Bourne boys being far more concerned about making certain of winning all the 1952 Grands Prix! Incidentally, had a B.R.M. run the B.A.R.C. proposed to give it 7 sec. start in the Third September Handicap from Farina's Alfa-Romeo and the Ferrari—verb. sap.!

* * *

Madgwick Cup (5-laps scratch) Up to 2,000-c.c. non-s/c, 1,100-c.c. s/c

The green single-seater H.W.M.s dominated this race, pursued by Merrick's Cooper-Nor-J.A.P., now with Mk V chassis, which was audibly off form. Macklin led lap one, Moss close behind and waving an arm, Merrick third. A lap later it was Macklin, Moss, still waving, then Abecassis. On lap three Moss took the lead, lapping at 86.54 m.p.h. Stokes spun his Alta on the first lap, Barber's Cooper sounded unwell, and the single-seater Connaught was a last-minute non-starter.

1st: S. Moss (H.W.M.), won by 1.6 sec. at 84.83 m.p.h.
2nd: L. Macklin (H.W.M.).
3rd: G. Abecassis (H.W.M.).

Woodcote Cup (5 laps, scratch) Formule Libre

With the B.R.M., Fotheringham-Parker's Maserati, the Connaught, the A.J.B., Spero's Maserati and Goodhew's "P3" Alfa-Romeo non-starters, 15 cars formed up on the grid. Of these, Branca's Maserati required new plugs and got away late. Farina's engine was started with one minute to go, and the 159 Alfa-Romeo simply walked away from the rest, pursued by Parnell in the Ferrari who closed up a little into the corners but never came to grips with the great Farina, who drove a splendid race, setting the lap-record to 96.92 m.p.h. Way back, Tony Rolt was applauded for a fine run in Rob Walker's E.R.A.-Delage, which kept the E.R.A.s and Maseratis behind it. James' Maserati seemed to get in the way

PRACTICE NOTES

Johnnie Claes had the ex-Brook 4CLT Maserati but he wasn't very punctual for practice. David Murray brought the ex-Whitehead Ferrari, now with 2-litre engine, David Hampshire old No. 1 E.R.A., and Ken Wharton was handling Bell's E.R.A. in 1½-litre form as well as the Cromard-Special. Big Bill Whitehouse was trying Watson's 2-litre Alta, hampered by magneto trouble in practice and inability to exceed 3,700 r.p.m. on race day, while Alta-Sport brought their unblown 2-litre for Stokes to drive—it was pulling a 3.8 axle ratio—but couldn't get the Cowell blown 1½-litre ready in time. Stokes' right leg was still in plaster following a road accident. Boyce had entered veteran Austin Seven driver H. C. Spero to drive the ex-Bira "2.9" Maserati, now red and with its front shock-absorbers now cowled in but otherwise mainly original and still beautifully turned-out. Unfortunately it rolled over at Madgwick Corner, but very gently, so that only mild damage resulted. It was scratched from its race, however. Allard was running his Cadillac-Allard as a "racer," *sans* front wings, and Baring entered a Cadillac-Allard, with the usual twin d.d. carburetters on Detroit Engineering Equipment manifolds, but it wouldn't run properly and did not race on the Saturday. Willment tried his hand with the ex-Folland 2-litre Ferrari, now blue, and Keen had the ex-Peter Clark *monoplace* Lea-Francis-H.R.G. The Rover-B.M.W., with offset transmission, the Turner Special and the Lamgia were down to race. Tony Branca brought a latish 4CLT Maserati, as did Baird, who also had the touring-bodied Ferrari for the Sports Car Race, now declared as a 2.3-litre. Branca, you recall, drove a Simca at Jersey last year, Tim Seccombe and A. Sullivan shared the E.R.A. "Remus" from the Hamilton/Parker stable. Duncan Hamilton was in trouble with a broken inlet rocker and bent push-rod on his Lago-Talbot. Incidents, apart from Spero's inversion, involved James' Maserati, at Woodcote, and Shawe-Taylor, whose E.R.A. spun off at Madgwick.

Farina brought the Alfa-Romeo from Italy in a vast Dodge truck, accompanied by three mechanics. He made best practice time in 1 min. 30.4 sec., 95.58 m.p.h., to Parnell's 95.15 m.p.h., and Reg. was trying his hardest. Moss put the Type C sports Jaguar round at an incredible 86.57 m.p.h., stop-lamps winking, being only slightly faster in the H.W.M., at 87 m.p.h., which Macklin equalled. For once the peace of Goodwood was undisturbed by "500s," which the B.A.R.C. had decided to stand-down in favour of sports cars, perhaps because, if they hadn't, the Half-Litre Club might have stood down itself unless guaranteed a return of entry fees to starters. Oh dear!

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and Hampshire took to the grass in a vain attempt to pass, a practice they frown on at Goodwood. Shawe-Taylor was fourth, ahead of Poore, whose big Alfa-Romeo lacked its usual top-end poke, A. G. Whitehead's E.R.A. was sixth, followed by Hamilton's sick Talbot, minus compression and so oiling-up on one cylinder, and Allard finished eighth, fending off the 4CLT Maseratis, of which Claes' had caught Hampshire's E.R.A. on the last lap. Farina's *average* was 0.29 m.p.h. higher than Parnell's old lap-record!

1st: G. Farina (Alfa-Romeo), won by 7.4 sec. at 94.83 m.p.h.
2nd: R. Parnell (Ferrari).
3rd: A. P. R. Rolt (Delage).

Sports Car Race (5 laps, scratch) Over 1,500-c.c., to 3,500-c.c. non-s/c

Moss, on the front row of the starting-grid with Crook's, Clarke's and Peacock's Frazer-Nashes, led throughout in the Type C Jaguar, making fastest lap at 84.83 m.p.h. Indeed, Clarke's Frazer-Nash was 13 seconds behind at the finish, Howarth's XK120 Jaguar third, Crook fourth. Once again Frazer-Nash had demonstrated their superiority over all other sports cars save the Type C, in spite of having engines which are small by prevailing sports-car standards. Howarth, who had the fastest of the eleven XK120s, has spent some time at Jaguars learning how to make these cars go, with noticeably good results. Crook was fourth, Fotheringham-Parker fifth, Peacock sixth, Craig seventh, Baird's Ferrari eighth.

1st: S. Moss (Jaguar), won by 13 sec. at 83.67 m.p.h.
2nd: D. A. Clarke (Frazer-Nash).
3rd: F. H. Howarth (Jaguar).

First September Handicap (5 laps) Racing Cars

As the 14 runners lined up, John Bolster remarked, *via* the P.A., that the Shelsley record-holder was on "limit" in the Cromard Special. Wharton was hastily docked 30 sec. of his generous start and Bucknall's blown, 1,087-c.c. M.G. left first. But on lap two Ken, although not entirely at home as yet in the Lea-Francis-engined Cromard, was in the lead, although the car's bonnet had fallen off. Dunham's game old Alvis was coming along fast from the same mark, and Wharton snaked a bit through the bends as he strove to retain his lead. Merrick, too, was in a hurry in the Cooper-Nor-J.A.P., and put up fastest lap, at a very notable 87.07 m.p.h., indicating that it is still our most potent Formula II car! Wharton got over the line with a comfortable lead from Dunham, with Merrick 3 sec. behind the Alvis. Lewis and Mann had started together in their "2.6" Alfa-Romeos and anticipated a grand scrap, but Mann was the faster and then Lewis and Hawthorn (in his T.T. Riley) had an incident together, Lewis spinning round twice and being flagged off after restarting. Downing, whose 1½-litre Connaught went very fast in practice, and which has the "racing" four-carburetter layout, never really got going, the clutch refusing to grip. This race was almost "pure Brooklands" and very good value.

1st: K. Wharton (Cromard Special), 0 min. 55 sec. Won by 5 sec. at 81.29 m.p.h.
2nd: C. G. H. F. Dunham (Alvis), 0 min. 55 sec.
3rd: R. Merrick (Cooper-Nor-J.A.P.), 0 min. 30 sec.

Second September Handicap (5 laps) Sports Cars

On paper Moss, in the Type C Jaguar, looked to have an all but impossible task as, from scratch, he had to make up over 10 sec. a lap on a "Silverstone" Healey and 5 sec. a lap on a bunch of XK120s, while Clarke's rapid Frazer-Nash could never be caught. However, although the Healey of de Edwards led for two laps and Clarke's Frazer-Nash on the third, Clarke had trouble and finally retired, with a broken oil pipe. Stirling was fifth at the end of lap two, third on lap three, and he passed into the lead at St. Mary's on the fourth lap. To

do this he lapped at 86.02 m.p.h., in spite of having so many cars to overtake! Yet, as usual, he made it look an entirely effortless drive. Moss had secured his third win of the day! Riseley-Pritchard's XK120 spun at Madgwick, clouted the straw bales, then slid backwards round the officials' funk-hole into a parked Morris Minor. The Morris was slightly dented, the Jaguar undamaged, and the driver apologised very nicely to Lt.-Col. Baker, whose Morris it was.

1st: S. Moss (Jaguar), scratch. Won by 18.6 sec. at 84.16 m.p.h.
2nd: F. H. Howarth (Jaguar), 0 min. 15 sec.
3rd: P. Fotheringham-Parker (Jaguar), 0 min. 15 sec.

Third September Handicap (5 laps) Racing Cars

This was quite the finest race ever seen at Goodwood and a complete justification for short handicap races. Parnell was on scratch with Farina and the H.W.M.s had 47 sec. start. Moss got off well and led lap one from team-mate Abecassis, the two slim green H.W.M.s, followed by Whitehouse in Watson's Alta. Graham Whitehead's E.R.A. was already fourth, pursued by a determined Rolt in the dark blue E.R.A.-Delage. Branca beat Claes on getaway and then Parnell beat Farina to it, being first into Madgwick. After a lap, however, the Alfa-Romeo led the Ferrari, but Parnell was closing on it at times and certainly giving it no mercy. Hamilton, Talbot still sick, waved Farina by. After two laps it was still Moss, Abecassis, Whitehouse, and on lap three the leaders were likewise, only now Farina and Parnell were sixth and seventh, instead of ninth and tenth. Parnell, driving splendidly, couldn't hold the flying Alfa-Romeo, which Farina was driving so calmly yet so very, very fast, passing left or right of other cars as expedient. After four laps the two H.W.M.s were still leading, but Moss' had a trace of misfiring; Rolt was third, but Farina was close behind. On the intense last lap the crowd was breathless with excitement as Moss pressed every ounce from the H.W.M. and Farina, now second, streaked down the back-leg in pursuit. Into Woodcote Stirling just led, but only just. Yet he went through, they said, every bit as fast as Farina, who, however, passed on the run-in, to win this great race by a mere two seconds! Reg. was third, Abecassis fourth, the gaps 2.4 and 0.4 sec., respectively. Twice had Farina equalled the lap record he set in the second race; the Alfa-Romeo beat the Thinwall Ferrari by 4.4 sec. Grand stuff!

1st: G. Farina (Alfa-Romeo), scratch. Won by 2 sec. at 94.5 m.p.h.
2nd: S. Moss (H.W.M.), 0 min. 47 sec.
3rd: R. Parnell (Ferrari), scratch.

Fourth September Handicap (5 laps) Racing Cars

Eleven cars started; Webb's Turner Special was mysteriously rehandicapped 27 sec. Richards' Riley Special soon made up its 10 sec. on the "limit" Lotus-Austin, and led for four laps, but on the last Keen's H.R.G. got by. Leonard's Ferrari-like Cooper-M.G. was third and Shawe-Taylor's E.R.A. seventh, from scratch. Chevell stopped at Madgwick on lap two believing his Alvis to be breaking up, but it was merely a loose stay clouting the body! Long after the rest had finished Southon was still circulating in Rohll's "2.3" Alfa-Romeo. Keen did fastest lap, at 82.86 m.p.h.

1st: M. J. C. Keen (H.R.G.), 0 min. 45 sec. Won by 3 sec. at 80.91 m.p.h.
2nd: H. A. Richards (Riley-Special), 1 min. 30 sec.
3rd: L. Leonard (Cooper-M.G.), 0 min. 55 sec.

"Daily Graphic" Goodwood Trophy Race (15 laps, scratch)—Formula 1

So to the big race of the day—and no B.R.M.! Although Parnell took the lead initially (lapping at over 95 m.p.h. from a standing start!) and led lap one, it seemed a foregone conclusion that Farina would win and this he did, swopping places with Reg. on lap two and thereafter driving through the race impeccably, passing slower cars without hesitation and taking the left-hand curve past the Paddock in a true four-wheel-drift. He raised the lap record to 97.36 m.p.h., beating Parnell's original Ferrari record by 2.86 m.p.h., and winning easily, at over 95 m.p.h. No doubt the latest Alfa-Romeo or Ferrari would have lifted the lap-record above 100 m.p.h., as the B.A.R.C. had anticipated. Parnell did all that was possible and took his defeat with a broad smile (but B.R.M. *owed* him a good car for this race). He actually lapped only 1.4 sec. slower than Farina. Rolt was a splendid third, going round at approximately 91 m.p.h., although a lap behind, having just held off Gerard's brilliantly handled E.R.A. throughout. Moss clung, if less effectively towards the end, to Gerard's tail in the H.W.M., Wharton (E.R.A.) was sixth, Abecassis (H.W.M.) seventh, followed by James' Maserati and, two laps behind, Whitehouse in the Alta.

Unfortunately a bad accident befell Shawe-Taylor. Third off at the start, he was obviously determined to make his old C-type E.R.A. tick. He slid off the outside of Woodcote on this first lap while still third but, keeping the engine going, saw a gap after Baird's Maserati had gone by in tenth place and shot from the shrubbery, pulled over to let James' Maserati by, then accelerated away. Alas, approaching St. Mary's on lap two Branca slid, spun and struck the E.R.A. which was following. It went end-over-end, the near-side front wheel and suspension unit being torn off. It was some time before the ambulance took Shawe-Taylor away, badly hurt. Branca's Maserati suffered a crushed nose cowl. The race was now nearly over, and Stokes' Alta had retired on lap five, on which lap Baird took eighth place from Hampshire, who also dropped out. On lap seven Whitehead got by James and was in turn passed on the right out of Woodcote by the flying Farina. Whitehead, however, retired on the ninth lap. After this the order was unchanged to the end.

1st: G. Farina (Alfa-Romeo). Won by 5.6 sec., at 95.11 m.p.h.
2nd: R. Parnell (Ferrari).
3rd: A. P. R. Rolt (Delage), 14 laps.

Books from Clymer

A couple of months ago Rootes Ltd., arranged for a party of motoring writers to see Kalanag, the talented illusionist, perform at the Finsbury Park Empire. The high-light of this show was the vanishing Hillman Minx, which one moment was clearly visible on the stage and the next had disappeared, like those new cars at the dealers where you placed *your* order six years ago. Kalanag punctuated his brilliant performance with a minor illusion; from a glass jug which could not have held more than a couple of pints he poured "water from India" at frequent intervals, some gallons in all, leaving the magic jug in full view on a glass-topped table between times. We were reminded of this "water from India" when a bulky package arrived bearing "books from Clymer," for it is almost inconceivable that still more motoring works could have issued from the famous Los Angeles publisher. Yet issue they have! There is the 1951 version of the "Indianapolis History," lavishly illustrated and covering this year's 500 Mile Race from almost every angle. It is a most attractive purchase (102 pages, 1.5 dollars). There is "Souping the Stock Engine" (188 pages, 2.0 dollars) which naturally deals mainly with American engines, but which will tell English "hotters-up" much of value. It carries power-curves, details of proprietary speed equipment, including superchargers, and data tables. There are reprints of historic Mercer, Marmon 34, and Stutz Series E catalogues and f.w.d. Cord 810-812 and Duesenberg Model J instruction manuals. "The Modern Chassis" (112 pages, 2.0 dollars), which is by no means complete, is an easy and fascinating reference to present-day design in this category, with masses of illustrations of frames, brakes, shock-absorbers and suspension units. Finally, for one posting at all events, Clymer presents (65 pages *not* counting *original* ads., 1.5 dollars) a reproduction of the booklet issued by the E. R. Thomas Motor Co. after a Thomas Flyer had won the 1908 New York to Paris Race, which is a "must" for collectors. Clymer is prolific all right! His books are available from 1268 Sh. Alvarado, Los Angeles, or, in this country, from Stoneham's.—W.B.

NEW FERODO PUBLICITY MANAGER

Mr. H. E. G. Harvey has been appointed Publicity Manager of Ferodo, Ltd., and will be responsible to the Sales Director, Mr. Leslie Harrap, for the publicity, advertising and public relations activities of the company.

Mr. Harvey moved from Birmingham where he was well known for his activities as Chairman of the local branch of the R.A.S.C. Association and Founder Chairman of the Birmingham R.A.S.C. Officers' Club.

Prior to the War he was for a number of years on the staff of *The Birmingham Post* and forsook the Fourth Estate to take an important appointment in the world of entertainment. In May, 1940, Mr. Harvey joined the R.A.S.C. and saw service in the Western Desert, Tobruk, Egypt, Palestine and Syria. Commissioned in the field, he was appointed Welfare Officer to the 8th Army, and then Staff Captain to the Headquarters in Palestine. In 1944 he became Senior Administrative Staff Officer of an Infantry Brigade Group, in the Italian campaign, with the rank of Major.

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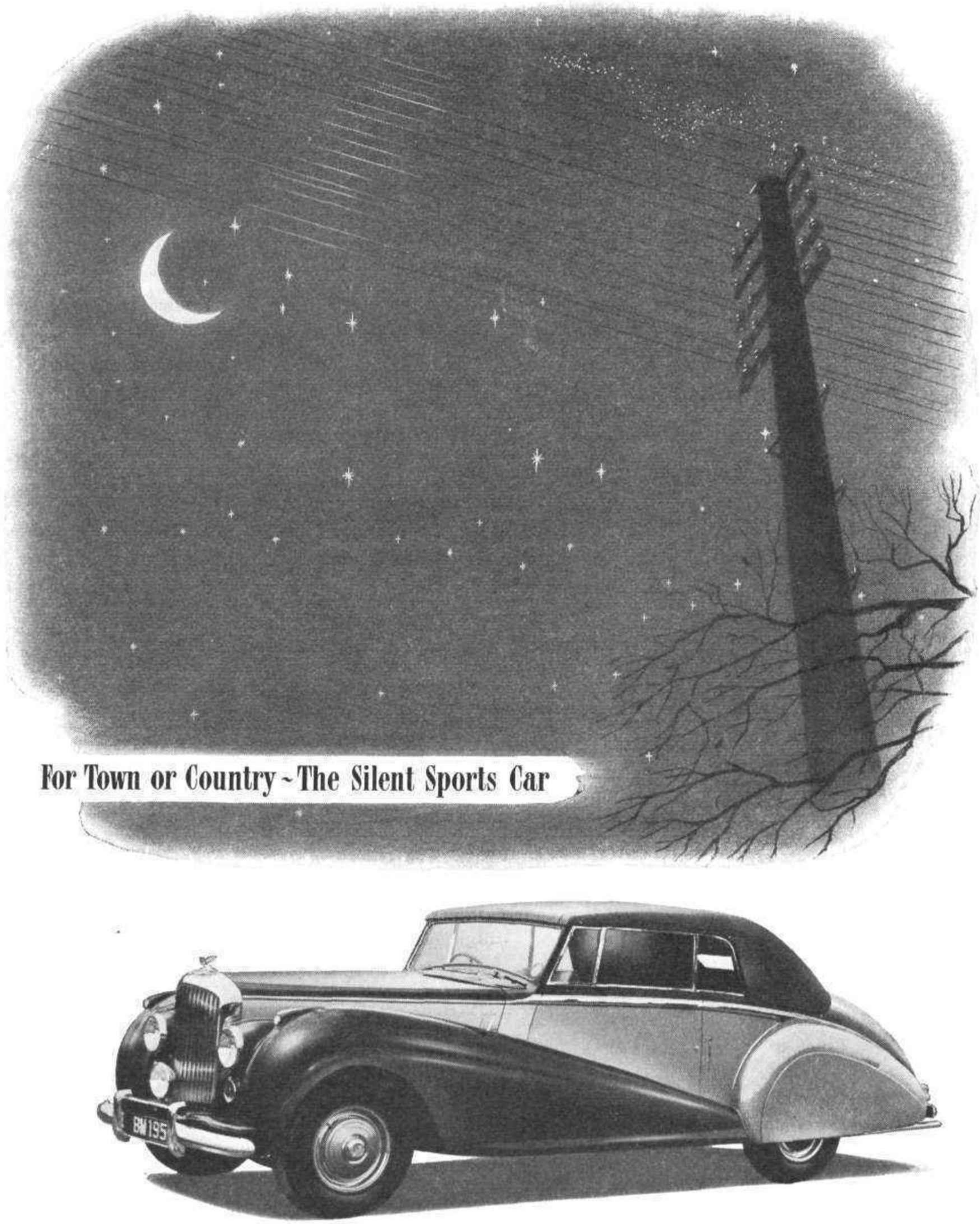
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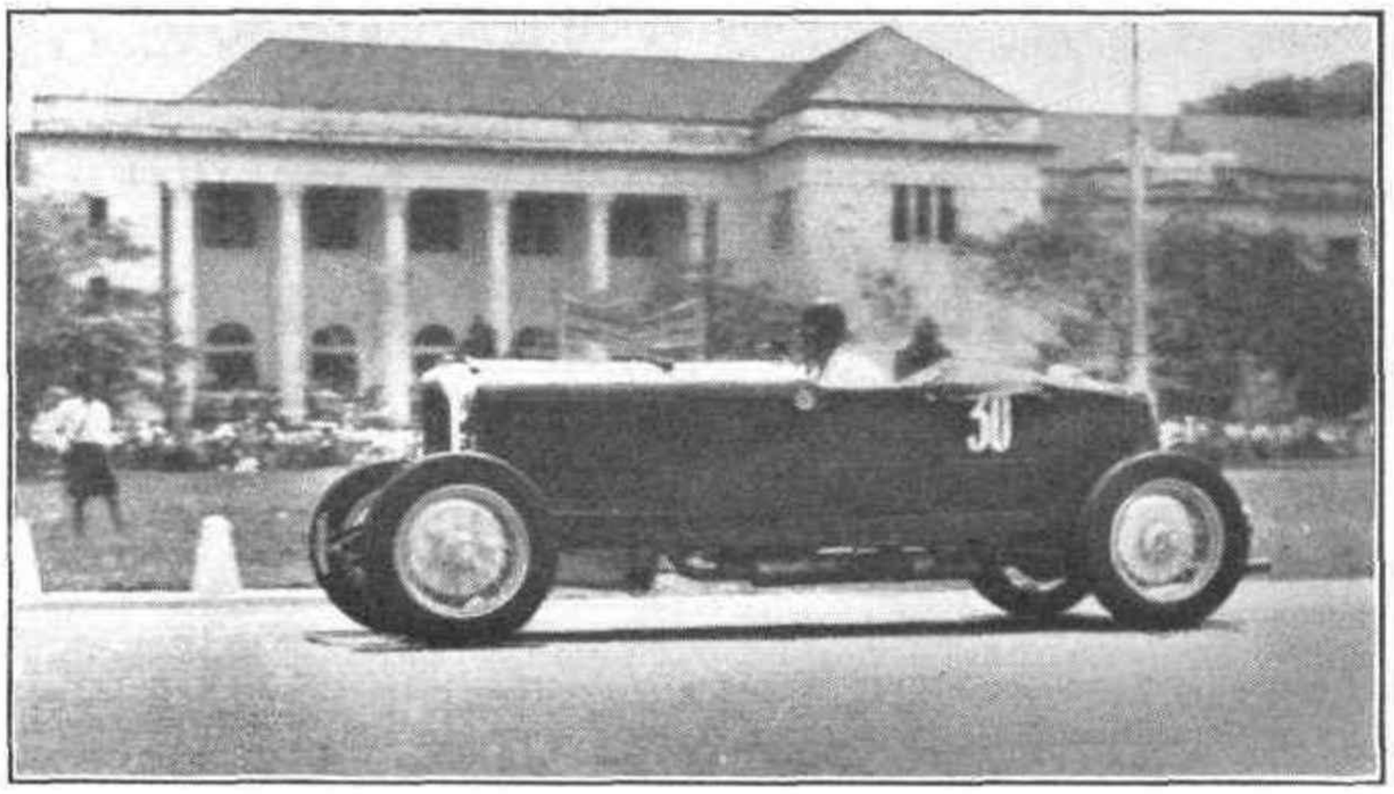


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VINTAGE VEERINGS



[Photo by E. Bates.

VINTAGE BENTLEY IN MALAYA.—P. J. Gibbs-Pancheri's 1927/8 4½-litre competing in the Johore Grand Prix last August.

OUR particular interest in vintage, i.e., pre-1931 cars of the better sort, is from the sporting angle, that is, the ownership of such cars by enthusiasts who derive enjoyment from them and from perhaps using them in competition events confined to vehicles of this era. But, what with the allocation of new cars to the home market limited next year to only 80,000, and the dreadful state in which many "essential users" of motor transport now find their overworked 1931–39 tinware, these non-enthusiasts may find themselves forced to consider vintage vehicles in the near future, such cars being mainly well preserved, due to their initial high quality and the loving care bestowed on many of them by vintage enthusiasts in recent times.

Whether this extension of the vintage cult comes about or not will probably depend on the attitude of the used-car vendors to whom John and Joan Citizen would turn for their supply. If such vendors raise still further this winter the prices they charge for sound but in the eyes of the public antiquated vehicles, John and Joan are likely to decide that money will be better spent on restoring to some semblance of good order their existing tin-boxes for, remember, they haven't our faith in the old cars nor can they appreciate, without trial, that these cars have many practical features. Rather do they fear what we praise and could very easily persuade themselves that a devil they know (after overhaul) is better than a devil unknown.

But if Mr. Vendor woos them with claims which for once he need hardly exaggerate, backed by sensible prices, the demand for vintage cars may increase apace.

* * *

Certainly the vintage movement has received useful publicity in the general Press of late. Vintage car articles have appeared in *Men Only*, *Modern Caravan* and the *Meccsham Magazine* and last month *Lilliput's* readers were told accurately and entertainingly by Colin D. Willock, himself a keen Alvis owner, just what this old-car cult is about. His article "The Good Old Motors," was based on a typical V.S.C.C. meeting at the "Phoenix," Hartley Wintney, home of club vintagery in this country.

This excellent discourse touches on most, but by no means all, the vintage virtues, carries not a single word of disparagement, and illustrates many well-known V.S.C.C. personalities and such motor cars as Bentley, Bugatti, H.E. (four and six-cylinder), Sunbeam, Frazer-Nash, Austin Seven, Alvis, Hispano-Suiza, and "bull-nose" M.G.

Willock has done the vintage movement a considerable service and you should get hold of this September–October issue of *Lilliput* if you have not already done so. So excellent is this article that we forgive its author his references to "16 pages of classified advertisements carried by the vintage men's journal" (could this be us ?) and a picture captioned "Complete city man: Bentley and bowler," in which the car is really a Type 44 Bugatti.

* * *

"... the stink of Castrol R, the shriek of everything as it accelerated at a seemingly fantastic pace, the straight-through gear changes and yell of straight-cut gears, the heat from engine and exhaust all around the cockpit—this was really something in those days"—C. W. P. Hampton writing in *Bugantics* of his first Bugatti, a Type 43 Grand Sport.

* * *

From the Vintage Postbag

Sir,

Mr. Bowler is wrong in stating that the 3-litre and 3½-litre Lagonda engines were built by Crossley. They were built by Lagonda, as was the "16/65" (69 by 120 mm.). The "16/65" is similar in most respects to the early 3-litre (72 by 120 mm.). I think this should clear the situation up.

I am, Yours, etc.,
Warrington. T. D. A. KENNEDY.
Lieut. (E), R.N.

* * *

Sir,

Sentiment compels me to write in support of S/Ldr. Tony Everett, in praise of the Mark IV Riley Nine, as I owned one of these grand old cars for several years—not the open tourer, but the "Monaco" fabric saloon on the same chassis—and remember her most affectionately.

I was very interested to note your correspondent's experiences on the Continent with his tourer, which I assume was the standard model without pump or fan, as I have just completed a similar trip with a post-war small car fitted with at least one of these desirable devices, and it boiled frequently on the passes. Also, it didn't like the rough roads.

My "Monaco" carried many a heavy load of young man-and-womanhood through all sorts of adventures (they were roomy old girls), but never let us down once, and at the end was as good mechanically as when I bought her. Unfortunately the fabric cracked through wartime laying up, and the wooden body-framework began to go. Performance was staid maybe (and couldn't those timing gears rattle ?), but the steering was a delight and the whole car had that solid, safe feel on the road that is completely absent in modern machinery. "Character" I think best describes the combination of her many qualities.

Yes, they were one of the classic models, and though past owners do not often enthuse in print about them these days, I have never met one who was not, at heart, still very much in love with his old Riley Nine. They were built, as we say, "when cars were cars, and men were men."

I am, Yours, etc.,
F. H. BOTHAMLEY.
Peterborough.

* * *

Sir,

In your August issue R. F. Hiatt wonders if it is possible to "hot up" a Singer Junior. I own a 1929 tourer and once had similar ideas but found that one thing was lacking, namely, overlap. Exhaust closes and inlet opens 8 degrees after t.d.c. The critical speed at which carburetter blow-back takes place can be increased by reducing the residual pressure at the end of the exhaust stroke. I would suggest a three-branch exhaust manifold and a straight-through silencer. The other alternative is to have a new camshaft made to give an overlap. This might be done by building up the exhaust cams by welding (preferably on a spare camshaft !) and then turning to the appropriate profile ; but is it worth it ?

Would it not be easier to re-register the car as "1,172-c.c. Hiatt Special," with the appropriate engine change ?

I am, Yours, etc.,
Crawley. PETER EDRIDGE.

[Or would the 1931 Singer chassis become "too fast for driver" with a Ford Ten engine ?—ED.]

Continued on page 571.

EARLY HILL-CLIMBS

by

"BALADEUR"

3. GAILLON AND CHÂTEAU THIERRY, 1901-1902

IN the autumn of 1901, the organisers of the Gaillon hill-climb reached a momentous decision. "With vehicles weighing close on two tons," it was declared, "it is difficult to get the best results with a standing start, and it has therefore been decided to send off the vehicles a hundred metres behind the starting line." The policy was immediately criticised as one which favoured the monster racer; be that as it may, the change meant that the times recorded in 1901 and subsequent years were incapable of comparison with those of earlier events. On the other hand, cars and motor-cycles were in this respect now placed in a position of equality.

The change, moreover, by no means detracted from the popularity of the affair, for there were no less than 112 entries, and, in spite of a seasonable fog in the Seine valley, 72 actually arrived at the foot of the hill on the morning of November 17th. Morover, "the meeting," as *The Automotor Journal* impressively recorded, "was very largely attended by cyclists and automobilists, quite five hundred of the latter being present in the neighbourhood." "Gaillon," adds *The Autocar*, "had decked itself out in holiday attire, and with the crowd swelled by the chauffeurs from Paris the military had great difficulty in keeping the course clear."

Much to everybody's disappointment there were no Mors present, although the *marque* had followed up its victory in Paris-Toulouse-Paris in 1900 by winning Paris-Berlin in 1901 with the new 60-h.p. model, which had generally been acclaimed the racing car of the year. Moreover, there were only two big Panhards, and neither of them was driven by one of the firm's crack drivers. In the absence of these acknowledged champions of the internal combustion engine, it looked like a good thing for the outside motive powers, and their exponents had not failed to seize the opportunity thus presented to them. Rutishauser was there with a powerful Gardner-Serpollet, modestly rated at 12 h.p.; M. Kriéger had turned up with his electric car, which had just set up a record by covering the 110 miles from Paris to Chatellerault on a single charge, and which weighed 2,300 kgs.; and even its weight was eclipsed by that of the Jenatzy petrol-electric monster driven by Baron de Caters, "which scales 2,500 kgs., and with its combined petrol and electric motors is generally credited with being able to develop temporarily 100 h.p., but it is probable that 80 h.p. is nearer the mark."

Petrol, however, was actually more worthily represented than was, perhaps, generally appreciated. In the first place there were two 50-h.p. Napiers, of the type which had been built to compete in the Gordon Bennett contest, one of them driven by S. F. Edge and the other, fitted with a four-seater body, by Mark Mayhew. Although only rated at 50 h.p., this Napier had one of the largest engines that had as yet been put into a motor car, the bore and stroke of 165.1 by 190.5 mm. (6½ by 7½ in.) comparing with equivalent dimensions of 130 by 190 mm. in the contemporary 60-h.p. Mors and 130 by 140 mm. in the 40-h.p. Panhard. For all that the Napier might not have been expected to be at its best in a hill-climb, for even in racing trim it turned the scales at 1,800 kgs., compared with 1,300 kgs., and 1,200 kgs. in the case of the Mors and Panhard; with its four-seater body Mayhew's car must have rivalled in weight the Kriéger and Jenatzy.

The Napier engine, however, was evidently equal to it, and S. F. Edge, to the consternation of most of the competitors, mounted the hill in 1 min. 3.4 sec. Even this, in the opinion of certain of his countrymen, was not as good as he could have done, had fortune smiled on him. "Mr. Edge's time," declared *The Automotor Journal*, "would have been 4 to 5 seconds better had he not been interfered with by a car drawing across the road just as he had made his start." "He would probably have done better," explained *The Autocar* a little less charitably, "had he been able to change speed a little more promptly on the brow of the hill." For all that, he was prompt enough to outstrip with consummate ease the only 40-h.p. Panhard two-seater present, which, driven by Baron Henri de Rothschild under his usual pseudonym of "Dr. Pascal," took 1 min. 25 sec. to ascend the hill. Possibly, however, the Baron also had trouble with the traffic or his gear change, as he was also beaten by another 40-h.p. Panhard which carried a four-seater body and came up in 1 min. 14.4 sec., beating not only the Baron but also Mark Mayhew's four-seater Napier, which took 1 min. 33.4 sec.

S. F. Edge, moreover, was too fast for the champions of alternative sources of power, the Serpollet and the Kriéger dead-heating in 1 min. 15.4 sec., while the Jenatzy took 1 min. 53.4 sec. to cover the kilometre. "In view of its enormous weight on the up-grade, the time of 1 min. 15.4 sec. for the electric car must be regarded as remarkably good," thought *The Autocar*; adding, a trifle sardonically, that "there was nothing to prevent the vehicle from doing still better, but M. Kriéger was driving his own car, and a very costly one, and that makes all the difference." Camille Jenatzy, on the other hand, was not driving his own car, but in this case its "indifferent behaviour" was "put down to a short circuit in the battery."

Even the Napier's performance, however, was to be put in the shade in the course of the afternoon. Already the hill-climbs were beginning to show that what was required for success was not mere power, but a high power to weight ratio. Translated into terms of long distance racing, the same lesson was to be taught the next year by the Paris-Vienna race, when the passage of the Arlberg and the bad and mountainous Austrian roads were to permit Marcel Renault with a 16-h.p. light car to outstrip the 70-h.p. Panhards and the 60-h.p. Mors. For the moment, however, it was a motor-cycle which was to carry off the honours, "Rigal, on a 16-h.p. Darracq tricycle, fairly flying up the hill as if the gradient did not exist," his time being 50.4 sec., which beat Béconnais' record of 1900 by just 5 seconds. Moreover, even a four-wheeler could do nearly as well, Osmont on a quadricycle clocking 51.8 sec. "The 10-h.p. de Dion motor of Osmont was a novelty, for the huge water-cooled cylinder would have done very well for propelling a big carriage." Finally the "voiturette" driven by Truffault, although presumably distinguished from a quadricycle by being heavier, got up in only 1 second over a minute, *The Autocar* remarking that "the long skeleton tubular construction of the Truffault with a two-cylinder Buchet motor, entered as 12 h.p., but really developing 16 h.p., might be anything but a voiturette, and is always objected to by the drivers of competing vehicles, owing to the difficulty of classifying it." However much the other competitors might object, however, results at Gaillon in 1901 were all in favour of the light-weights.

So great was the prestige that the Gaillon hill-climb had now attained that in 1902 its very success threatened it with disaster. It had all along been organised, it will be remembered, by *le Vélo*, which was associated with the Moto Club de France, and the emphasis, presumably, had at first been on the motor-cycles. With the growing importance of the motor car, however, it seemed wrong to *l'Auto-Vélo*, which was associated with the Automobile Club de France, that the organisation of so important an event should be in the hands of its rival. As soon, therefore, as *le Vélo* had announced October 5th as the date for the Gaillon hill-climb, *l'Auto Vélo* announced that it would run a much better hill-climb on that date at Château-Thierry, and, what was more, that it would itself organise a meeting at Gaillon a week later. *Le Vélo* countered this move by putting its date forward to September 21st, whereupon *l'Auto-Vélo* replied by altering Château-Thierry not, for some reason, to the same date, but to September 28th, while it seized on October 5th for its own Gaillon meeting. The ruse, on the whole, was extremely successful: *le Vélo's* Gaillon, by comparison with previous events at any rate, was a failure, Château-Thierry was a brilliant success.

But hell holds no fury like a journal scorned. To the extreme satisfaction of *l'Auto-Vélo*, practically all those who had run at Château-Thierry duly turned up at Gaillon on October 5th, and then, only an hour before the start, "a force of gendarmes and soldiers," dispatched by the Prefect of the Department, appeared on the scene under the command of a captain of gendarmerie, who politely informed M. Prade, who was in charge of the organisation, that the meeting was prohibited. "As the trials had been sanctioned by the Minister of the Interior the telegraph was set to work in the hope of getting him to interfere, but as the hours passed and no news came the meeting had to be postponed, much to the indignation of the crowd in the street, who

believed that they were the victims of an underhand manoeuvre." *Le Vélo*, in fact, was avenged.

However, its triumph was not of long duration, for the Minister of the Interior presumably did intervene, as soon as he had recovered from his Sunday rest, and *l'Auto-Vélo's* event duly took place a week later; with the result that however annoying this bickering may have seemed at the time, it is not without its compensations for the historian, who, as a result of it, is presented with two Gaillon hill-climbs in one year, and, in addition, a new event at Château-Thierry thrown in for good measure.

Moreover, if the first meeting at Gaillon in 1902 was a relative failure, it was certainly not without interest if only because all previous records up the hill were so decisively beaten. Shunned by the big petrol cars, the only competitors in the heavy class were two Serpollets, driven by M. Serpollet himself and by Le Blon; but even before they ran, a foretaste of what was going to happen was given by Baras, who drove a Darracq light car up the hill in 46.6 sec., 3.4 sec. faster than the fastest motor-cycle in 1901. The date, it must be remembered, was September 21st, instead of the usual day in November, and there is, doubtless in consequence, no mention of the fog which was the usual feature of Gaillon. This may have had something to do with the improvement in the times, but it is nevertheless significant that the fastest of the motor-cycles, a Griffon tricycle, "fitted with a huge Soncin motor," and ridden by Demeester, took 46.2 sec. for the climb, which showed that at last the cars and motor-cycles were approaching terms of equality.

Then came the turn of the Serpollets. "M. Le Blon, accompanied by Madame Le Blon, drove his big Gardner-Serpollet up at terrific speed. The patchy surface of the road caused the car to jump and sway from side to side, and it passed like a whirlwind, disappearing in a cloud of dust over the top of the hill, with the squeaking of brakes as the vehicle was brought to a standstill a long way past the finish." It had in fact climbed in 40.8 sec., which was easily a record for the course, and comfortably the fastest time of the day. "On the lower part of the hill, M. Serpollet seemed to be doing as well, if not better, with his famous 12-h.p. Whale, in which he was using alcohol as fuel, but he mistook the ridge of the gradient for the finish, and had his brakes down before he reached the timekeepers." As a result his time was 41.4 sec., but although he was beaten he could feel well pleased with the day's work. The Serpollet steamer, in fact, was enjoying its brief heyday, and after this performance at Gaillon, the most persistent adversaries of steam must have begun to harbour doubts.

* * *

A week later, however, the champions of petrol were assembled at Château-Thierry to defend their title. The new course was as different from that at Gaillon as could well be imagined, and, indeed, was much more reminiscent of the old days at Chanteloup. Instead of being out in the open country the hill up which the trials were held led up through the very streets of the town, and the course, instead of being dead straight, was characterised by a couple of awkward bends. As at Gaillon, the timed distance was exactly a kilometre, the cars being given a short flying start. From the banks of the River Marne, the Avénue de Soissons ascends quite straight between the houses of Château-Thierry, and where the main road veers off to the right to avoid the gradient, carries straight on over the railway, then negotiates the two awkward bends, and at last reaches the plâteau north of the town with an average gradient of about 1 in 11. There are alternative routes which can be used if the Avénue de Soissons is closed, but even so the prospect of nearly a hundred cars and motor-cycles roaring up a hill in the heart of the town throughout the daylight hours of a September Sunday would have been anything but pleasing to the bourgeoisie a year or two before. By now, however, the commercial value of the motorist was beginning to be appreciated. The enthusiasm of the competitors and spectators, it is recorded, "was not more marked than the zeal of the local authorities, who invited the population to accord hospitality to the automobilists, and thus encourage them to make this competition an annual event, and the tradespeople also assisted to make it a success, by offering a number of prizes . . ."

The motor-cycle classes were run off in the morning, and "among the tricycles Rigal was expected to do something sensational on his 20-h.p. Buchet, but unfortunately a slight accident to the machine prevented him from reaching the top." The nature of the "slight accident" is not recorded, but it seems that "a number of motor-tricycles . . . failed to climb the hill, some of them coming to a standstill when taking the corners, and once the motor stopped, there was no means of starting it unaided on such a grade." With Rigal out of it, the fastest motor-cycle time was accomplished by Loste on another Buchet, whose time was 49.2 sec., which looked pretty sensational having in mind the awkwardness of the bends.

In the afternoon, however, it was the turn of the cars, and now these were to show that in spite of the bends, or possibly because of them, they were fully the equals of the motor-cycles in hill-climbing ability. Le Blon, it seems, was not present, but Serpollet mounted the hill in 49.8 sec., only .6 of a second slower than Loste; and then Gabriel on a 60-h.p. Mors proceeded to outdo both of them with a fastest time of the day of 48.4 sec.

This performance is particularly interesting because up to this point the big Mors racing car of 1902 must be accounted almost a failure. Although rated, like the Paris-Berlin winner of the year before, at 60 h.p., the 1902 model was an entirely different car, designed to conform with the new weight limit of 1,000 kgs., and having a short-stroke engine of 140 by 150 mm., instead of the 1901 dimensions of 130 by 190 mm. Of the half a dozen of these cars which started in the Paris-Vienna race, four fell out on the first stage to Belfort, and of those that remained, the best placed in the heavy car class was that driven by de Caters, which finished ninth, behind half a dozen of the new 70-h.p. Panhard et Levassors, a Mercédès and the Napier. At the time this was ascribed to bad luck, but it must be admitted that the new Panhard confirmed its superiority later in the season by winning the first Circuit des Ardennes race. Curiously enough the 1902 Panhard, although fitted with a much larger engine, the bore and stroke being 160 by 170 mm., and built extremely light, had proved itself more reliable than the much more conservative Mors. Even more curiously, the Mors had shown itself to be rather the faster of the two cars; and this impression was fully confirmed at Château-Thierry, where the fastest 70-h.p. Panhard, driven by Teste, took 52.8 sec. to mount the hill, and was beaten not only by the Mors and the Serpollet, but also by Rigolly's Gobron-Brillié light car, which got up in 52 sec. This car had been second in its class at Belfort in Paris-Vienna, beating all the Renaults, one of which was to prove the outright winner of the whole race, and had followed this up by winning the light car class of the Circuit des Ardennes. Its performance at Château-Thierry went far to confirm Marcel Renault's victory over his more powerful adversaries in Paris-Vienna.

After the alarums and excursions caused by the postponement of the second Gaillon meeting of 1902, practically all the cars which had competed at Château-Thierry were finally gathered at the foot of the classic hill on October 12th, and the results of the day's racing were curiously different from those at Château-Thierry a fortnight earlier. In the first place, Gabriel on the Mors was this time definitely disappointing, his time of 43.8 sec. being 3 sec. greater than Le Blon's record established in September. And as if to point the lesson, Heath on his 70-h.p. Panhard proceeded to improve on Le Blon's time by clocking 40.4 sec., while a second Panhard, driven by Teste, was also faster than the Mors. Even the Panhards, however, were not to carry off the honours, for the steamers were there in force, and once more Gaillon was to prove a steam triumph. "M. Serpollet himself was to have made an attempt on the hill, but a fire broke out in his car, which, however, was speedily extinguished, and so little damage was done that he was able to return to Paris on his vehicle." Why if the Whale could motor back to Paris it could not motor up the hill remains something of a mystery; but if Serpollet himself was a non-starter, Le Blon was there this time and, to the general consternation, proceeded to shatter his own record by climbing in 36 seconds.

One gains the impression that Le Blon was at least a rather more determined driver than Serpollet, and had he been present at Château-Thierry, perhaps the fastest time of the day there would not have been carried off by a petrol car. As it was, not only did his steamer beat all the big petrol cars at Gaillon, but in the light car class, Rutishauser, his Gardner-Serpollet's back tyres bound with leather thongs in case of rain, got up in 40.8 sec., only .4 of a second more than the fastest petrol car, and nearly 3 seconds faster than Théry's Decauville, which was second in the class and beat Rigolly on the Gobron-Brillié. Undoubtedly, as far as the sprint hill-climbs were concerned, 1902 was a steam car year.

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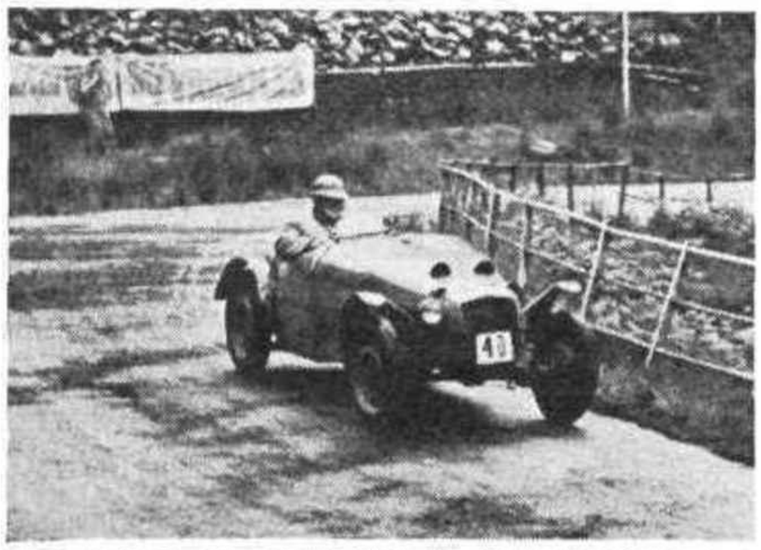
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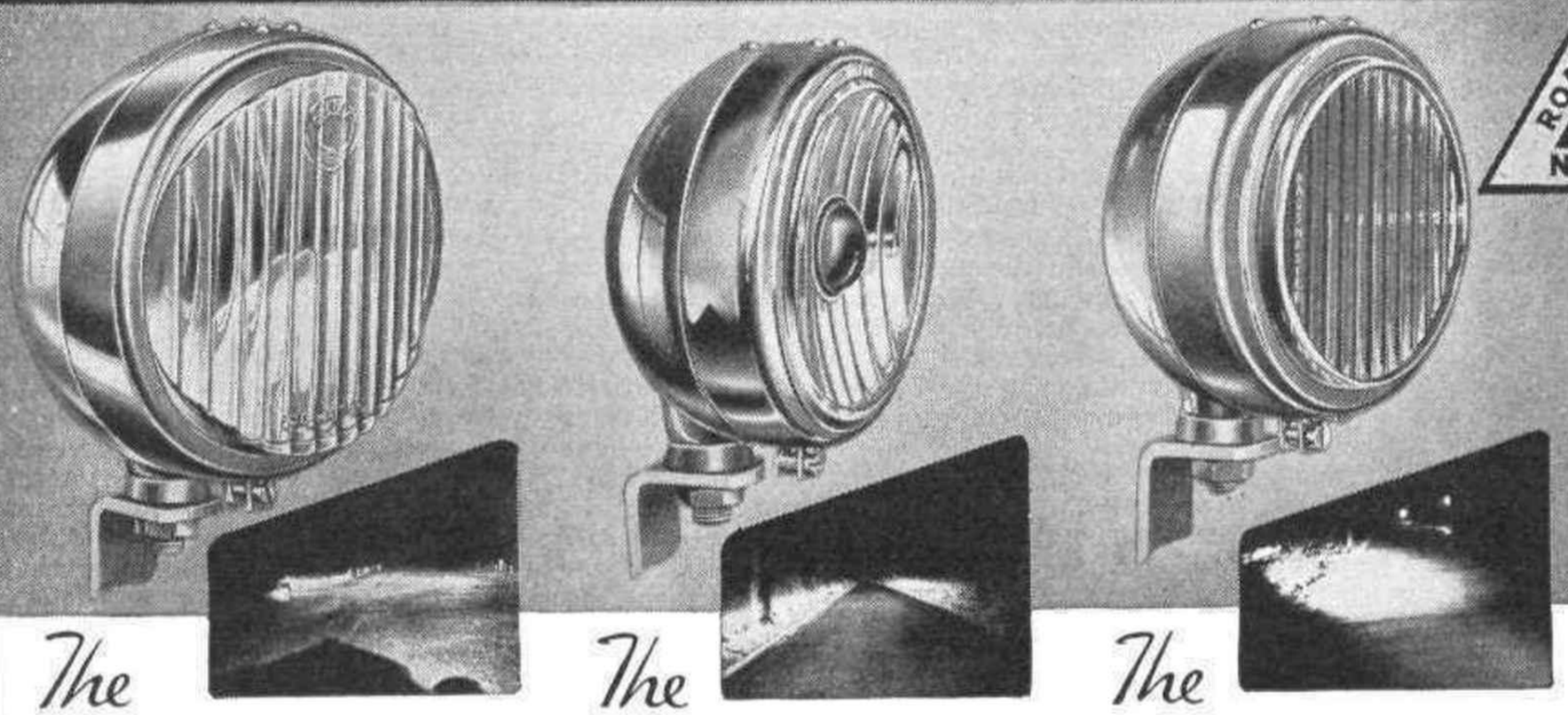
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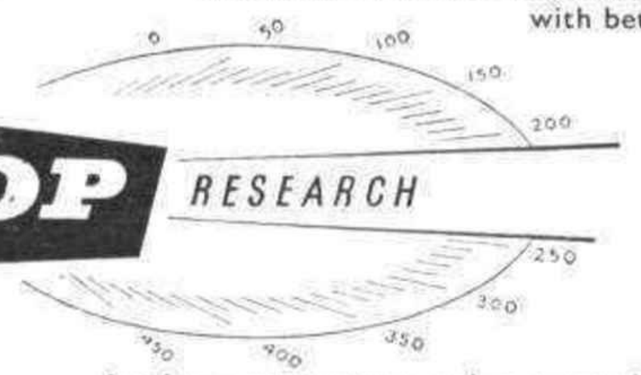
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JAVELIN 1949
1st & 3rd—1949 Monte Carlo Rally—1½ *Litre Class*
1st—Austrian Touring Club Winter Trial—2 *Litre Class*
1st—Rheineck/Walzenhausen Hill Climb—1½ *Litre Class Touring*
1st—24 Hour Belgian Grand Prix, Spa—2 *Litre Touring Class*

1950
1st—Rallye des Neiges—*(General Classification and 1½ Litre Class)*
1st—Vues des Alpes Hill Climb—1½ *Litre Class Experts*

1951
1st—Swedish Winter Trial—*General Classification*

JUPITER 1950
1st—Le Mans 24 Hour Grand Prix d'Endurance—1½ *Litre Class*

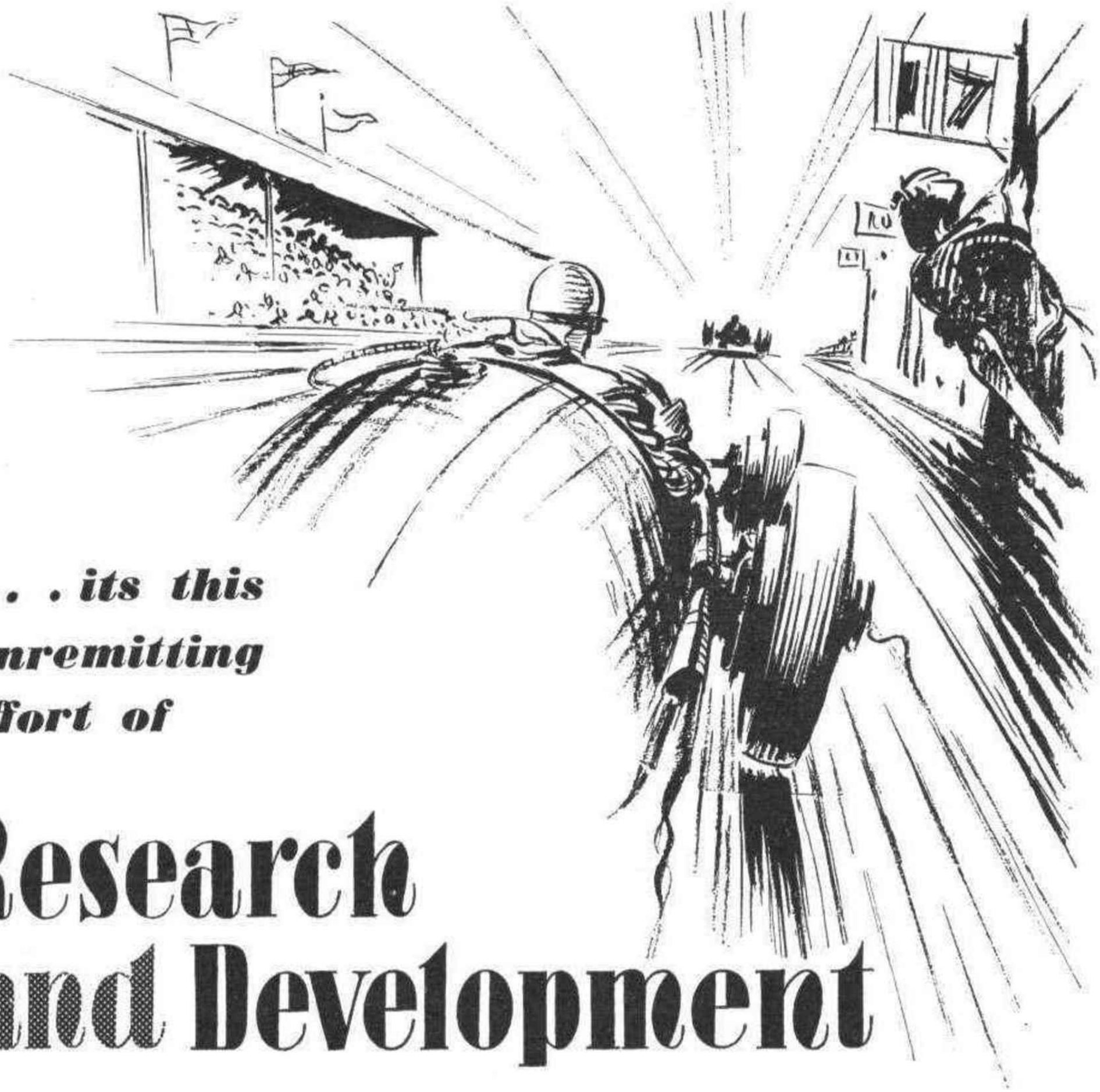
1951
1st & 2nd—Monte Carlo Rally—1½ *Litre Class*
1st—Lisbon Rally—*General Classification and 1½ Litre Class*
1st—Bremgarten Sports Car Race—1½ *Litre Class*
1st—Rheineck/Walzenhausen Hill Climb—1½ *Litre Class*
1st—Le Mans 24 Hour Grand Prix d'Endurance—1½ *Litre Class*
1st & 2nd—R.A.C. Tourist Trophy Race—1½ *Litre Class*
1st—Watkins Glen Meeting—1½ *Litre race*

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THE SPORTS-CAR RACES OF 1951

Leading Positions Shared Between Frazer-Nash, Jaguar and Ferrari in Analysis of British and Continental Fixtures. Frazer-Nash the Most Consistently Successful

A YEAR ago an attempt was made by MOTOR SPORT to apply a marking system to the results, on *general classification*, of the leading sports car races, to determine which was the outstanding sports/racing car of the year. Highest marks went to Ferrari, whose 2-litre V12 could be considered the car of the year. Runners-up were Jaguar and, a good way behind, Talbot, or, based on *handicap results*, Frazer-Nash and Aston-Martin.

Applying the same marking system, *i.e.*, 6 for a win down to 1 point for a sixth place, to the same races this year, but adding the Circuit of Sicily and the I.O.M. British Empire Trophy Race which this year was for sports cars, the same revealing analysis can be made. The race placings were :—

	MILLE MIGLIA	CIRCUIT OF SICILY	ONE-HOUR SILVERSTONE	B.E. TROPHY	LE MANS	TARGA FLORIO	T.T.
1st	Ferrari	Ferrari	Jaguar	Frazer-Nash	Jaguar	Frazer-Nash	Jaguar
2nd	Lancia	Ferrari	Jaguar	Frazer-Nash	Talbot	Ferrari	Jaguar
3rd	Ferrari	Stanguellini	Frazer-Nash	Cooper-M.G.	Aston-Martin	Maserati	Frazer-Nash
4th	Ferrari	Frazer-Nash	Frazer-Nash	M.G.	Talbot	Abrath	Jaguar
5th	Lancia	Ermini	Frazer-Nash	Frazer-Nash	Aston-Martin	Cisitalia	Frazer-Nash
6th	Alfa-Romeo	Ferrari	Jaguar	Allard	Nash-Healey	Fiat	Ferrari

Thus, applying our marking system, we get :—

Frazer-Nash ...	35	M.G. ...	3 each
Jaguar	32	Abrath	
Ferrari	31	Ermini	2 each
Talbot	8	Cisitalia	
Lancia ...	7	Alfa-Romeo	
Aston-Martin ...	6	Allard	
Stanguellini	4 each	Nash-Healey	1 each
Cooper-M.G.		Fiat ...	
Maserati			

Incidentally, for the purpose of this analysis the general classification has been taken for each race, the two B.R.D.C. One-Hour Production Car races being regarded as one. If the Le Mans handicap results are taken instead, Monopole, Dyna-Panhard, D.B. and Renault receive 6, 5, 2 and 1 mark, respectively, Aston-Martin fall from 6 to 3 marks and Jaguar from second place with 32 marks to third place behind Ferrari, with 30 marks. However, it seems more logical to take general placings irrespective of handicap, in looking for the year's leading out-and-out sports car, a reasoning strengthened by the fact that in the I.O.M. and at Dundrod the faster cars beat their handicaps. In the same way, class results based on engine capacity can surely be ignored where production cars are concerned, the only sub-divisions of value to a prospective purchaser being those of list price, for fuel consumption is not likely materially to interest those able to purchase new sports cars. That cars not in series-production, like the Type C Jaguar and Chrysler-Allard and the prototype DB3 Aston-Martin ran in these races has to be remembered, and the proviso can be made that had the Type C Jaguar been excluded from the T.T., Frazer-Nash, which heads the list in any case, would merely have consolidated its stronghold. The aim in sports-car racing has always been to permit development of catalogue models, which ranges from strict interpretation of carefully framed rules to the "let anything in with wings and lamps" beloved of Continental organisers. The R.A.C. seemed to waver between these two schools of thought, while at Le Mans prototypes, which have to be developed and could otherwise only run in racing car events where they would be overshadowed and perhaps be in the way, have been permitted since the Hitlerstrife.

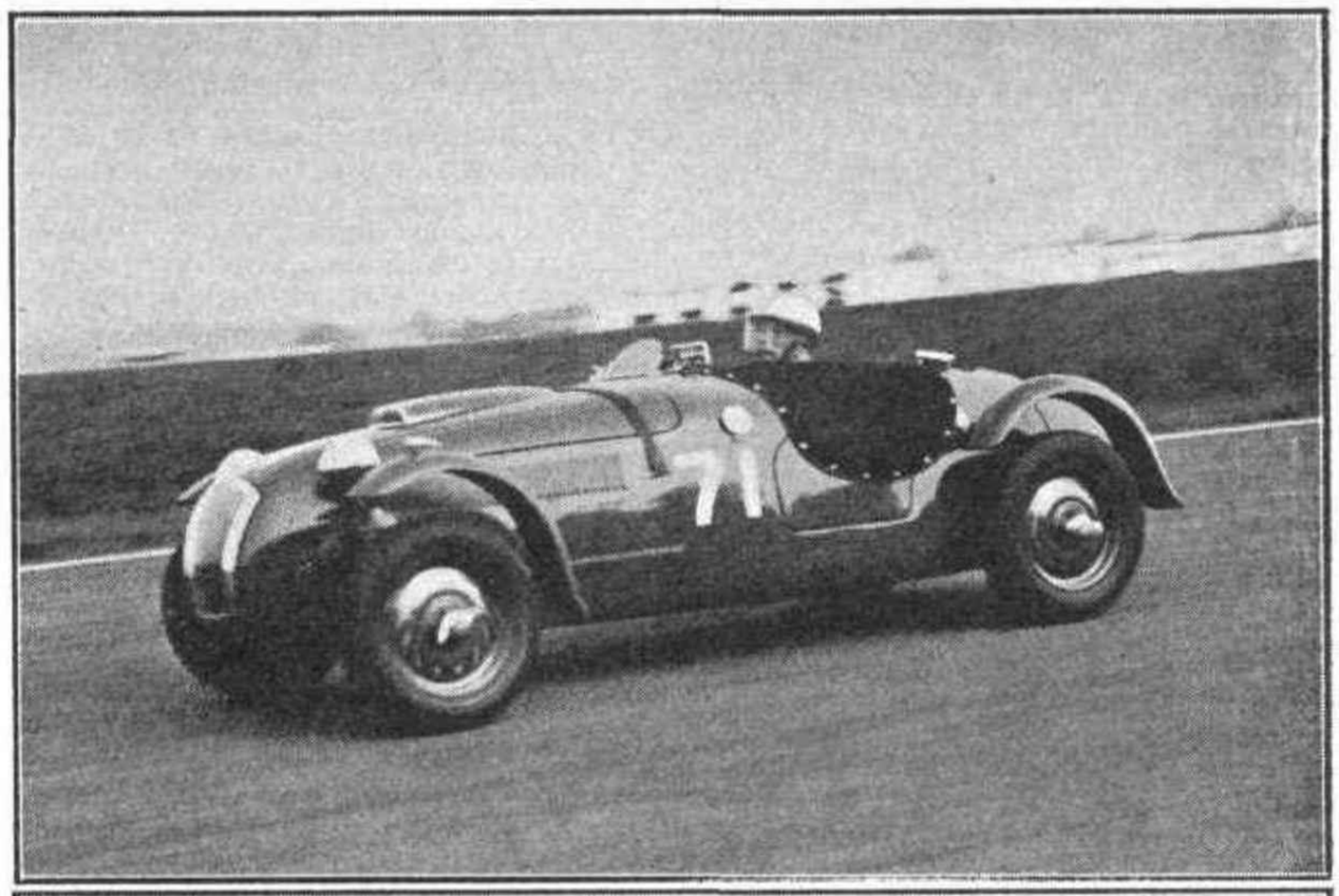
Another aspect of the present analysis is that brilliant performances can be overshadowed by occasional entry, witness the great merit of second and fifth positions in the Mille Miglia by the Lancia Aurelia, which, however, only places this marque fifth in our list because it didn't figure in many races. Similarly, although DB2 Aston-Martins did very well as a team at Le Mans, Kent Karslake referring to their aggregate performance as "perhaps the outstanding feature of the race," they were beset by troubles or insufficient speed in other races and so far have not quite borne out their early promise. We can but hope for great things from the Eberhorst-designed open DB3 next year.

Out of all this emerges the fact that the 2-litre Frazer-Nash, which has shown so much promise and won such esteem since the war, this year comes out absolute "top-dog"; a very creditable performance, especially as these cars have been owner-entered. W. H. Aldington is selling them as successfully as he did Frazer-Nash-B.M.W.s before the war, and soon we shall expect to see him, like the aircraft magnates, in a nautical cap at the helm of his yacht—or has he one already ?

The secret of Frazer-Nash-Bristol success seems to be the able "replica-ing" of the B.M.W. engine design by the pioneer aircraft firm in the West Country, the use of efficient suspension, giving very good roadholding, and the low weight of the car. Its head-resistance is also moderate, especially in the handsome "Mille Miglia" guise. These cars may have had breakdowns at times—so have the others—and they appear to overturn rather easily after hitting obstructions, but cockpit-error is not the responsibility of the designer ! They lack luggage space and are phenomenally expensive (over £3,000 in this country for the "Le Mans" model !), but that is what you expect with successful sports/racing cars. But the 2-litre Frazer-Nash-Bristol is certainly *the* most consistently successful sports car of 1951, as Moss in the I.O.M., Gerard at Dundrod and Cortese by his fine victory in the Tour de Sicily ahead of a "2.6" Ferrari proved.

Running it close comes the Jaguar, in XK120 and Type C forms. The utmost credit is due to William Lyons and to Nick Heynes, "Lofty" England, H. Weslake (and Mr. Lyons' other able associates) that this is so. The XK120 took the competition world by storm. Its good looks, its speed, its acceleration, all belied its exceedingly modest price, and it was still sufficiently far ahead to win for Moss at Silverstone this year. It possessed rather supple suspension and its cast-iron brakes were next to useless when hot, but it proved able to win classic races and, indeed, last year Jaguar, solely by reason of the XK120, came second to the then all-conquering Ferraris in this analysis. High praise, then, should be bestowed on Jaguar for going on from there, instead of resting on well-won laurels. The result is the Type C, a competition car of which Britain is justly proud, a car which, using the same fine engine of its forerunner but further developed, stiffer suspension very cleverly contrived at the rear, better brakes and a truly wind-defeating body, won the great Le Mans race on its first appearance and which has since won the T.T. and walked off with the short B.A.R.C. Sports Car Race, and B.A.R.C. Sports Car Handicap from scratch. Here is a car about which there are no "ifs" and "buts." It stands comparison with the best the Continent can produce in this specialised field. Opinions about the appearance of cars differ and, reservedly, from the aesthetic angle, we are apt to applaud the Continental sports/racing cars at the expense of home products. But where the Type C Jaguar is concerned, our opinion is that it not only *goes* but *looks right*, too. Whether or not you judge it as handsome as the Ferrari is a matter of opinion, but pictures of each accompany this analysis to assist your judgment. We await performance figures and price of this newest Jaguar with extreme impatience—and what would it do if expanded to, for example, 4½ litres ?

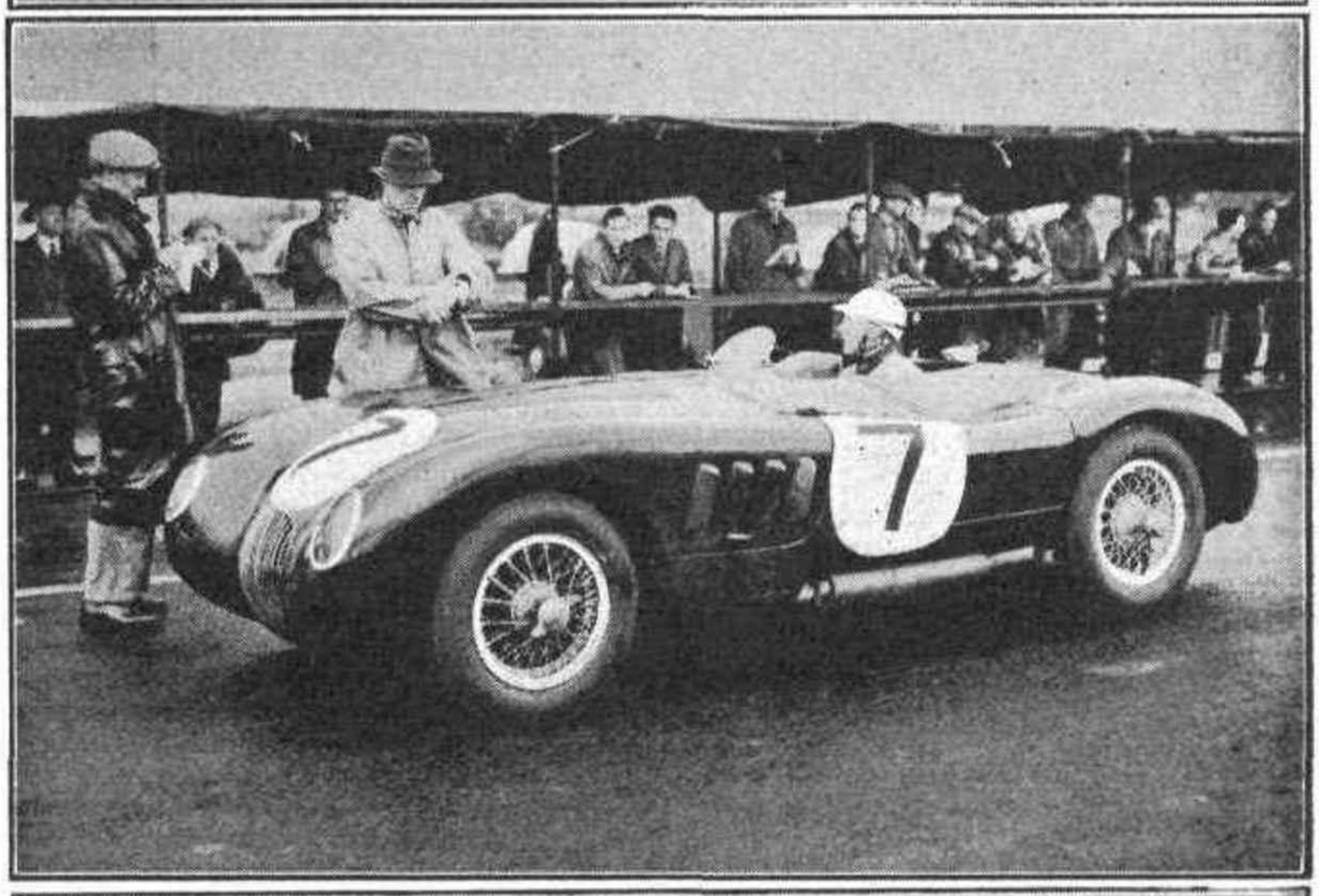
Ferrari has fallen two places from grace but is still sufficiently successful in aggregate to reduce all other makes to the rank of "also rans." Villoresi's fine victory, in spite of an accident, in the arduous Mille Miglia, in a coupé version of the 4.1-litre car, was followed up by a first and second in the also-arduous Circuit of Sicily with 2.6-litre cars. But the famed 4.1-litre "America" and the various other sizes of Ferrari did nothing outstanding at Le Mans or in the T.T., save for sixth place by Baird's "2.6" in the latter race. Incidentally, all three leaders in this analysis use the classic

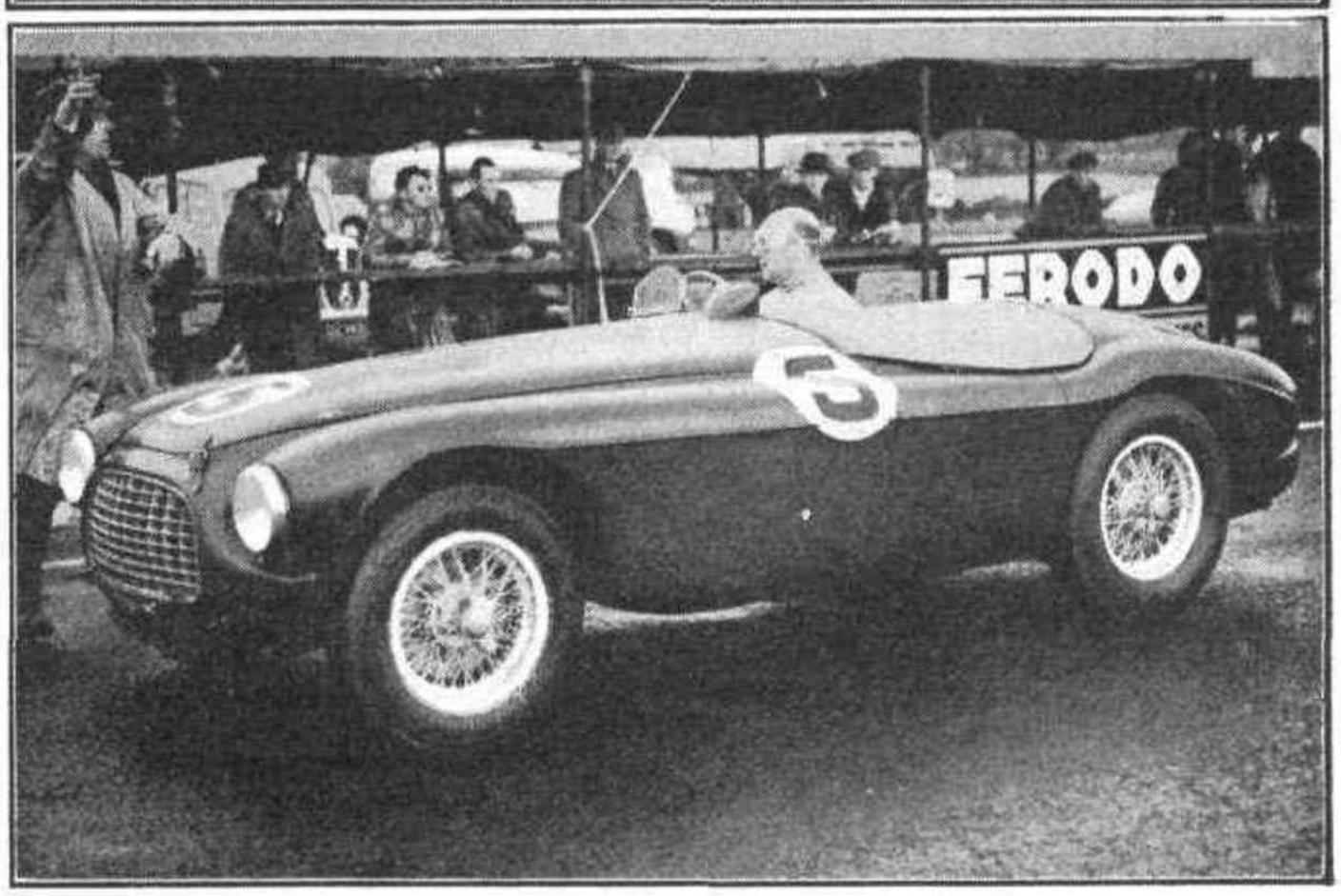


(Top) "TOP DOG."—The 2-litre Frazer-Nash "Le Mans Replica" has proved consistently successful in the classic sports car races of 1951. Its Bristol-built 2-litre six-cylinder engine has inclined o.h. valves operated by the popular short push-rods, and is based on pre-war B.M.W. practice.

(Centre) EXTREMELY HIGH PERFORMANCE has been displayed, at Le Mans and in the T.T., by the Jaguar Type C. Its 3½-litre twin o.h.c. six-cylinder engine is a development of that in the XK 120 and runs up to 5,800 r.p.m., giving 200 or more h.p. The tubular chassis has a wheelbase of 8 feet, and torsion-bar suspension with a very ingenious linkage at the rear which gives the advantages of a de Dion axle without the complication. Brake fade is combated by the use of wire wheels.

(Bottom) ITALIAN BID FOR SPORTS CAR HONOURS.—The "America" Ferrari. The 4.1-litre engine is of racing type, a V12 with o.h. valves operated by a camshaft above each bank of cylinders, and all-enveloping wind-drag-defeating bodywork is fitted.





half-hemisphere cylinder head originated for racing by M. Henry, adopted in America post-war by Miller and used by Ettore Bugatti for all his later successful racing and sports-car engines. Jaguar retains, too, the classic twin-o.h.c. valve actuation, but Frazer-Nash uses the modern disposition of push-rods and rockers, Ferrari a single camshaft above each cylinder block.

It is startling how makes previously prominent have fallen right back. Alfa-Romeo have been no more successful in sports-car racing than they are now in G.P. racing. The Allard is still a factor in American sports-car racing, but in the U.S.A. "hot-rodding" is an art, Frazer-Nashes scarce, and Type C Jaguars so far unknown. The Allard has been out of the picture at home and in Europe. The "J2" showed great promise when endowed with Ardun-Ford and Cadillac o.h.v. engines but maybe there is a limit to the power with which a chassis made from Ford components can cope in long-distance races, or perhaps the Clapham firm has been merely unlucky. The fact remains that even the Chrysler-engined Allard did not pull out its expected speed in the T.T. and, one time or another, engine, transmission, brakes and road-holding of the "J2" have been suspect. We are sorry about this, for Sydney is a great enthusiast and a hard trier. It would have been nice to have tested a "J2" when it was in its exciting prime, along with the XK120, DB2, "Silverstone" Healey, "TD" M.G. and Jupiter, but repeated applications failed to prise one from the Allard Company and now this car appears to be on the wane. The 5½-litre Chrysler car did, however, keep some Frazer-Nashes and XK 120s nicely at bay during a short race at Castle Combe.

Healey is another make which has dropped back, chiefly because the "Silverstone" has been abandoned for an Americanised automobile; but it wasn't overlooked that a lone Nash-Healey saloon was driven most effectively into sixth place by Rolt at Le Mans, although

in the I.O.M. Parnell couldn't find its gears. A Nash-Healey would apparently have run in the T.T. had Donald Healey not received from the R.A.C. a letter emphasising that this race was for cars of which at least ten had been constructed for sale before August 27th, 1951, and that the Club was anxious that disguised racing cars and prototypes should not enter. So Donald withheld his entry, although some eight prototype vehicles were subsequently admitted!

Lago-Talbot retains its place in our affections by netting second and fourth places at Le Mans, its loss our gain as it were, for it was soundly defeated by the "brand-new" XK120C Jaguar, albeit with a loss of two of these British cars.

Aston-Martin, as we have said, although usually dominating the 3-litre class, has been somewhat out of luck, was beaten by Ferrari in the T.T., and has on occasion retired with transmission trouble, a cause rather embarrassing surely for the old-established gear-cutting firm which sponsors today's A.M.? The threatened Cunningham onslaught at Le Mans failed to materialise; is perhaps postponed? Jupiter began to find reliability only for the T.T., in which, as at Le Mans, they won the 1½-litre class, but at comparatively low speeds, failing to better their handicap in the latter. The Lester-M.G.s have yet to find this essential quality and the "TD" M.G.s, even in Stage II form, are hardly fast enough to come into the first six on general classification.

Summing up, the Frazer-Nash has been the most consistently successful sports car in spite of having a swept volume of only 1,991 c.c., with the well-established Jaguar and Ferrari running the smaller car close, all three maintaining their high positions.

This year the national marks become :—Britain 84, Italy 55, France 8—so we can hold our heads high where sports/racing cars of high performance are concerned.—W. B.

THE ALFA-ROMEO "JEEP"

We recently had the opportunity to inspect the latest production from the Alfa-Romeo factory, known as the Jeep Anfibia Alfa-Romeo 1900. This is a rather large version of the well-known "Jeep," which carries six people and is propelled by the four-cylinder twin-o.h.c. 1,900-c.c. engine as used in the current production saloons. It has i.f.s. by wishbones and torsion bars and all the usual abilities and attributes of a "Jeep" or Land Rover, such as four-wheel drive and varieties of ratios. With a maximum of 75 m.p.h. it would appear to be quite a sporting vehicle for the Italian Army, especially if the road-holding is up to normal Alfa standards. Already we can visualise the basis of some of next year's Italian home-brewed specials!

GOOD SHOW!

During a period of record deliveries in the quarter ending September 30th, Jaguar Cars have shipped over 96 per cent. of these deliveries to the export market. Of this high percentage 61 per cent. has been sent to dollar markets.

RACING AT CASTLE COMBE

IT is invariably pleasant to be at a Bristol M.C. & L.C.C. fixture, and the last race meeting of 1951 at the 1.84-mile Castle Combe circuit on October 6th was no exception. What marred the day was the fatal accident to R. M. ("Curly") Dryden during a heat of the Formula III race. His J.B.S. overturned at Camp Corner and he died shortly afterwards from head injuries—the fourth serious accident in four successive weeks.

The Bristol Club, like others, feels the effect of the savage Entertainments Tax imposed on motor-racing but nevertheless offered excellent value to its spectators. The meeting suffered from a high percentage of non-starters, 25 out of 116 entrants failing to appear, including many of the "stars." As this was a National Fixture, consciences deserve to be guilty.

Don Parker's J.B.S.-J.A.P. held the Norton-powered "500s" at bay in the first 7-lap heat of the Formula III race, winning from Wharton's Cooper and Headland in the Moss-Kieft. These three stole the race, Headland cornering one-handed and being passed in second place by Wharton on lap four. Webb spun but kept going, Taylor's Iota retired, as did ex-Speedway rider Tuck's Iota-Nor-J.A.P. with valve seizure.

A 10-lap sports-car race followed (all were scratch races), in which F. C. Davis took three laps in which to catch Griffiths' 1½-litre Lester-M.G., after which he built up a handsome lead in his recently-acquired ex-Leonard "Ferrari" Cooper-M.G. Threlfall kept a discreet third in his 1,250-c.c. Lester-M.G., both these cars more stable on the corners, however, than the Cooper-M.G.

The second heat of the Formula III race was won by Leston's J.B.S. from Loens' J.B.S. and Coombes' J.B.S.—wot, no Coopers! Beauman's Cooper was driven some distance with its front wheels splayed out—wot, no black flag! Cars tended to run wide at the fast Paddock S-bend and in doing so Moore's J.B.S.-Triumph, its driver fumbling with a broken gear-lever, took off in no mean fashion at a hidden gulley and shed its tail.

The 20-lap race for ½-1½-litre racing cars was reduced to six runners, and Wharton led all the way in Bell's 1½-litre E.R.A., driving very fast. Gerard followed, hampered by a most-un-Gerard-like misfire in his E.R.A., but he contrived to keep ahead of Peter Whitehead, who was giving his brother's B-type E.R.A. an airing. The 10-lap 1½-2½-litre racing car event had a mere four runners. Abecassis consequently had a comparatively gentle ride in the H.W.M., pulling out a substantial lead from Whitehouse, who got the Watson 2-litre Alta really moving for once, to finish second, ahead of Stokes' Alta, which Peacock's sports Frazer-Nash effectively tailed. The final of the Formula III race (10 laps) saw Headland make good use of the Kieft. He won at nearly 75 m.p.h. from Gerard, whose Cooper was now in better form than in its heat, with Parker's J.B.S. third, a pleasantly mixed result for a "500" race. The gulley at Paddock bend threw Habin's J.B.S. into a slide and it rolled over. The driver lost many teeth and suffered severe abrasions. N. B. Johnson's Cooper also spun here but was skilfully held. Retirements included John Cooper, Neill's Kieft-H.R.D. and Braid's Cooper.

Next we had the 10-lap Formule Libre race, with 12 runners. Wharton led from flag-fall but soon oil-smoke was seen to be issuing from his cockpit. Then, on lap four, as the E.R.A. (Bell's 1½-litre) came into Paddock bend a veritable fireworks display appeared beneath it, the back wheels locked and it slid onto the grass. As soon as Ken realised it wouldn't overturn he climbed onto the tail, jumping out and beating at the legs of his overalls. He then attacked the fire with the seat cushion until fire-extinguishers were brought across the track. The universal joint behind the Wilson gearbox had seized, setting alight the electron casing—a nasty experience which left Wharton outwardly unruffled. Gerard, E.R.A. now on six, pressed on characteristically to win at record speed, raising Shawe-Taylor's lap record a fraction in the process, to nearly 83 m.p.h. Peter Whitehead, glancing at Wharton's car as he went by, drove impeccably into second place, ahead of Abecassis in the green H.W.M., which, after George had waved a protesting arm, had at last got past Allard's Cadillac-Allard. Allard was a notable fourth, in front of quite a lot of G.P. machinery. On one lap C. J. Hamilton's E.R.A. went over the notorious gulley followed by "Big Bill" in the Watson Alta but mercifully neither car was deflected thereby.

There remained the 10-lap race for sports cars over 1½ litres. Allard kept his "T.T." Chrysler-Allard well in front of the determinedly-driven Frazer-Nashes of Crook and Salvadori, to win at 75.88 m.p.h. Chapman's 4½-litre Bentley disposed of Buncomber's "Silverstone" Healey incidentally.

We then had a lift round the course in a venerable Bean Fourteen, admiring its fine set of instruments on a polished metal dashboard, and went swiftly Londonwards in the MOTOR SPORT Jupiter, up with which Sydney Allard, now in a Ford Zephyr, very nearly kept!

Results :

RACING CARS

FORMULA III, HEAT 1.—1st: D. Parker (J.B.S.-J.A.P.), 74.93 m.p.h.; 2nd: Wharton (Cooper-Norton); 3rd: C. Headland (Kieft-Norton).

HEAT 2.—1st: L. Leston (J.B.S.-Norton), 73.65 m.p.h.; 2nd: A. Loens (J.B.S.-Norton); 3rd: J. Coombes (J.B.S.-J.A.P.).

FINAL—1st: C. Headland (Kieft-Norton), 74.78 m.p.h.; 2nd: F. R. Gerard (Cooper-Norton); 3rd: D. Parker (J.B.S.-J.A.P.).

501-1,500-c.c.—1st: K. Wharton (E.R.A.), 82.07 m.p.h.; 2nd: F. R. Gerard (E.R.A.); 3rd: P. Whitehead (E.R.A.).

1,501-2,500-c.c.—1st: G. Abecassis (H.W.M.), 77.69 m.p.h.; 2nd: W. Whitehouse (Alta); 3rd: A. Stokes (Alta).

FORMULE LIBRE.—1st: F. R. Gerard (E.R.A.), 81.27 m.p.h.; 2nd: P. Whitehead (E.R.A.); 3rd: G. Abecassis (H.W.M.).

SPORTS CARS

UP TO 1,500-C.C.—1st: F. C. Davies (Cooper-M.G.), 71.38 m.p.h.; 2nd: P. Griffiths (Lester-M.G.); 3rd: R. J. L. Threlfall (Lester-M.G.).

OVER 1,500-C.C.—1st: S. H. Allard (Cadillac-Allard), 75.88 m.p.h.; 2nd: T. A. D. Crook (Frazer-Nash); 3rd: R. Salvadori (Frazer-Nash).

NEW LAP RECORD: F. R. Gerard (E.R.A.), 83.64 m.p.h.

GRAN PREMIO DE ESPAÑA

Fangio (Alfa-Romeo) Wins from González (Ferrari) and becomes World Champion for 1951. Farina (Third), Ascari (Fourth).

THE last Formula I Grand Prix of the 1951 season, the Gran Premio de España, run over 70 laps of the 3.9-mile Circuito de Pedralbes, on October 28th, promised to be a dramatic race. It lived up to its promise! Only two points separated Ascari from Fangio as 1951 World Champion and clearly Alfa-Romeo would be anxious to grasp this last chance of retrieving some of the prestige they have lost this year to Ferrari.

B.R.M., although depicted on the cover of the race programme, were licking their wounds in Italy and did not enter, which no longer makes news, but Alfa-Romeo put in Fangio, Farina, Bonetto and de Graffenried, and Ferrari entered Ascari, González, Villoresi and Taruffi. The field was made up of three Wade-blown Simca-Gordinis, six Talbots, Jover's and Godia's Maseratis and Bira's Osca. Whitehead's 1½-litre Ferrari and Branca's Maserati non-started.

Ascari, anxious no doubt to make up his deficiency in the championship, made fastest practice lap, in 2 min. 10.59 sec., whereas Fangio did not better 2 min. 12.27 sec., González 2 min. 14.01 sec., or Farina 2 min. 14.94 sec. But, in spite of Ascari's demonstration of speed, Ferrari were in trouble with tyres and Taruffi went off the course, a mishap matched by Bonetto, neither driver sustaining injury.

Positions on the starting grid, which was situated some distance before the finishing line along the 1¾-mile Avenida Del Generalisimo Franco, were decided on practice times, and were :—

Farina (*Alfa-Romeo*)	González (*Ferrari*)	Fangio (*Alfa-Romeo*)	Ascari (*Ferrari*)
2 m. 19.94 s.	2 m. 14.01 s.	2 m. 12.27 s.	2 m. 10.59 s.
Bonetti (*Alfa-Romeo*)	Graffenried (*Alfa-Romeo*)	Villoresi (*Ferrari*)	
2 m. 21.80 s.	2 m. 16.40 s.	2 m. 16.38 s.	
Trintignant (*Simca Gordini*)	Simon (*Simca Gordini*)	Manzon (*Simca Gordini*)	Bonetto (*Alfa-Romeo*)
2 m. 25.25 s.	2 m. 24.60 s.	2 m. 23.81 s.	2 m. 21.80 s.
Cabantous (*Talbot*)	Etancelin (*Talbot*)	Chiron (*Talbot*)	
2 m. 32.18 s.	2 m. 31.00		
Jover (*Maserati*)	Godia (*Maserati*)	Gra[illegible] (*Talbot*)	[illegible]8 (*Talbot*)
2 m. 41.99 s.	2 m. 37.45 s.	2 m. 36.58 s.	2 m. 34.46 s.
Rosier (*Talbot*)	Bira (*Osca*)		
2 m. 46.78 s.	2 m. 45.99 s.		

Bira had been in trouble with the Osca's engine bearings, but Murray, who had motored down through the snow of the Pyrenees in his Jaguar XK120, did what he could to help. Opinion was that an open race would result—and how right that proved to be!

* * *

After scribbling a report of the Earls Court Show we presented ourselves at Croydon and were flown to Barcelona in a Transair Avro Anson I, arriving at midnight on the Friday. At once Peña Rhin hospitality, under the care of D. Jaime Arias Zimerman, Press Secretary of the small but enthusiastic club which runs the race, went into operation. We were met by an aged "12/24" Citroën taxi, an hotel was found for us, and we were handed Press passes and invited to a reception the following night, everyone remaining cheerful although these formalities were not completed until 3.30 a.m.

There was no practice on the Saturday but hospitality of the most charming and generous sort was forthcoming from Señor A. F. Nava, a well-known local enthusiast, and we went to look over the splendid Pegaso factory—but that is another story!

* * *

Sunday dawned fine and very warm and in one of two most imposing Pegaso coaches we were driven the short distance to the Press box—this Peña Rhin G.P. is rather as if we closed the arterial part of our Great West Road for a race, letting disinterested parties leave London *via* Hounslow and Isleworth! The scene was as any other great motor race in Europe—very picturesque. Perhaps more so, by reason of the dusky troops who guarded the pit area, the mounted police, the trailer-trams crammed and festooned with humanity, and an occasional Hispano-Suiza! The stands, like those at Silverstone, are of steel scaffolding, but far better disguised!

PREVIOUS WINNERS

		m.p.h.
1921	de Vizcaya (Bugatti)	52.9*
1922	K. Lee Guinness (Talbot-Darracq)	65.2*
1923	A. Divo (Talbot-Darracq) ...	67.5*
1933	J. Zanelli (Alfa-Romeo) ...	59.0†
1934	A. Varzi (Alfa-Romeo) ...	64.5†
1935	L. Fazioli (Mercédès-Benz) ...	66.9†
1936	T. Nuvolari (Alfa-Romeo) ...	70.1†
1946	G. Pelassa (Maserati)	80.7‡
1948	L. Villoresi (Maserati)... ...	89.8‡
1950	A. Ascari (Ferrari)	93.9‡

* *Circuito de Villafranca del Panades-Monjos-Almunia.*
† *Circuito del Parque Municipal de Montjuich.*
‡ *Circuito de Pedralbes.*

Alfa-Romeo were using a track-style ribbed front tyre on the cars of Bonetto and de Graffenried, treaded front tyres on the others, 5.50–18 front, 7.00–18 rear. Ferrari used a blue edging to the nose cowl to identify Ascari, silver for Villoresi, yellow for González. The Talbots all had horizontal carburetters, the air tunnel missing from Claes', and Grignard's Talbot had large lightening holes in the brake back-plates.

The field was assembled on the grid, the firing of a cannon indicated five minutes to zero hour, Farina, bottle in hand, ran to take his place, the red and yellow flag of Spain rose, hovered, flashed down, and they were off, Ascari fractionally ahead, González on his tail, pursued by Farina and Fangio.

As the mechanics, led by excitable Harry Schell, ran back to the pits, some trailing starter trolleys, the drivers jockeyed for position down the long straight, swung right-handed onto the Carretera de Cornella a Fogas de Tordera, taking the swerves at the end of it, negotiated the sharp hairpin onto the short Avenidas de la Victoria, braked for the left-hand corner into the not-quite-straight Pasco de Mãnuel Girona, finally to negotiate the twin right-hand corners connecting the brief Calle de Numancia straight. As they accelerated past the pits at the close of the initial lap Ascari had a small advantage over Farina, with Fangio third, followed by Bonetto, Villoresi, González, de Graffenried, Taruffi, Simon in the first of the trim blue Simcas, Manzon behind him, then Chiron, Godia in the red and yellow Maserati with big air intake on the bonnet top, Trintignant, Bira, Etancelin, Cabantous, Rosier, Grignard and Claes.

Bira was already in trouble and retired. On the next lap Ascari drew away from Farina and, further back, Villoresi and Taruffi each picked up a place. Lap three saw Fangio pass his team mate Farina and get up close behind Ascari. Villoresi was fourth, ahead of Bonetto. On the fourth lap Fangio took the lead, and Villoresi was passed by Bonetto. Two laps later González also passed Bonetto—the order was now Alfa, Ferrari, Alfa, Ferrari, Ferrari, Alfa, Alfa, Ferrari, the last two cars those of de Graffenried, which was overheating, and Taruffi.

Then, just as the race looked like developing into a fine inter-marque struggle, drama intervened. On this sixth lap, to a rustle and murmur from the spectators, Taruffi drove to his pit with the near-side rear tyre in ribbons. Simon's Simca was some way behind and the unlucky Ferrari was able to resume without losing its place to the smaller car. But on the very next lap Villoresi's off-side rear tread broke up and he, too, was forced to come in! By lap eight, the order of the leaders was Fangio, Ascari, Farina, González, Bonetto, de Graffenried, with Villoresi and Taruffi some way behind, Villoresi's pit, now prepared for tyre trouble, having been able to dispatch him before Taruffi had come by. Meanwhile, Simon was overtaken on lap nine by both his teammates, Trintignant and Manzon.

Ferrari had certainly picked the wrong tyres for this fast-run race in the heat, for on the ninth lap Ascari, while in second place behind Fangio, had trouble with *his* near-side rear tyre. The leaders were fairly closely bunched, so that the unfortunate Alberto dropped from second to sixth place by the end of the next (10th) lap. He was now behind Fangio, Farina, González, Bonetto and de Graffenried.

Chiron had retired on lap four, after suffering loss of oil pressure. On lap nine Trintignant spun in the Simca at the corner before the long straight but resumed without being passed by Manzon. Ascari, with fresh wheels, required four laps to get out of sixth place, but by the end of the 13th lap he was fourth. The next lap saw the dreaded tyre trouble strike González! His near-side cover threw its tread and as he came to his pit Ascari went into third position behind Fangio and Farina. Behind him, ever present, came Bonetto's and de Graffenried's Alfa-Romeos, although the latter's was not entirely happy.

Farina, however, was going as strongly as ever behind the leader, although he momentarily missed a change-up as he accelerated past the pits on lap 12.

So the race began to take shape, all four Ferraris unexpectedly delayed by tyres which, suited to a fast circuit, seemed unable to stand up to corners, while the Alfas would have to refuel. First to stop for *essence* was de Graffenried, who came in on lap 17 and, his engine being unduly hot, did not get away for some time. To add to the excitement Ascari made a brief stop after a "corner-incident," but actually got away before the Alfa-Romeo driver, so that by the end of lap 18 the order had become Fangio, Farina, Bonetto, Villoresi, González, Ascari, Taruffi, de Graffenried. Behind, Trintignant led Manzon and Simon, who were in close company. A lap later and Trintignant was in dire trouble—the heat and the pace were certainly taking their toll. From laps 18 to 26 Ascari ran sixth, unable to regain his lost place, then Taruffi passed him, and a lap later Alberto's blue-cowled Ferrari was again stationary at its pit, although it soon resumed, still in seventh position.

The back markers were growing ragged, frequent pit-calls making the order difficult to follow, but the flying Fangio came round faultlessly lap after lap. On his 29th he came in to refuel and was away in a very brief space of time, without a tyre change, which Ferrari must have found irksome! He retained his lead but Farina, previously about three-quarters of a lap behind, was now closer, and he, too, refuelled on the very next lap (30th), also resuming before González passed him. Lap 31 saw Bonetto refuelled and away before Ascari, still in seventh place, was due to appear, but Taruffi's Ferrari ceased "out in the country" and he never re-appeared.

Interest was never lacking for the vast crowd, estimated at some 250,000, for no sooner were these refuelling stops over than Villoresi's Ferrari commenced a series of stops with engine trouble. By half-distance Fangio led Farina by 59.26 sec., having averaged 99.6 m.p.h. to his team-mate's 98.4 m.p.h. González was third, Ferrari's only hope now and going like the wind. Villoresi was fourth, but he had to come in again, Ascari's Ferrari passing into this position as the Alfa-Romeo did so. Bira, Cabantous, Chiron and Taruffi were out, de Graffenried's Alfa-Romeo was still overheating and Simon's Simca had a long stop, to resume after fuel had been put in. Manzon, too, found *his* Simca unwilling to motor at its former speed.

The race now began to settle into a definite pattern. From laps 36 to 41 the order of the leaders was unchanged—Fangio, Farina, González, Ascari, about a lap behind, de Graffenried, a lap away again, with Bonetto following, then Villoresi's sick Ferrari. Actually, de Graffenried had a brief pit-call on lap 41 and fell to seventh place. Further back there was trouble. Claes ran through the straw bales at the corner before the home straight. He drove to his pit but the yellow Talbot retired. Godia's Maserati had dropped further and further back but, after periodic attention to the machinery, its now begrimed driver went on. Simon's Simca was still running but later had to be pushed to its pit for "servicing."

From laps 42 to 49 the leaders were Fangio, Farina, making mysterious gestures to his pit, the determined González,

B.R.M.

The B.R.M. was going to be
the marvel of the century,
To travel at the speed of sound,
and practically leave the ground;
When travelling along the straight
would go at such a fearful rate
That all the rest, with faces dropped,
would get out thinking they had
stopped.
Ferraris, Alfas would pull in,
admitting that they couldn't win;
The B.R.M. would set the pace,
and comfortably win the race—
That's what they thought, but now, alas,
things are at a sorry pass,
No more it's looked upon with pride,
nobody even gets a ride,
For breakages come fast and thick,
and everybody's feeling sick.
Too many cylinders I fear,
too many ratios of gear,
Too many oil pipes to the diff.,
too many bearings to run stiff.
The moral's here to blazon forth,
Too many cooks have spoiled the
broth!—H. N. B.

Ascari, Bonetti, Villoresi and de Graffenried—Alfa, Alfa, Ferrari, Ferrari, Alfa, Ferrari, Alfa—but the Ferraris seemed unable to hold their initial speed on the treaded 7.50–17 rear covers they had now fitted, and González could only catch the two Alfas by a miracle. However, they had to refuel again and thus the intense interest of the struggle was fully maintained.

Refuel Fangio did, after his 52nd lap, and so quickly was he away that Farina remained behind him in second place. Then Farina came in for *his* second refuel (still no tyre changes!) and as he did so González took second place—it was as close as that! Bonetto likewise paused but as he was nearly a lap ahead of de Graffenried his place (fifth) was secure. Meanwhile, Villoresi's Ferrari had ceased for good after lap 49. Soon after, de Graffenried made another call at his pit.

After Farina had refuelled he did his utmost to catch González, encouraged by signals from his pit, as was Fangio. But he could make little impression on the flying Argentinian. Equally, González did not look like catching Fangio.

Each lap the familiar tall, dark Italian mechanic held out a big board, from the middle of the road, to give Fangio the lead he had clear of the only [illegible] active Ferrari chasing him. It was 34 sec. on lap 59, 34 again on lap 60, then the gap narrowed to 32, 27, and then 28 sec. But Fangio, driving impeccably, obviously couldn't be caught. As González eased up a bit, although ever watchful for Farina, Fangio's lead, and with it the World Championship, became ever more secure. Gamely, Ascari held on in fourth place, but what a disappointed man he must have been! Behind, Bonetto and de Graffenried coaxed their Alfa-Romeos along; further behind, only Etancelin, Rosier, Manzon and Godia were still motoring. Godia damaged the front of his Maserati during an "incident," threw the bonnet into his pit and roared on, loudly applauded, as a local driver who finishes against great odds should be.

So the race ran to its conclusion, Fangio unassailable. Alfa-Romeo had retrieved lost honours, but with a Ferrari pressing their leading car quite hard! Had Ferrari not had tyre failures the result would probably have been different, but note that two Ferraris retired to one Alfa-Romeo. The Peña Rhin race constituted a most uncertain and exciting finish to an intense season, and Fangio not only clinched his World Championship beyond question, but gained an extra point (31 in all) by breaking last year's lap record of 97.7 m.p.h., which he elevated to 105.82 m.p.h. The race *average* was 4.79 m.p.h. higher than in 1950, and was actually higher than the fastest lap in 1950, in spite of the distance increase of 78 miles (making just over 274 miles in all). It was a grand finale!

Results:

1st: J. M. Fangio (Alfa-Romeo), 70 laps in 2 hr. 46 min. 54.1 sec.; 98.69 m.p.h.
2nd: F. González (Ferrari), 70 laps in 2 hr. 47 min. 48.38 sec.; 98.16 m.p.h.
3rd: G. Farina (Alfa-Romeo), 70 laps in 2 hr. 48 min. 39.64 sec.; 97.66 m.p.h.
4th: A. Ascari (Ferrari), 68 laps (2 hr. 47 min. 6.16 sec.).
5th: F. Bonetto (Alfa-Romeo), 68 laps (2 hr. 47 min. 46.66 sec.).
6th: E. de Graffenried (Alfa-Romeo), 66 laps (2 hr. 49 min. 5.25 sec.).
7th: P. Etancelin (Talbot), 64 laps (2 hr. 47 min. 7.12 sec.).
8th: L. Rosier (Talbot), 64 laps (2 hr. 47 min. 27.6 sec.).
9th: R. Manzon (Simca Gordini), 62 laps (2 hr. 48 min. 16.15 sec.).
10th: F. Godia (Maserati), 59 laps (2 hr. 49 min. 6.57 sec.).
Fastest lap: Fangio (Alfa-Romeo), 2 min. 1·31 sec., equalling 105.82 m.p.h.

* * *

BARCELONA BRIEFS

Pirelli tyres served Alfa-Romeo [illegible] well!

* * *

Farina, Ascari, Villoresi and Taruffi attended the reception at the premises of the Real A.C. de España and Peña Rhin the evening before the race, and Col. Barnes, of our R.A.C., also attended.

* * *

Stirling Moss was present as a spectator.

* * *

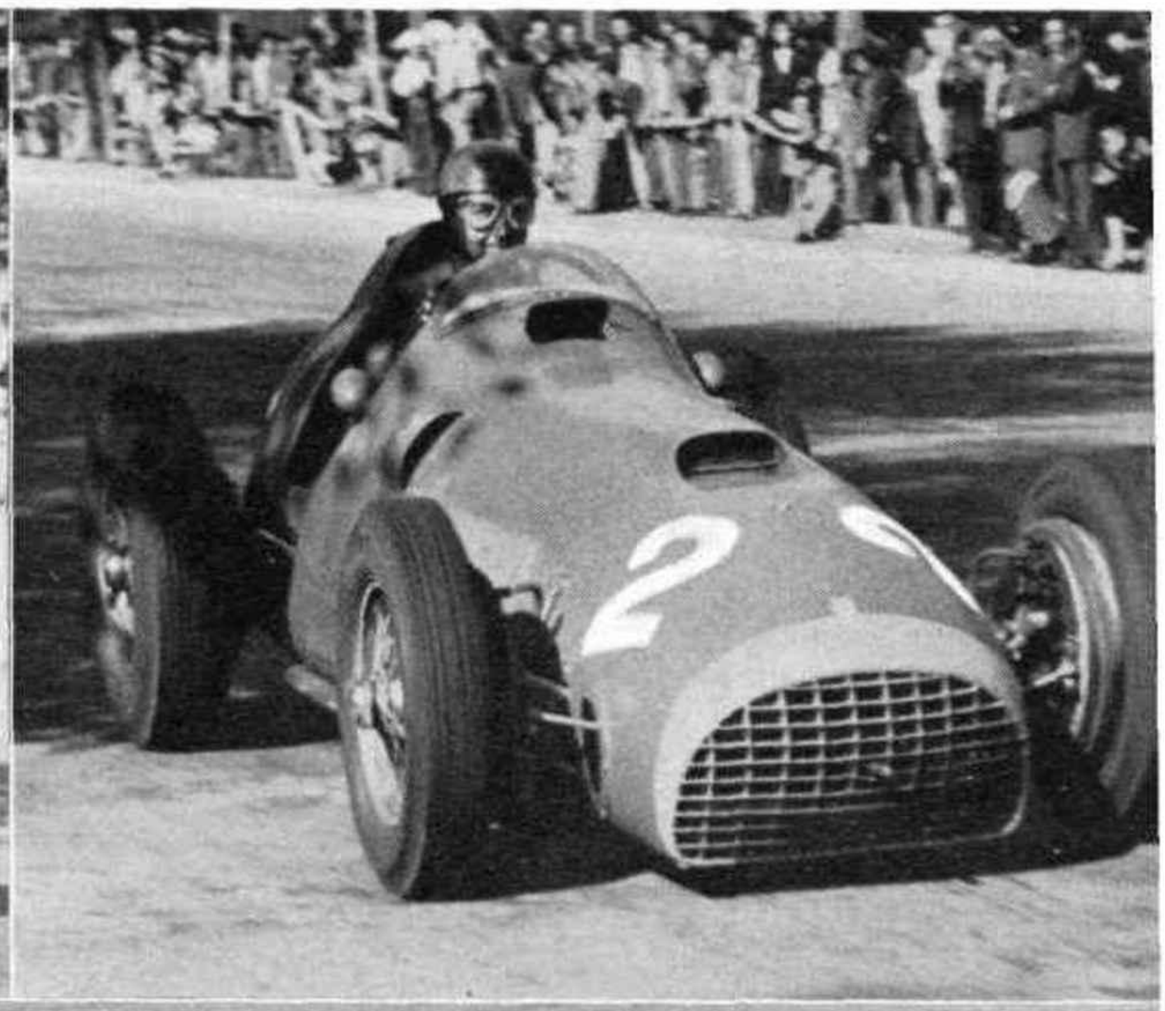
Godia's Maserati carried No. 44, the organisers using only even numbers for the cars.

PICTORIAL REVIEW

BARCELONA GRAND PRIX. RACING AT GOODWOOD, CASTLE COMBE, AND WINFIELD

WORLD CHAMPION—Juan Manuel Fangio seen in large picture as he turns into Calle de Numancia at Barcelona during the XI Gran Premio Pena Rhin. His was a double success for by winning the Grand Prix he also became World Champion 1951. Runners-up in the World Championship, Alberto Ascari, seen right in his 4½-litre Ferrari, and left, Guiseppe Farina, who was last year's champion, in his 1½-litre Alfa-Romeo







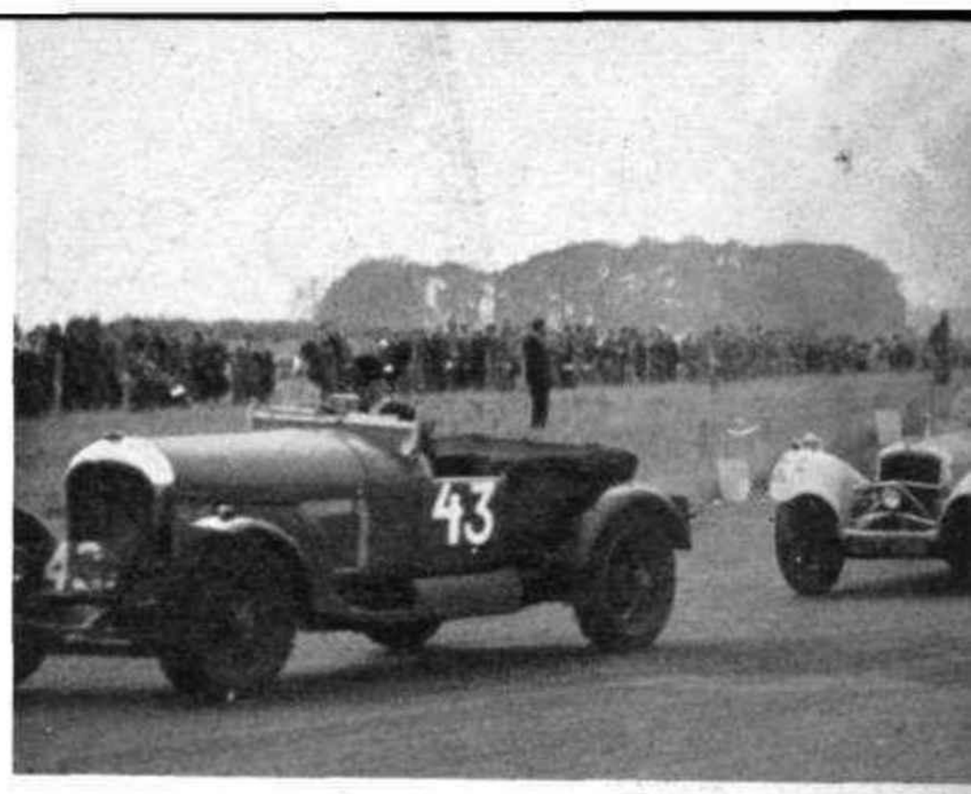


CASTLE COMBE FORMULE LIBRE WINNER.—Bob Gerard's 1½-litre E.R.A. cornering in the last race of the day, to win at 81.27 m.p.h. after raising the lap record to 83.80 m.p.h.

ALL-ENVELOPING.—F. C. Davis, in his Ferrari-like Cooper-M.G., acquired from L. Leonard, winning the 1½-litre sports-car race at Castle Combe from two Lester-M.G.s.

INCIDENT.—Ken Wharton's E.R.A. comes into Old Paddock Bend on the Castle Combe circuit with its universal-joint casing on fire. The back axle has locked and the car is sliding onto the grass. Ken held it skilfully and, when he was certain it wouldn't overturn, jumped out to attend to his burning overalls.

ANOTHER INCIDENT.—Sliding onto the grass at Old Paddock Bend, Moore's J.B.S.-Triumph strikes a gulley that later threw over Habin's J.B.S.-Norton. Note the back wheels well in the air and the car's tail departing into space.



BUNCHED.—G. G. McDonald's 4,576-c.c. Bentl (No. 38), G. Wolfkill's Jaguar XK120 (No. 40) an of the picture T. Sunter's Jaguar XK12



SOMEONE IN FRONT OF MOSS!—The H.W.M.s of Stirling Moss, George Abe... and L George is ahead of Stirling, and he remained so for s Moss decided this was not good enough, left his brak

STRUNG OUT.— A Formu





ey (... multiple exhaust pipes) leads J. T. Sutherland's Jaguar d W. ... S. Melville's "30/98" Vauxhall at Winfield. On the right ... heads for a marker top as its driver signals a left turn!



nula II Race at Winfield was warmly contested by the three 1951 Duncan Hamilton. In the end Moss won, at 80.6 m.p.h. But here even laps, was repassed, but got in front of Stirling again on lap 21. cing really late, and safely regained his usual place in motor races!



la II ... ays in full ... y at Castle Combe.

MOCK SALOON.—T. C. Wise's "Le Mans" Jowett Jupiter won the race for saloon cars at Winfield with hood erect!

ELEVEN YEARS OLD.—Gillie Tyrer's "Mille Miglia" B.M.W. is a 1940 car but it beat the field in the 2½-litre sports-car at Winfield and was second to Ian Stewart's XK120 Jaguar in the big sports-car race. And it still looks essentially a modern car, beautifully streamlined.

BRAVO, BOB GERARD.—Bob has really got the hang of 500-c.c. racing, and at Winfield he drove a magnificent, hard-fought race, passing Don Parker's J.B.S. on the outside of Fishwick Corner, to win in his Cooper-Norton, lapping at over 78 m.p.h.

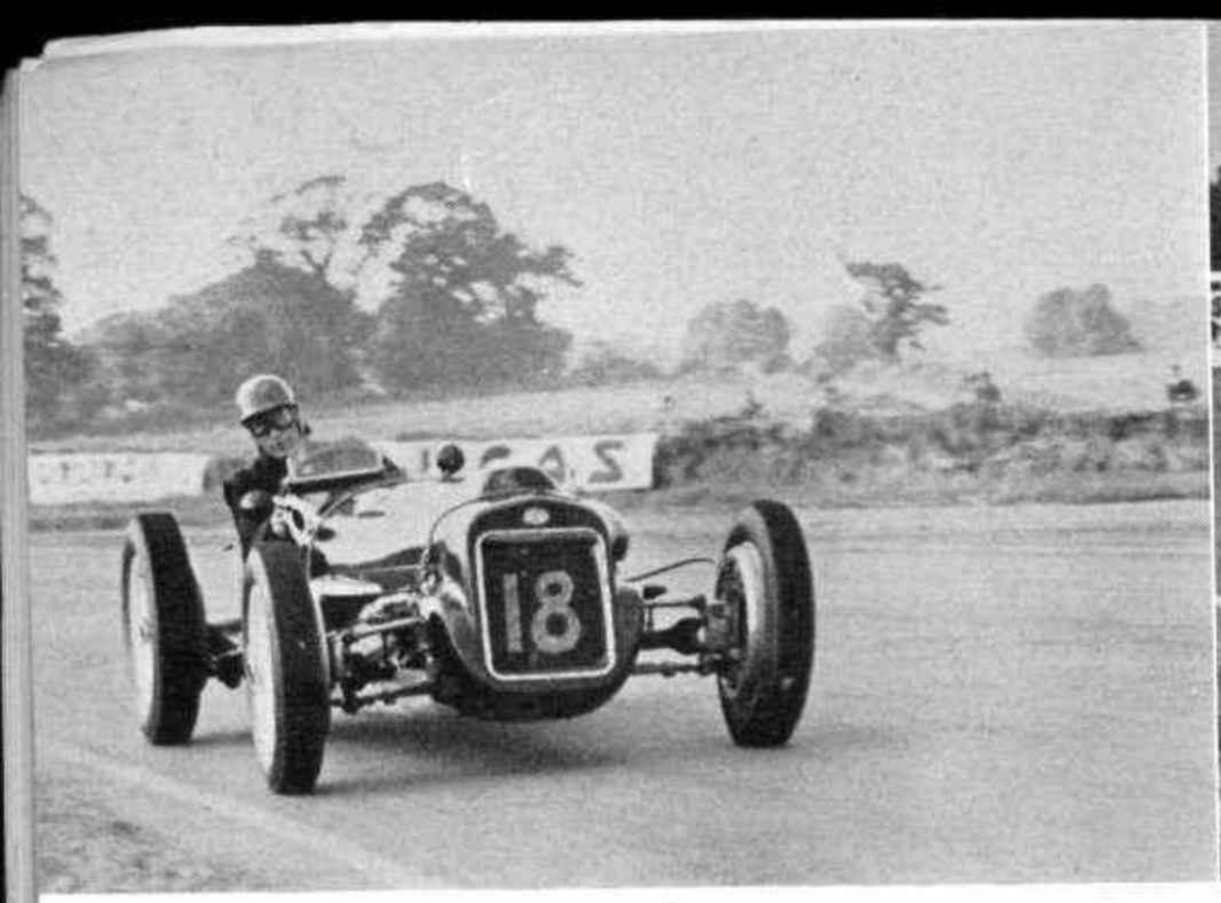
THE SCOTTISH SPECIAL.—Several "local" drivers competed at Winfield. Here is M. Goodson, of the Hawick and Border C.C., in his neat single-seater Riley Nine.







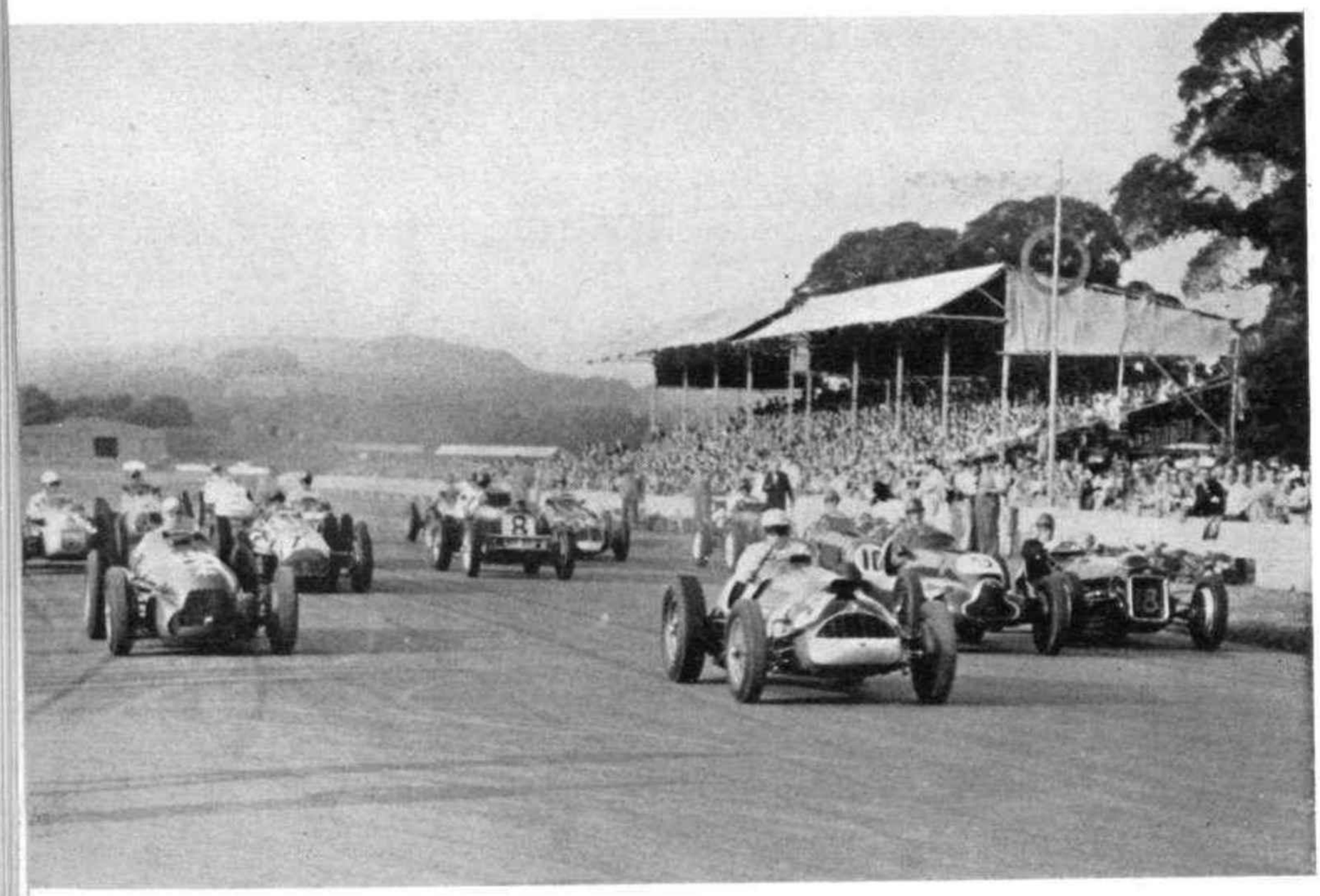




HOLDING HIS LINE round one of Goodwood's corners, Tony Rolt took two third places at the September B.A.R.C. Meeting in Walker's E.R.A.-Delage. This car is described on page 570.



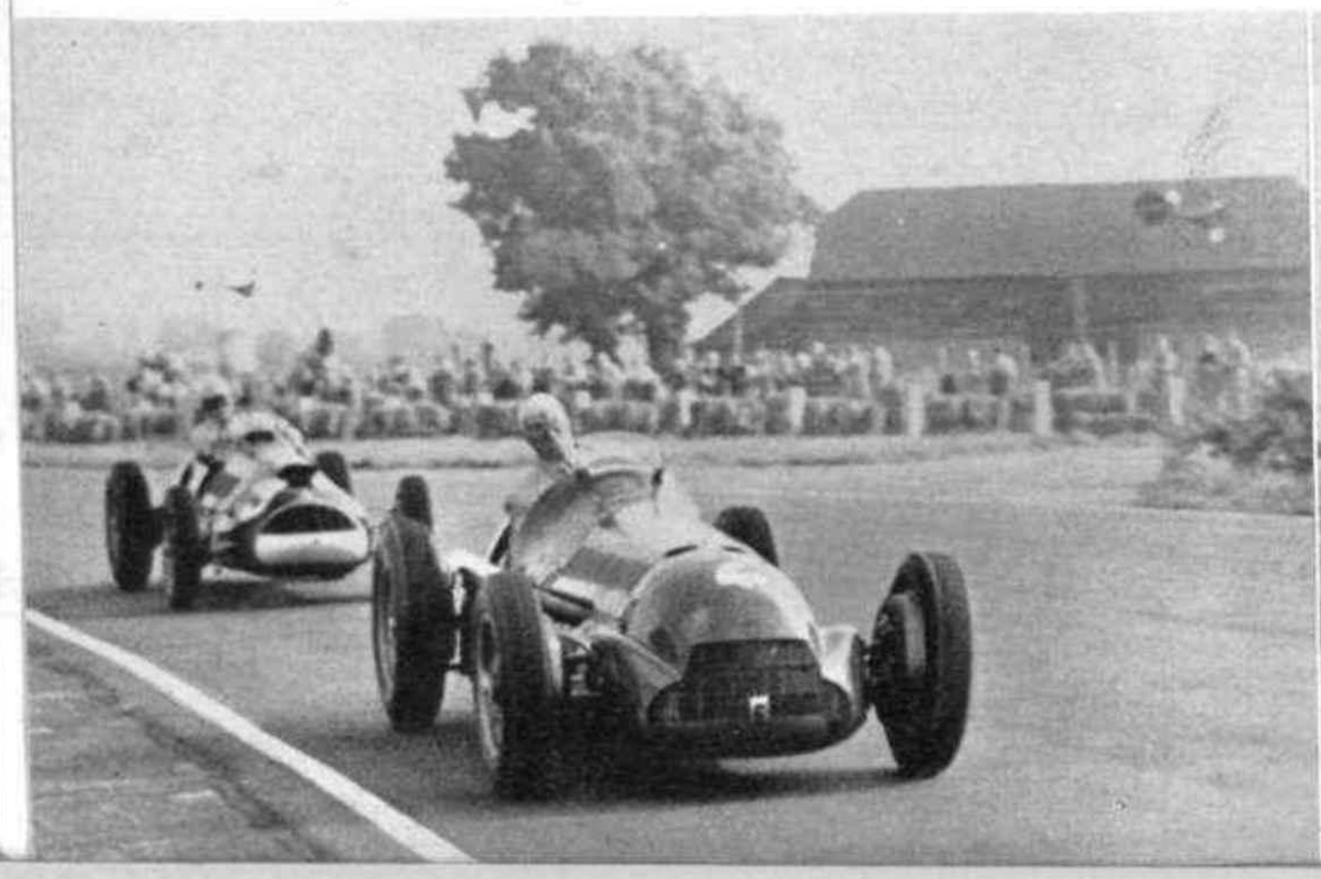
NO OPPOSITION.—Stirling Moss won the Sports Car Race at Goodwood in the Type C Jaguar with no difficulty at all. In the Second September Handicap his task was harder but he came through the field, to win at 84.16 m.p.h., lapping at 86.02 m.p.h.



FLAG-FALL!—The field gets away at the start of the "Daily Graphic" Goodwood Trophy Race at Goodwood. Note how Parnell's Ferrari has got a commanding lead in the first few yards, so that Farina, on his right, took a lap to catch and pass Reg. Shawe-Taylor's ill-fated E.R.A. (No. 9) just outpaces Rolt's Delage (No. 18), which finished a very creditable third behind Farina and Parnell. Gerard's E.R.A. is behind them, Graham Whitehead's E.R.A. (No. 8) out on its own in the centre of the course, with Duncan Hamilton's Talbot on Graham's right.

NEW GOODWOOD CHAMPION.—Farina, in characteristic attitude, won all his three races at Goodwood and broke the lap-record, leaving it at 97.36 m.p.h. Here Reg. Parnell is watching how the Italian does it, from the seat of Vandervell's Thinwall Ferrari.

OFF COLOUR.—Dennis Poore's Alfa-Romeo, snapp[e]d wood, was not giving its full output of power and on this occas[ion] unplaced.





FLYING HORSES

TIME was when we used to think of the Hispano-Suiza as the only Spanish car (when it was not French), but of course the experts have long since changed all that. Nowadays they reel off lists of sonorous Iberian names for our delectation, and if most of them have remained less sonorous in the halls of motoring fame than they sound to the ear, the latest of them, the Pegaso, first shown to an admiring world at the recent Paris Salon, does seem likely to prove an exception to this general rule. We were therefore duly grateful when Señor Nava, of Barcelona, for long a good friend to MOTOR SPORT and its contributors, most kindly arranged a visit for us, on the day before the Spanish Grand Prix, to the works where the Pegaso car is made; and, moreover, were duly flattered when we found that our guide on this occasion was to be Señor Carlos Carreras, the chief of the production department of ENASA, the manufacturers of the car.

In a Citroën taxi of respectable age we drove out to the works, which are those to which Hispano-Suiza moved in 1910 when they outgrew their original factory nearer the centre of the city, and which, more recently, when the Spanish Hispano-Suiza company came to an end, were taken over by the Empresa Nacional de Autocamiones S.A. (ENASA), or National Lorry Manufacturing Co. Inevitably they present a striking contrast to comparable factories nearer home. Although it was the end of October, and there was probably a fog in London, in this favoured Mediterranean setting a bright sun was shining from a cloudless blue sky onto groups of terra-cotta coloured buildings, separated by yellow roads flanked with plane trees.

As we came into the entrance hall its shade was almost grateful, and so undoubtedly were the exhibits which it housed. They ranged from a polished Pegaso 2½-litre engine to the first petrol car ever built in Spain, which was designed by Marc Birkigt in 1900, four years before he joined the new Hispano-Suiza concern, and which was called a La Cuadra, after its manufacturer. In between them was a sectioned example of the 9.3-litre six-cylinder diesel lorry engine, so beautifully designed and [illegible]ned that one mistook it at first for [illegible] aero engine. Every lorry, as well as [illegible]ars, bears the emblem of Pegasus, [illegible]lying Horse, and the tour of the [illegible] which we now undertook with [illegible] Carreras was quite sufficient to [illegible]e us that even the lorries were [illegible]ted by flying of no cart-horse type. [illegible]aps the most powerful impression of the whole place was its cleanliness, and after that its completeness. In Spain there are few outside suppliers of components, and steering gears, bearing metals and other parts, which in some other countries would be supplied by specialists, are here made on the spot. For this the factory is well equipped, with, among other things, a most elaborate laboratory, so clean and beautifully kept that it is hard to realise that we were not in a hospital. And appearances, it seems, do not belie reality, for in this experimental section, Señor Carreras informed us, they have recently succeeded in probing the secret of all-aluminium bearings, which was formerly held only by the Germans. This is important, we were assured, because Spain is short of copper—a curious situation in a country which was one of the ancient world's main sources of the metal and where the Rio Tinto, the "wine-red river," ran red with the cuprous stain.

We admired, then, this evidently efficient factory where are built the chassis of powerful commercial vehicles, many of them with their big six-cylinder diesel engine amidships, with five forward speeds or four and a double reduction gear giving eight in all, and compressed air brakes with the cylinders mounted on the back axle. We admired too the body shops and the final product in the shape of gigantic tourist coaches, most elaborately equipped, which, on account of their size, we were rather glad one does not meet on the roads of England. But while we were thus convinced that in the manufacture of such vehicles Spain has little to learn from other countries, it was in the new fast touring car that we were, perhaps, particularly interested, and it was with a special thrill that we entered the shop containing the short assembly line on which it is to be built, in some quantity, as from January, 1952.

In appearance the Pegaso is reminiscent, or was to the present writer, of a DB2 Aston-Martin, but perhaps it is Ferrari, with his sale of little more than 50 cars a year, that will find in the Spanish car a particularly keen competitor. A price for the latter of $10,000 was mentioned, and this would appear to be a very reasonable one—for those who have $10,000—for from its V8 four-camshaft engine to its improved de Dion final drive the whole chassis is obviously the outcome of the most advanced precision engineering. It is, moreover, practically entirely Spanish in origin, almost the only foreign components being the Italian aluminium Rudge-type wheels (fitted with Pirelli tyres made in Spain), the Bosch ignition and the Lockheed brakes. Mechanically, perhaps, the transmission and suspension are almost the most interesting parts of the car, for in this design the de Dion "dead" axle passes in front of instead of behind the five-speed gearbox-cum-differential gear and the thrust is transmitted through a single point at the rear where the radius-arms meet instead of through two points forward of the wheels as in the usual de Dion lay-out. Full advantage is taken of this fact in the design of the torsion-bar suspension to give the car a very high roll centre at the rear, and its roadholding is said to be remarkable. With a weight of about 24 cwts., or just under a ton without "ornaments"—as it was put to us by Señor Carreras—it should amply fulfill its function as a very fast touring car, and the short engine stroke (dimensions 75 by 70 mm.) should mean that on Continental roads or autostrada it should prove completely untiring.

The engine capacity of 2,474 c.c. so neatly fits the limit imposed for Grand Prix racing from 1954 that we could not forbear to ask our host whether he had not here a Formula I racing car in embryo.

Señor Carreras, however, was reticent. "First of all," he said, "we must build cars to sell." The next morning, however, as we watched from the Press stand the preliminaries of the Spanish Grand Prix, we saw the course opened by three Pegasos, driven round it at no mean speed; and if one were to prophesy, entirely without inside information, that in three years' time a team of Pegasos will be carrying the red and yellow of Spain in a *grande épreuve*, one would be drawing a bow at a venture to loose an arrow which might yet find a joint in the harness of the inscrutability of fate.—E. K. H. K.

Letters from Readers

OH DEAR!

Sir,

Concerning W. B.'s experiences with a Morgan Plus Four, I am amazed and disturbed at his indifference to major mechanical defects, thoroughly bad design, etc., and his dismissal of these with "you must expect a few bugs from a new model."

I had a 1938 model of this *marque* which suffered from every one of the defects listed, so it would appear that the manufacturers are equally indifferent. The futile contraptions supplied as steering dampers are an insult to the engineering industry, as is the clutch withdrawal mechanism.

The internal jacking system (unless redesigned in the meantime) should only be used by the foolhardy. I was once presented with the car resting on the ground and you couldn't have got a 20 thou. feeler between the chassis frame and mother earth; needless to say I was all dressed up on my way to a wedding.

As for suspension making for high average speeds, I was constantly passed by family chariots whilst I vainly tried to keep four wheels somewhere near the ground at the same time.

Whilst this letter appears to read as a tirade against the Morgan it is really directed at manufacturers in general, who are content today to foist anything off on the long-suffering British public. The said British public may suffer in silence but they have long memories, as a few manufacturers will learn to their cost when the buyer's market returns.

I am, Yours, etc.,

Hoghton THOMAS A. ARCHER.

* * *

IF THE CAP FITS . . .

Sir,

Who is the "racing" driver who runs around Hendon in the apple green XK 120 with large numbers painted on the sides?

I should like to have his autograph.

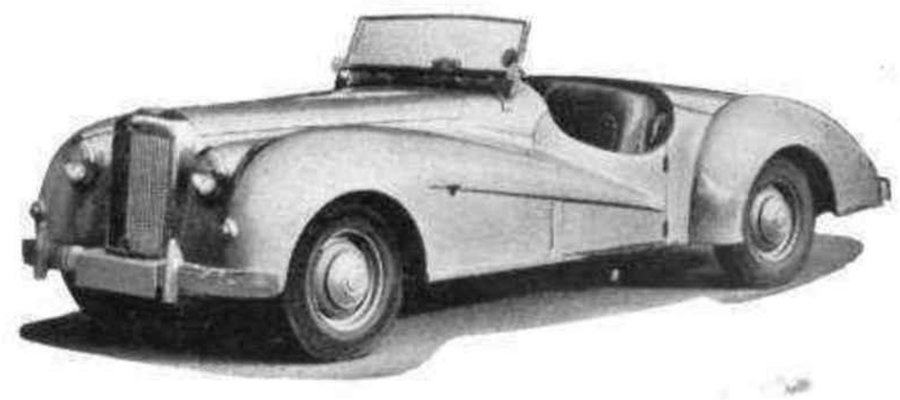
I am, Yours, etc.,

London, N.W.2. E. WRIGLEY.

High-Performance and Sports Cars seen at Earls Court



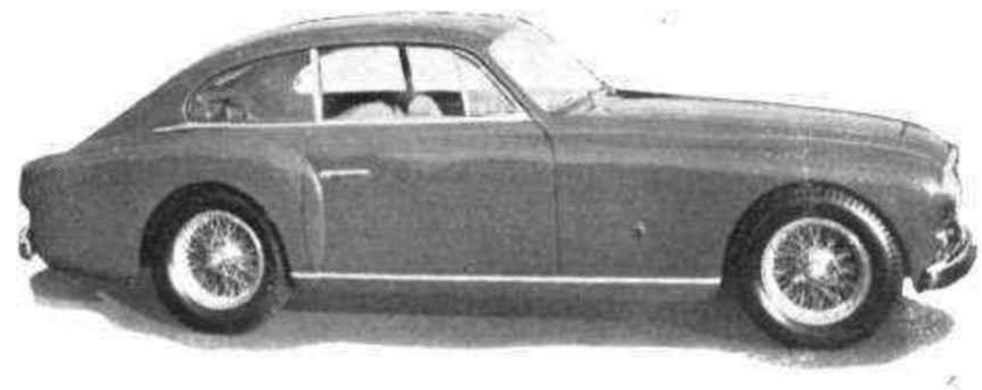
J2X 5.4-litre **Allard**



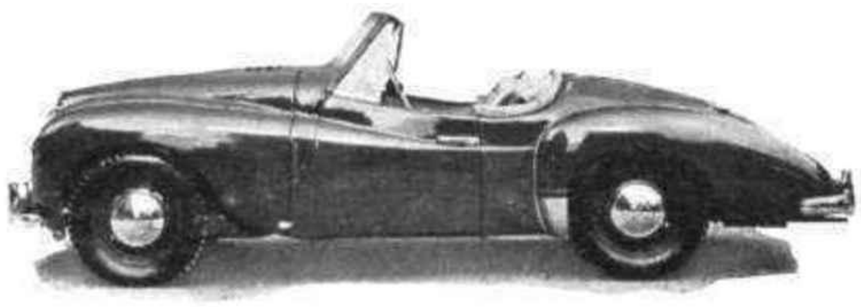
3-litre **Sports Alvis**



DB2 2.5-litre **Aston-Martin**



2.5-litre **V12 Ferrari**



1.5-litre **Jowett Jupiter**



2.5-litre **Lagonda**



1.25-litre **" TD " M.G. Midget**



3-litre **Alvis-Healey**

CARS I HAVE OWNED

by

R. R. C. Walker

Last month Rob Walker told of the cars he owned before joining-up in 1939. Here he concludes this very entertaining account.—Ed.

A FEW days before war broke out, I sent in my papers to join the Fleet Air Arm, as I had already had a pilot's licence, although it had been taken away by this time for low flying, and since I was very keen on the Navy I felt I would be best suited for this Service. I was given an interview two weeks later, and told that if I was willing to join as a rating they would consider me. I was the last person to be examined that day, and afterwards I asked the examiner if I could give him a lift home. On the way he told me that I had been a border-line case, but had just scraped in. I think the ride in the Delahaye did the trick!

On December 6th, 1939, I was ordered to report to H.M.S. *St. Vincent*, Gosport, for duty as a Naval Rating. I decided to lay the racing Delahaye up for the moment, and it was left in the capable hands of Percy Maclure in Coventry; meanwhile as long as petrol lasted I thought I would keep the drophead Delahaye with me. On leaving home, I told my mother to write to me as A.B. Walker, as I fondly imagined that an Able Seaman was the lowest form of Naval life, but I was soon to find that an A.B. was a very exalted person, compared to myself as an Ordinary Seaman, and when my letters arrived addressed A.B. I think they all thought I had been shooting a line to my girl friend about my rank. On arriving at *St. Vincent*, a shore station, I left the Delahaye outside and reported to a Chief Petty Officer. After the usual formalities I asked him what I should do with my car. Of course I walked into that one, and he told me in no small way. I was somewhat surprised, especially as his suggestion was wholly impracticable, and I was about to tell him that I was not used to be spoken to in that way by Petty Officers or anyone else, but I decided, fortunately just in time, to keep quiet.

A garage was found for the Delahaye and there she remained whilst her master got up at 6 a.m., scrubbed the floor, cleaned the lavatories and did the washing up, all for 10s. a week, which was always spent on buying one champagne cocktail at the Queens at Southsea. After two months at *St. Vincent*, an exam was passed, I became a Leading Seaman, put my hook up, and off in the Delahaye to Elmdon near Birmingham, which was an aerodrome for Preliminary Flying Training. At this time I was more than grateful that I was a member of the A.A. because after all the people I had to salute, they were the ones who saluted me! Now Elmdon is not far from Coventry and thoughts began to flow as to how the racing Delahaye was getting on, and perhaps she would like an airing, especially as petrol was not unplentiful and also my Naval C.O. was quite partial to borrowing the drophead for a quick journey to London, thus improving my chances of leave. I thought if I had them both there, he could borrow the drophead to go to London and I could use the racing one for going on leave, so she was duly unearthed and found to be in splendid form, causing quite an excitement around Birmingham. The type of petrol available and the fact that she was left out in the snow all night, never seemed to trouble her at all.

At the end of March we all moved on to Netheravon, which is No. 1 Flying Training School, and has been since the 1914 war. I think quite an excitement was caused when the new batch of Leading Seamen arrived, one with two Delahayes, the drophead being driven by a friend, as we were allowed to keep them actually on the station, which was a great relief. Netheravon has a very steep hill leading up to the aerodrome from the village and it was quite a common sight to see Leading Seaman Walker getting in some hill-climbing practice up the ascent, whilst Corporal Freddie Mills was jogging up on his feet getting into training for his next fight.

In May 1940, I was given two days' leave from flying to get married, and although my wife had often watched me race at Brooklands, and on our one-day honeymoon I had persuaded her to drive herself at 120 m.p.h. across the Downs, which she did very well, I knew she never really liked racing in any form. So at her request it was mutually agreed that I should never race again, except straight speed trials, and up to this day I have stuck to this agreement, although there have been one or two warming up or practice laps on the Delage at Silverstone or Goodwood.

The marriage and the fact that petrol was getting far more scarce obviously called for a rearrangement of cars, so the racing Delahaye was sent to my home, painted battleship grey, and laid up in the squash court for the duration. Then a 1937 Fiat 500 was bought, and when this was found to be fairly satisfactory, the drophead Delahaye was sent off to be repainted. We had a short air gunnery course in Wales, and my wife and I went off there in the Fiat, but towards the end of the journey there were ominous sounds from the back axle, and on arrival it was stripped and found partly cracked. The garage offered to weld it, which they did successfully, but I never felt happy about it and decided to sell it at the first opportunity. This came when I was finally commissioned and sent to the R.N. college at Greenwich for a short course. During this time a visit was paid to Great Portland Street or thereabouts, and a swap was made, with a small financial adjustment, to a 1938 Fiat 500.

The Fiat served us well for about six months, first at Eastleigh, then at Yelverton, where it was joined by the drophead Delahaye after it had had its repaint. We had a Mess there with fairly mixed interests; there was Johnnie (and Kay) Wakefield with their Rolls-Bentley which usually travelled long distances by rail to save petrol, and myself with motor racing as our interest, then for the other form of racing there was Bob Everett and Furlong, both of whom had ridden a winner in the Grand National and the former had won the Irish Grand National as well. Unfortunately, all three of them were later killed while serving, Bob Everett receiving the D.S.O. for shooting down the first Dornier flying-boat a week before he was killed.

About Christmas 1940, the Fiat suffered a sad mishap, by somehow splitting its gearbox in half; as spares were not available the garage attempted to weld it, and were successful, except that when it was completed it was found impossible to select reverse, which, on the whole was a considerable disadvantage, so it looked as if an opportunity of unloading it would have to be found.

In the meantime, when on leave in



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ONE OF R. R. C. WALKER'S BEST-LIKED CARS, his DB2 Aston-Martin with Vantage engine. Rolt is seen driving it at Silverstone.

London we had the gear lever break off at the base and the car had to be left behind for a week while we hired one. As my sister-in-law was visiting us from London the following week we gave her the garage ticket and asked her to bring the Fiat down. When she arrived we thought our car had changed a bit and found they had given her the wrong car, but we did very well over the petrol exchange as the garage had to make up for their mistake.

I had decided a Vauxhall Ten would be most suitable for my next car, as the petrol consumption was very good, combined with a reasonable performance and plenty of room. We eventually found one, when stationed at Lee-on-Solent, at a sort of car breakers, where the cars were left out all the time in the surrounding woods. It was in poor condition and the engine was definitely ropey, with clouds of smoke pouring out when it was started. A most exorbitant price was asked, and it was obvious that I was considered as the ideal sucker. This all suited my purpose perfectly because two could play at that game and I had to unload the Fiat without it being found to have no reverse gear. A good price was fixed on the Fiat, subject to trial, and I was to bring it along the next day and collect the Vauxhall; when I arrived I found the only way to get the Fiat out of the place was by reversing and this would give the show away on the trial run, so I told them that unfortunately there was not enough petrol in it to go for a run but I would start the engine from which they could tell it was in perfect condition. This satisfied them and I set off hot foot in the Vauxhall, never to return. The following week the Vauxhall, well covered by insurance, was stolen. I thought this was too good to be true. It was, as it was found again the next day, only a mile away!

We were then posted to Speke aerodrome and I drove up in the Delahaye, and my wife followed later with the Vauxhall, which was suffering from a blocked petrol pipe. It had a rubber filler cap, and a garage man said he would blow the pipes clear with high pressure air from the carburetter end. After a minute of nothing happening, suddenly there was a terrific explosion and an old woman, about 100 yards down the road, was nearly brained by the filler cap.

On arriving in Liverpool we found the Vauxhall agents could fit us a reconditioned engine and repair the wings for £27, which we immediately had done. It had one snag, the repair works were down in the docks and as the Germans were raiding the docks heavily seven nights a week, it looked as if the Vauxhall's chances were not all that good. Every few days we would look to see if the building were still there, and when we went to collect the car after two weeks, the repair shop was the only place standing within a range of about 100 yards, and of course had not a single window intact.

With the reconditioned engine the Vauxhall went perfectly throughout its career, but I myself had little chance of using it as I was abroad from 1941 to the end of the German war, either in the Middle East or Far East, except for a few brief months when my ship was torpedoed; but my wife used it as much as petrol rationing allowed.

On my return, the German war being over, things looked much brighter, and thoughts began to turn towards real motoring, but owing to the petrol situation this had to be done stage by stage. Firstly we unearthed the drophead Delahaye, and, except for one or two mice in the upholstery, once the battery was charged she was in good form, and I took her off to Eastleigh, where I was stationed, leaving my wife to follow later in the Vauxhall. Having resurrected one Delahaye successfully, I decided to try my luck with the other one, which was a somewhat larger job, as it had been stored away covered in grease and totally painted in the aforesaid undercoat of battleship grey. The only thing to do was to tow it straight to the paint shop, have it stripped, and then repainted as best they could. The colour chosen was green. After this an attempt was made to restart her, and when the petrol pipes, pump and carburetters had been cleaned, a certain amount of success was achieved which we considered good enough until a proper overhaul could be made, but the brakes were certainly very dicey, grabbing in all directions, as only improperly adjusted Bendix can.

I was fortunate enough at this time to have a posting to the Ministry of Aircraft Production, and as the Japanese war ended a month after I got there I was in an ideal situation to complete my Service life and await demobilisation whilst the motoring situation was sorted out. I found in a neighbouring office on the same floor an old Fleet Air Arm acquaintance of Middle East days called Rollie Wallington and he was just getting himself a job with Robert Arbuthnot who had Guilio Ramponi working for him, so we were all cronies together, or something beginning with CRO anyway.

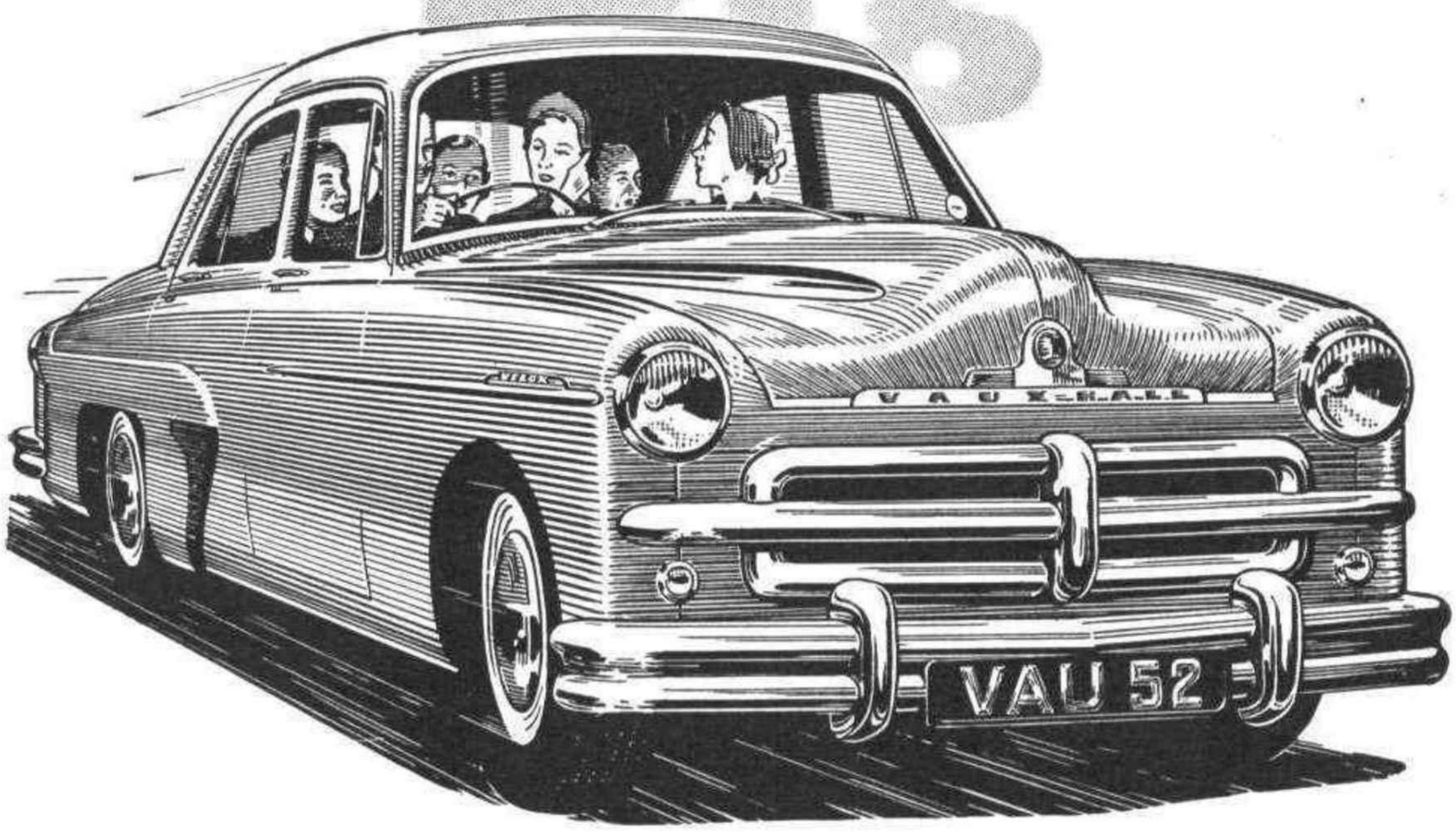
I will never forget the first trip up to London in the open Delahaye from Wiltshire, having at length saved the petrol. American cars, never favourites of mine, had been in the ascendancy during the war years and their drivers were seldom challenged. I had one in front of me, who was passing everything on the road and obviously thought he was very fast. I suppose it was very childish of me, and taking a very unfair advantage, but I took great delight in going past him at about 100 m.p.h., and then changing into top, although I must say I looked a bit foolish as I could never leave him far out of sight owing to my poor brakes.

I used the Delahaye every morning to go to the office, but after a while decided it was not the best of plans, as it made such a noise that everyone knew when I had arrived, and as I was always late, this was the last thing I wanted. My wife was not very keen on the drophead Delahaye and as third and top in the Cotal gearbox had ceased to function we decided to sell it; and her choice for the replacement was a drophead Rolls. I decided that this was an excellent idea too, as I could pussy-foot to the office without anyone knowing when I arrived. I discussed the matter with Wallington over the usual cups of tea (actually I don't drink tea, so I was very out of place in a Ministry). Anyway, Rollie said that he knew of just the car for me, that was in the Olympia garage and had belonged to an Army officer who had been killed. My wife and I went along to have a look at it, and decided it would suit us very well, but it was not until we had concluded the deal through Robert Arbuthnot and part-exchanged the Delahaye that we saw the Rolls clear of all dust sheets and polished up: then we realised that it exceeded all expectations. I took it to the office the first morning, but the pussy-foot effect did not work at all as it broke down at the front door, with a petrol stoppage, and Ramponi had to be sent for, and by the time all was explained everybody knew just how late I was, and it was just about time to set out for lunch.

To explain the Rolls, which I still have to this day, it is a 25-h.p. H.R. Owen drophead coupé by Gurney Nutting, and I believe is often known as a Continental tourer, as it has a very large, slightly square boot on the back, with the spare wheel behind it. Personally I find it a most attractive body and one that does not date. I have done 50,000 miles on the car, and it has never let me down, although I have almost made a hole through the floor boards trying to get a little more out of it. It has been tuned as much as possible and will go off the clock (80-m.p.h.) without great difficulty. For nine months it ran supercharged with an Arnott blower, and this increased the acceleration enormously. I am ashamed to say it knocked 12 sec. off the 0–60 time so you can imagine how slow it was before, but the top speed remained unaltered. When the blower was eventually removed, not because the car minded it but because the blower had a bearing going, the Rolls seemed much looser and faster, and I think after 75,000 miles the blower had helped to run the car in. During the time that there was complete petrol rationing and one could only travel on business, I hired the car to the films and they paid me twelve guineas a day for three months while it sat on the stage, and eventually it appeared for about two minutes in "Woman Hater."

The most outstanding characteristic of the car is its stability on snow and ice. We have had two amazing journeys in her, both times without using chains; we took her down to the South of France in the snows of 1947, and the road from Lyons to Orange had been totally blocked. We were one of the first cars to get through and hundreds of cars were stranded all around us, but somehow the old thing ploughed on. Last year we took her up to Davos just after the avalanches had occurred and they said that it was the heaviest snow for 30 years; again we just made it, but with more difficulty this time as the road was single line, and once, after stopping to let someone through coming down, we just could not get sufficient grip to start up again, and had to go backwards for about a quarter of a mile before we could grip. Another time we slid towards the edge, knocking the wall of snow at the side over the precipice. Luckily we just did not follow. The only things to which I can attribute these snow-holding properties are the great weight, a complete lack of power and fairly smooth transmission.

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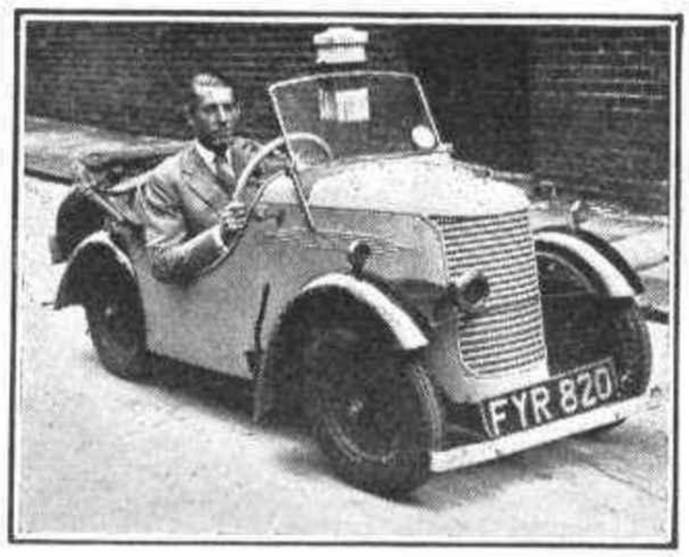
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The next thing on the agenda was to replace the Vauxhall, as, although it was game to the last, it had really had its time. We wanted something that did not consume much petrol, and would be a useful car for my wife to handle, but not too sluggish. Eventually we were persuaded that an 1,100-c.c. Fiat was just the thing and Robert Arbuthnot produced one that had only done 13,000 miles, and which Ramponi was in the act of stripping and tuning. When he had finished it, it really was a goer. The acceleration was very adequate, it had a top speed of nearly 80 m.p.h., a wonderful turning lock which was ideal for parking, especially for a female, and it did 41 m.p.g., so what more could one want? We kept it for five years, and after that it began to get rather rattly and the engine was not quite so reliable so it had to go, but it was a bitter blow to my wife, and at one time I even offered her a new Bristol, but she said that she would really prefer to keep her Fiat.

As racing was now *verboten* I decided to completely do up the Delahaye and equip it for road use, so it was sent to the Morley Brothers in Lancaster Mews, and they made a very good job of it. Meanwhile I was without a fast motor, and I spotted one that I had always admired and longed to own. This was one of the Type 37A Grand Prix Bugattis and it was in spotless condition, and also had the Bugatti wheels which I adore. After a sleepless night as to whether it was wise, I decided to buy it. In the end it turned out that it was not wise, and (I am ashamed to say in front of Bugatti enthusiasts) I prefer the solid reliability of the lorry-engined Delahaye to the more delicate and temperamental perfection of the Bugatti. I think I pushed that car further than I drove it, and the engine turned over more times with the handle than by its own motive power. I admitted defeat after a short time, and on driving it up to London, its final effort was to throw both headlamps at my head. I think the car was sold to the late Sir Malcolm Campbell's son Donald, who, being younger, probably had more pushing-power than I!

Since petrol rationing was becoming stricter the further we were away from the finish of the war, we now came down into a very small class, seldom seen. It was a 250-c.c. Rytecraft made before the war by the motor boat people. It had a motor-cycle engine, air-cooled, tiny wheels, direct steering, and seated two comfortably, but that was about all it did do comfortably. After bringing it to London, and the *Daily Graphic* printing some photos of it going on to a motor launch on the Thames, I decided to get rid of it at the highest possible speed, which I did, and as at that time it was impossible not to make a profit on any car, I did that too.

The Delahaye had now returned complete with windscreen, hood and luggage grid, and our first outing was down to Brighton to compete in the speed trials. My wife had on a new skirt, and I was anxious to demonstrate the all-weather equipment; I had plenty of opportunity as we had a cloud-burst on the way down, and as all the airscoops face forward and the mudguards are fairly small, the water just poured in from the wheels and



ECONOMY.—Walker in his Rytecraft, which he considered a joke, but not a very good one.

within ten minutes we were soaked right through and my wife had to take off her skirt and wrap herself in a rug. The speed trial was not a success as the car hadn't its usual urge and appeared retarded, finishing nowhere; later it was found the valve timing was not quite correct. The following year I met Guy Jason-Henry, who lived in a mews just around the corner from my flat. He undertook to tune the Delahaye up a bit, in exchange for which I offered him a drive at the first meeting at Gransden. The Delahaye soon seemed to get back some of its pre-war punch, and easily won its race at Gransden, although it was afterwards disqualified for some technical detail in the entry. It was next taken to the speed trials at Brighton, which is one of the few runs that I get in the year, as my wife, under slight protest, allows me events in a straight line. The car showed a great improvement on the year before, and I won the class and created a new class record. It was soon apparent to me that there was no better person in the country to maintain the Delahaye than Jason-Henry and as I seldom had the chance to drive it, it became rather a liability, and I decided to offer Guy a half-share in the car, saying that he could always keep it at his place and use it as long as he maintained it; if I wanted to use it, I would borrow it from him. We agreed upon a sum that he should pay me for the half-share, and the arrangement worked very well until it came to an unfortunate conclusion. We next entered the car for the British Empire Trophy in the Isle of Man, with Guy driving it. This was a Formula I race for racing cars only, and so the car was somewhat outclassed, but with its usual reliability it finished seventh. I finished the season with my usual run at Brighton, where I won the class, beating my previous year's record.

The year 1949 was a busier year and we started with Guy driving in the I.O.M. British Empire Trophy, again outclassed in Formula I, but game to the end, finishing twelfth and not last. There followed the first Le Mans since the war, and as I had driven the Delahaye in the last one *before* the war it was natural that we should want to enter. I was fortunate enough to get Tony Rolt to co-drive with Guy. The old car seemed pleased to be back there, and we even had the same *plombeur* and time-keeper as in 1939, who were delighted to see us back again. The car went wonderfully, but the heat was terrific, and at the first pit stop we found nearly all the water had boiled away. After 12 hours we were lying fifth and looked like going up, then at dawn tragedy struck and she came in with the bearings gone, the first race I can ever remember in which she failed to finish, and even after we had stopped, it took the next car three-quarters of a hour to catch up our position. After renewing the bearings Guy and I decided to enter for the French Grand Prix at Comminges, and as by now we were getting short of foreign currency we decided to do the whole trip on our starting money, a hundred thousand francs. This prohibited taking mechanics, lorries or spares, and we had to drive the racing car 500 miles to the race with two up and all our luggage. When we arrived at the scrutineering with our suitcases on the back, the Frenchmen asked us where our lorry was, and on explaining that we had come from London as we were, they just would not believe us, but roared with laughter. The heat was terrific, being on the Spanish border, and we suffered badly; after about 10 laps I had to drag Guy out of the car almost unconscious, but revived him with buckets of water; after that I threw a complete bucket all over him every five laps, and another over the gearbox. But at the same time others were suffering more (Chiron did not recover from his burns from the gearbox for six months) and consequently we sneaked up into fifth place in the unlimited class, and won a further ten thousand francs, which allowed us to do the whole trip at a profit with much enjoyment.

As soon as the car returned it ran its first race at Goodwood, which it won. Then on to Brighton, where we got hold of the wrong fuel, and had we done a good time we would have been disqualified, but anyway the car went very badly and Guy Gale in his Lago-Talbot took the record from me—and a most suitable person to do it, since these two cars had been rivals for the past 12 years or so. The next year a new body was fitted, and it ran two races, the first a scratch race at Goodwood, in which it was troubled with boiling (owing to the radiator being too low with the new body) but finished third to Sidney Allard and Guy Gale. In its last race before being sent to gaol as a wicked smuggler, it started from scratch in the front row, with Gale's Lago-Talbot behind, and the Delahaye held the starting position advantage to the end, winning the race and vindicating its Brighton defeat. I think only one other car before or since has ever beaten Gale's Talbot off the scratch line.

I was rung up one morning in my office, and a voice said that Guy Jason-Henry had just been apprehended at Newhaven for smuggling watches. I roared with laughter and said "Poor old Guy." Then the voice said the watches were in the Delahaye, whereupon I shot out of the chair and nearly hit my head on the ceiling. I think the voice then said, "that will make you laugh the other side of your face." I had no idea the Delahaye was even out of the country. It is the law that any vehicle that is carrying smuggled articles is impounded by H.M.

Customs whether the owner is concerned or not, and although Jason-Henry was acquitted of being concerned in the matter, and I obviously had no knowledge of it at all, the car became forfeit. I was informed that my only way to get it back was to buy it back and when I inquired of H.M. Customs how much the Cunard White Star line pay to buy back the *Queen Mary* and *Queen Elizabeth* each time smuggled nylons are found on board, they declined to answer my question. Eventually a sum was agreed, and I collected a lot of very corroded scrap metal which we rebuilt into the Delahaye, but it has not yet quite got over its ill treatment. Its first race afterwards was in the Empire Trophy in the I.O.M. and in the very first lap it was rammed in the tail and crashed, and many excited spectators rushed around hoping there were still some watches left to fall out, but no luck, and eventually it continued and finished third in the class.

In 1946 my wife and I took the Rolls on a trip to Venice and on the way we stopped for a couple of days at Lugano, where we met Mr. and Mrs. Robin Byng in a bar. We began talking, and as far as I was concerned naturally the subject turned to cars, and they told us that they had a most unusual Lago-Talbot, with Figoni and Falaschi body, in Nice. Apparently Mrs. Byng had bought this car at the Paris Motor Show 1937–38, and it had never been to England, but the Germans got hold of it during the war and took the tyres and tore all the leather out, but now they intended to import the wreckage into England and completely renovate the car.

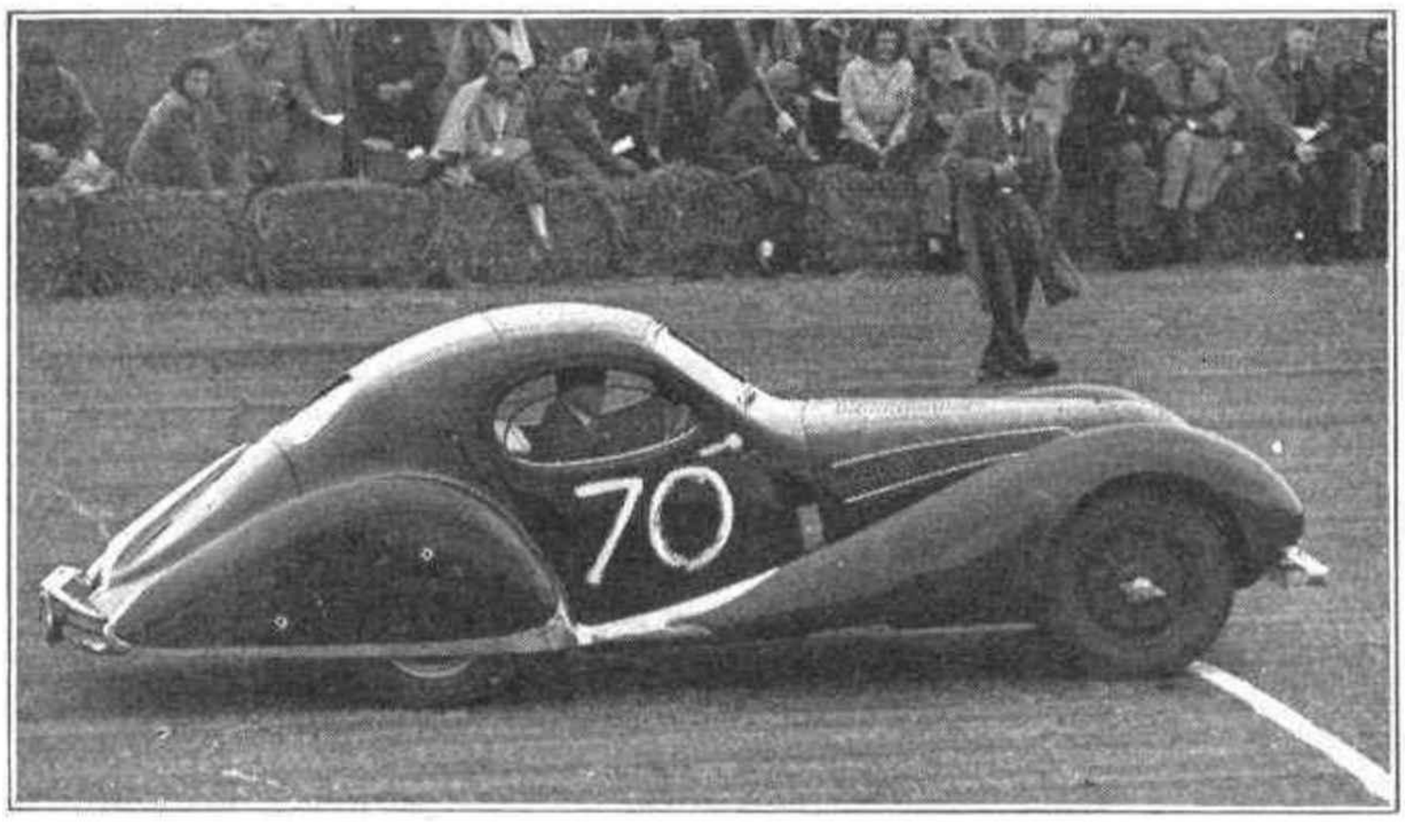
About six months later I ran into Robin Byng in the "Steering Wheel," and he told me that they had brought the Lago Special back and it had been completely overhauled, and that University Motors were trying to sell it for them, and he wondered if I would be interested. Well, I had a look at it and went for a run, and I must say I thought it was the most beautiful car I had ever seen and it certainly went, but it had one small snag at the time; the price asked was, I believe, £5,000, and although prices were at their highest maximum at this time I felt it was too much to pay for any car. But I thought about the car a great deal, and it was obviously the thing for me, and from time to time I would meet Robin Byng and haggle about the price; eventually he rang me up one afternoon and said that he would like to see me. He arrived in the car, said they had had an offer for it, very much lower than the original price asked, and if they did not have a better one by that evening, they would let it go. I raised it £100 and the car was mine. I never regretted it.

This Lago Special has a two-seater closed coupé body, by Figoni, with an ingenious disappearing sliding roof, all the woodwork is rosewood, and the windows are curved and bevelled. The engine is the normal pre-war 4-litre Talbot, with single camshaft and push rods. Unlike the similar cars with this body which were raced at Le Mans in 1939, it has only two carburetters whereas they had three; according to the factory this reduced maximum from about 130 m.p.h. to 112 m.p.h. I found the car had several faults and I slowly set about curing them. Firstly, the brakes were Bendix, and most unpredictable, sometimes grabbing, sometimes fading, and in heavy rain almost non-existent; this was cured by getting the Lockheed conversion from France, and after that the brakes were magnificent. The gearbox was a Wilson and unreliable, also it made the clutch terribly heavy and almost impossible for a woman to drive. In this respect my wife had an amusing incident at Le Mans. She was leaving the car park at about midnight with Tony Rolt's wife Lois, and owing to the strength of the clutch her foot slipped off the pedal and the car shot backwards, nearly running over a Frenchman who was relieving himself at the back. Without completing the job on hand he rushed forward to apologise to Madame for so inconveniencing her—*toujours la politesse*. The gearbox trouble was cured by fitting a Cotal, which works very sweetly and of course needs no use of the clutch except for the initial starting off. The steering was also very heavy, and this was largely cured by cutting down the front tyres from 6.00 by 17 to 5.25 by 17. I have also done this on the Rolls, and it is amazing how much it improves the steering. I was somewhat troubled by boiling in large cities, especially Paris, so I went to the factory to find out what the trouble was. When I told them, they looked at me in amazement, and said of course it boiled if I drove it at less than 70 kilometres per hour, so I retired squashed. Actually I drove the car for over a year with pure ethylene glycol which raised the boiling point to about 160 degrees. The engine did not object at all, until one day even like that it boiled, although it took over an hour to do it, and as a result I was nearly gassed from thick white fumes.

As far as performance is concerned, it did the standing kilometre in 34 seconds; and although I drive very slowly through towns, I did average 70 m.p.h. for one hour in France. This necessitated cruising consistently at over 100 m.p.h., and I found that once that speed had been attained it could be held easily, with the throttle eased well back. It was used in 1949 as the practice car for the Delahaye at Le Mans, and at night it put in some very reasonable times, and I think I am correct in saying that its time was faster than the practice time of any British car then present.

For business, in 1948 I found it useful to have a new Bristol 400, and I ran this car for about nine months. It was useful when the Lago was having modifications carried out, but I must say I never really got attached to the car. It handled well and was light and easy to drive, but the brakes seemed inadequate for the speed of the car, and the speed of the car was inadequate for me; the gear ratios seemed to be all wrong, and all the revs. gained in second were lost changing into third; but I am afraid the main trouble as far as I was concerned was that it was pathetically slow compared with the Talbot.

It may be said of the next car that it is not a car at all, which is partially true, but I mention it as it is of interest and anyway it is powerful enough to propel Tony Rolt and myself around. It is one of those electric miniature Bugattis—I almost wrote toys—but really they are not toys at all, and were produced by the Patron himself. The Bugatti is a perfect replica about 4 ft. long, with an electric motor acting on the rear axle, working from a 12 v. battery under the bonnet. The speed is controlled by an accelerator working on the rheostat principle, and gives you roughly two speeds forward and two in reverse, selection of a forward or reverse being done by a switch on the dash. It has an outside brake lever working proper internal expanding brakes, cable operated. All exterior metal parts such as springs and front axle I have had satin chromed, to give the effect of polished steel. The top speed is 6 m.p.h. for 20 miles, and it will take a fully grown man up hill if he sits on the tail with his feet inside. I never quite understood the origin of these



STYLISH.—The 1937/8 *Lago-Talbot Figoni and Falaschi coupe which Walker bought from Robin Byng, who valued it at some* £5,000. *It cruises comfortably at over* 100 *m.p.h.*

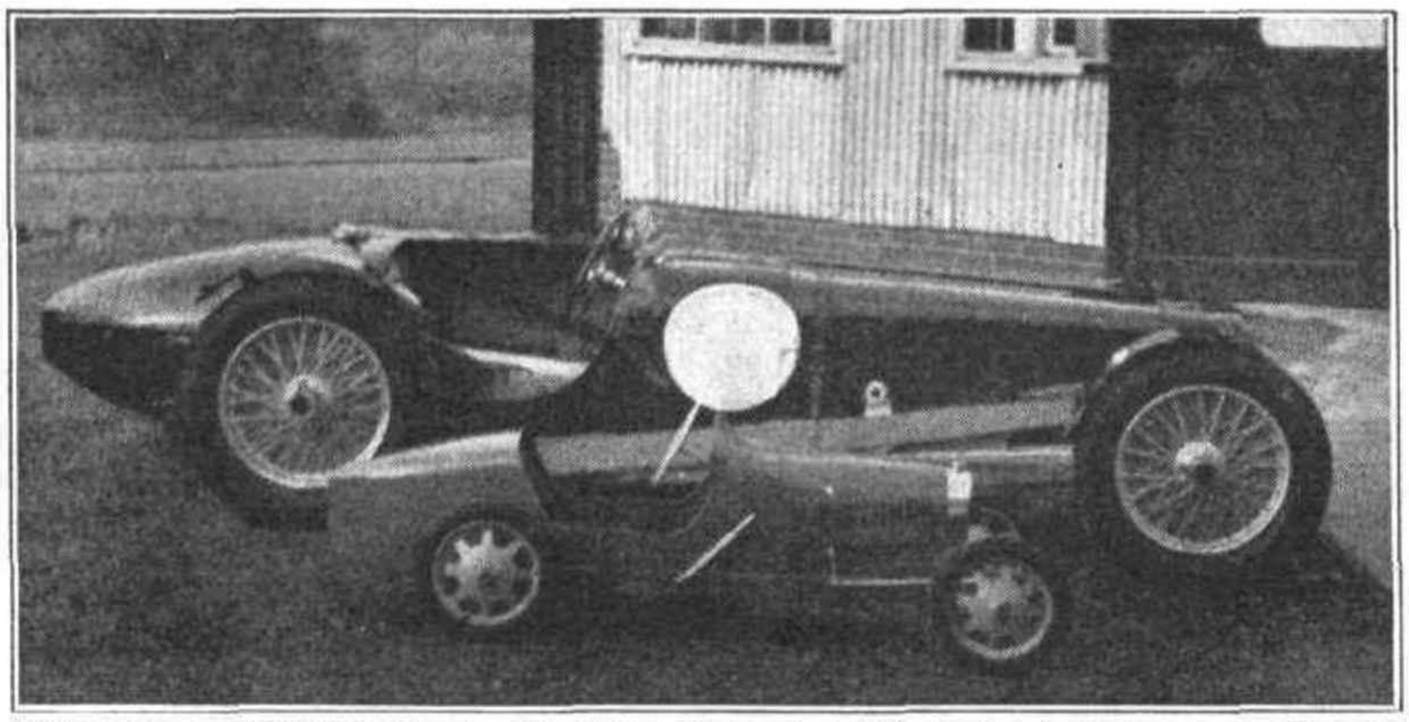
little cars; one story is that one was given away with each Bugatti Royal sold, and another story is that one was given to the son of every reigning monarch. All I know for certain is that the King of the Belgians has one and one of Ettore Bugatti's sons had one, so also do the Bugatti O.C. I think.

In the spring of 1951 my wife's 1,100-c.c. Fiat became very tired and rather unreliable, and I had to search for something else; double purchase tax had just been dropped, and I knew that George Abecassis had just bought the last four 2-litre drophead Aston-Martins to be made. I rang him up and I was very lucky in securing one with three weeks' delivery which I presented to my wife on our 10th wedding anniversary; it was waiting outside the front door, and when I showed it to her it was a complete surprise. It is a very pretty little car, handles perfectly with the DB2 chassis, and the engine is very reliable. It is not a fast car, especially low down, but it is entirely effortless to drive and works up to about 102 m.p.h. on the "clock," which I should say is about a genuine 95 m.p.h.

When I started this article some months ago, I wrote that it depended on how long I took whether I had had 34 or 35 cars. Well, it is the latter, because on June 1st I had delivered to me what I now consider the most marvellous car of its type in the world, and to me it is the perfect dream car with which to finish this rambling rigmarole of mine. The car is, of course, a DB2, actually VMF 65 which George Abecassis drove in the 1950 T.T.; later it was converted to normal and became the works demonstrator, and then they converted the engine back to the "Vantage" for racing and sold it to me. I had only driven it once, and was thrilled with it, when it went off for the British Empire Trophy in the I.O.M. for George Abecassis to drive. Unfortunately, during its conversion back to racing, no air scoops had been cut in the body for the brakes. This resulted in the front brakes grabbing on a corner, and the car crashing into a bank, buckling the front badly, and breaking the front engine bearers; the car continued at unabated speed, but at the finish (it was 11th) it was found that the engine was half out of the chassis; the Delahaye had been rammed and had crashed on the first lap, so I had a good day!

I think the thing that delights me most about the DB2 is the way that you can amble comfortably through traffic at 20 m.p.h. in top gear and then accelerate away, but if you get a short open stretch all you need do is go down into second and she will climb straight up to 70 m.p.h., and from there in third she will go up to about 96 or 100 m.p.h. Another amazement is that you never hear the engine at all; it is completely smooth and the only thing that can be heard is a somewhat noisy exhaust. When I bought the Aston-Martin I was quite prepared to scoff at it, having had excellent and very fast French cars, but as can be seen I have changed my tune, and have no hesitation in saying that it is the finest car to drive that I have ever owned; and this is, I feel, a happy note on which to end.

And if MOTOR SPORT ask you to write an article on cars you have owned, unless you have only owned one, my advice is, don't do it, because I feel just about worn out . . .



TWO THOROUGHBREDS.—Rob Walker's 1½-litre G.P. Delage (note the road wings!) and his miniature electrically-propelled G.P. Bugatti.

PORSCHE IN SURREY

AN interesting pre-Show experience was a brief ride along the historic Portsmouth Road in the Type 356 Porsche coupé imported by Continental Cars, Ltd., for the Show. This car got a good "Press," as the first German (actually Austrian) car to be shown in England since the war. We were more concerned with its technical features. The 1,286 c.c. flat-four air-cooled Volkswagen engine sits in an upholstered compartment at the back; the presence of this leather-upholstery points to faith in the efficiency of oil-seals and cooling duct. Endowed with alloy o.h.v. heads and two d.d. Solex carburetters, 44 b.h.p. is claimed at 4,000 r.p.m. The cooling fan draws air from an aperture in the base of the pressed-steel chassis. The late Dr. Porsche, whose name is coupled unforgettably with SSK Mercédès-Benz, Austro-Daimler and Auto-Union, chose torsion-bar independent suspension of all four 16-in. wheels, Continental Lockheed 2LS brakes and worm steering with divided track-rod for the Porsche chassis. This gives very fine road-clinging in true Continental style—even when the chassis lifts and falls the wheels retain their intimacy with the road. The very beautiful, all-enveloping, truly aerodynamic body pays dividends, such as absence of wind-noise, and a fuel consumption of *circa* 35 m.p.g. with a maximum of some 85 m.p.h. in overdrive top gear. The gearbox is controlled by a delightful little central lever, rigid as a valve-stem. It is of the "crash" variety, albeit belying this term at the hands of drivers of a calibre to appreciate this sort of car

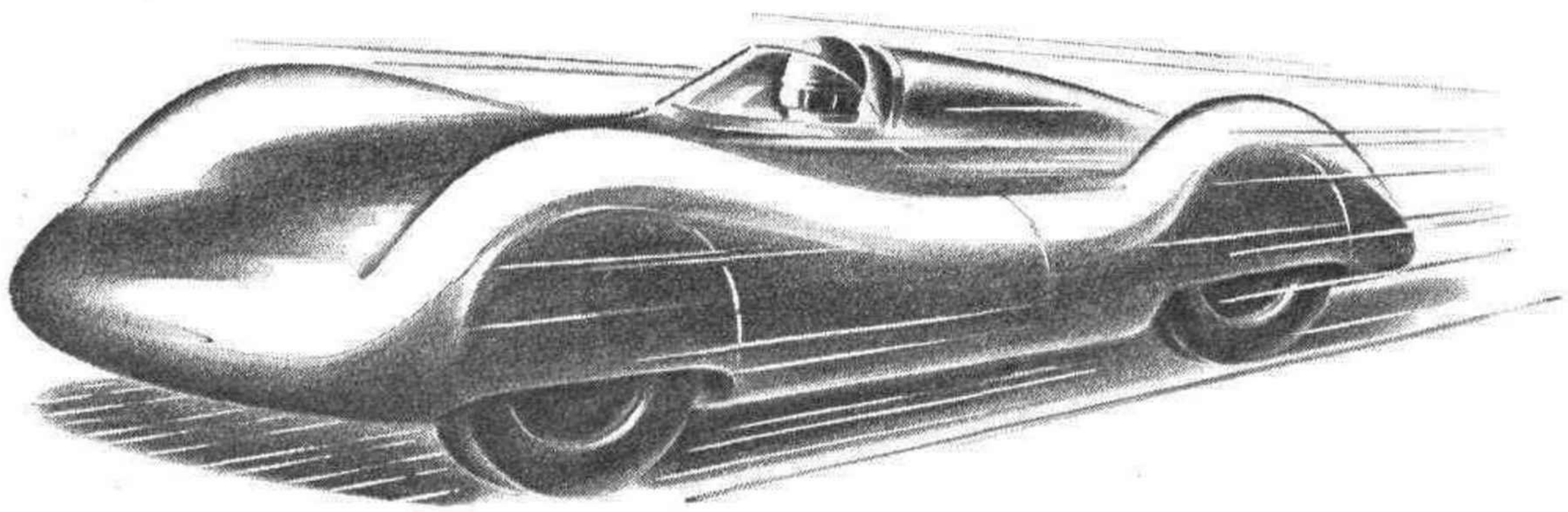
Idling, the engine is noisy, but in motion such aural intrusions are flung back at those without. Visibility is near-perfect, but with only the 12-gallon fuel tank ahead of you the accident-which-never-happens seems fascinatingly close. The little car is virtually a two-seater, but there is a spacious if lumpy compartment behind the cloth-upholstered front seats. In any case, three people *could* be accommodated in front, particularly if one of them happened to be a young woman from the colour illustrations in the Porsche folder! The finish is of a very high order, the doors, for instance, edged with highly polished veneer which may have been metal, but was probably real wood—penknife incisions were *verboten* before the Show, even to road-testers! The Porsche cruises so effortlessly at 115 k.p.h. (70 m.p.h.) that only the road rushing past the windscreen suggests a pace higher than 50 m.p.h. There is an over-steer tendency, because of the engine location, and some roll, but the steering is well able to cope and corners can be rounded so fast that the passenger craves a closer-fitting seat to assist in countering the effects of G.

Instruments comprise speedometer, clock and oil thermometer—quality dials grouped before the driver. Oil temperature never climbs over 80° C. and this is a sump reading, as the thermometer element is actually combined with the dip-stick. Mere oil-pressure, or lack of it, is a matter for a warning light. A hot-air heater and winking direction-indicator lamps are installed. Incidentally, the Porsche is quite a baby, being only 4 ft. 3 in. high with a wheelbase of 6 ft. 11 in.; its dry weight is quoted as 14.6 cwt. In Germany this impressive little car sells for about £1,200. Here the Show models were priced at £2,100. With claimed speeds of 20, 40, 65 and 85 m.p.h. in the gears, a range of some 420 miles, and an impeccable appearance, connoisseurs no doubt considered this within their expenditure compass.—W.B.

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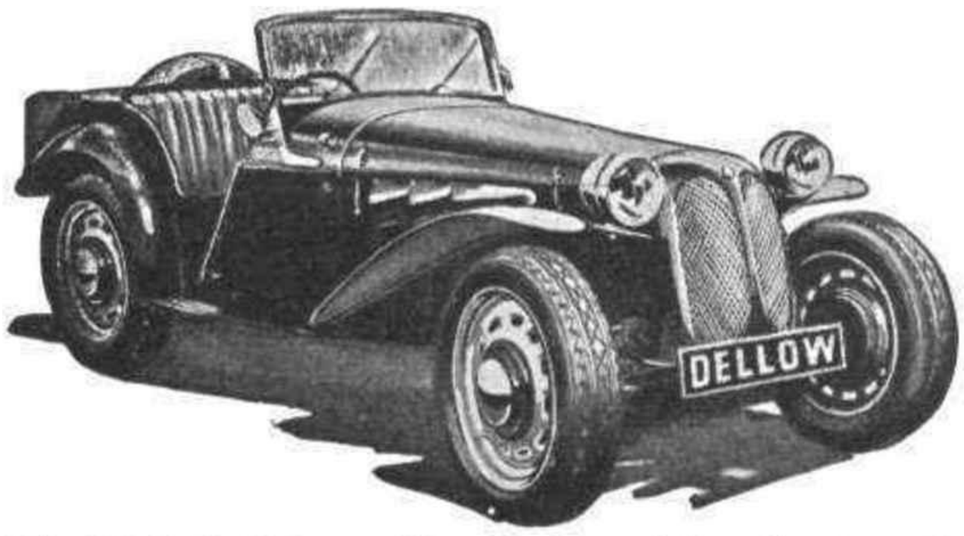
I'm quite happy about tuning an engine. But you can lose me pretty early in the higher lubrication. Yet friction can lose you more speed than anything else. Or throw you out of a race altogether. Still, the designers of my car recommend Energol, and I know the makers have been in the game longer than anyone else so I feel reasonably confident. And as I usually finish near the front and don't often find myself being pushed home, I know I'm on a winner with
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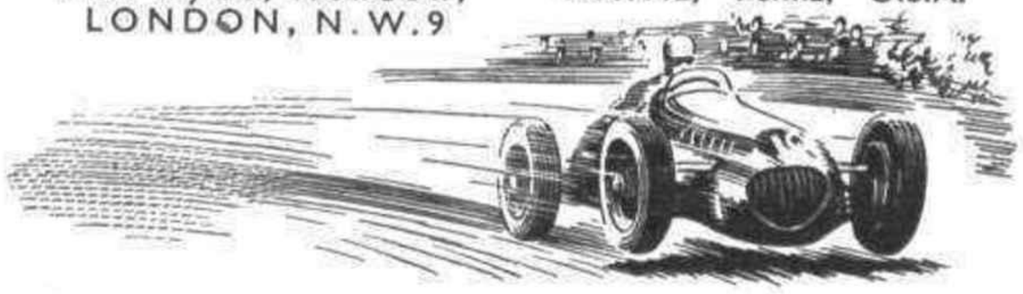
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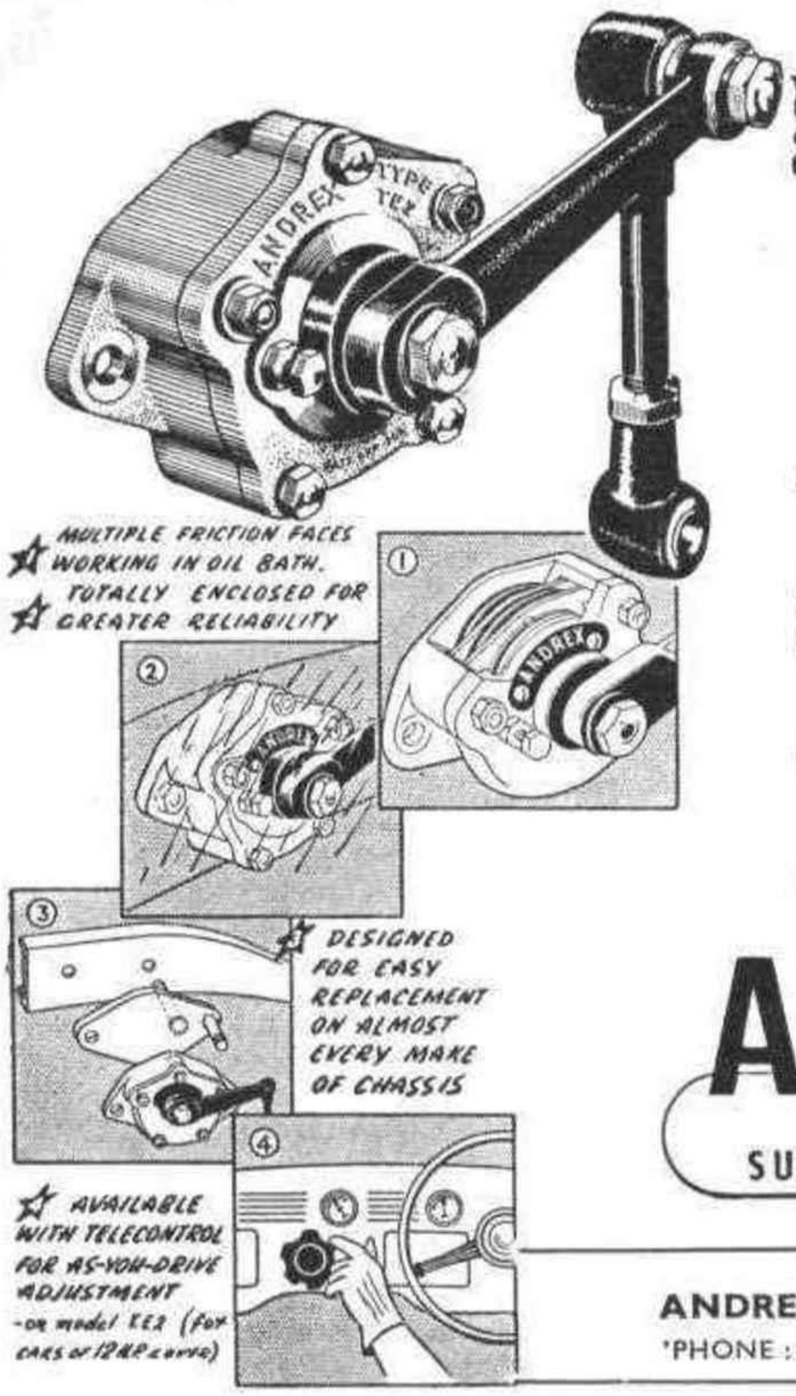
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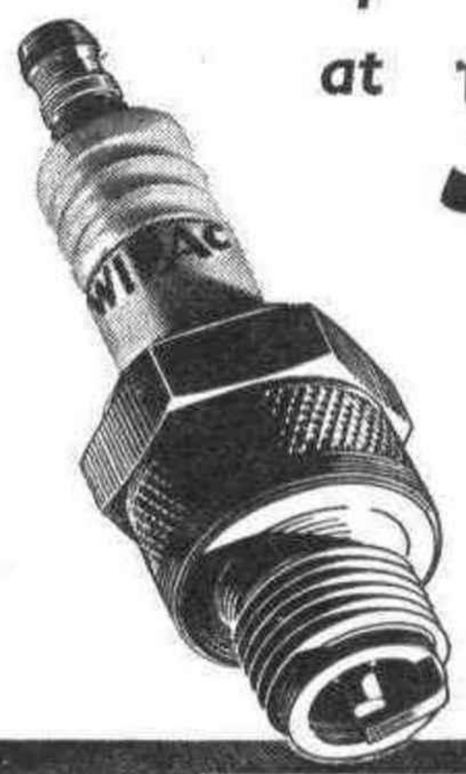
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THE E.R.A.-DELAGE

by R. R. C. WALKER

The author of the entertaining "Cars I Have Owned" article in this issue adds a few notes about his E.R.A.-engined G.P. Delage.—Ed.

AFTER Le Mans 1949, I was keen that Tony Rolt and I should continue our association and widen our sphere of operations, as I consider him unsurpassed in this country as a driver, but unfortunately, since he won the British Empire Trophy before the war, he has not had a mount to do him justice or give him a chance to win. I discussed the matter with him and suggested we tried to find a Formula I car, and he was agreeable. The only thing is what can one find without spending a lot of money in Italy or somewhere in a highly illegal manner, which I must say I had plenty of opportunity to do, but was in no way prepared to try. Eventually Tony came to me and suggested that we try the Grand Prix Delages, as there were two of these for sale at the time and both he and Freddie Dixon reckoned that there was plenty of room for development.

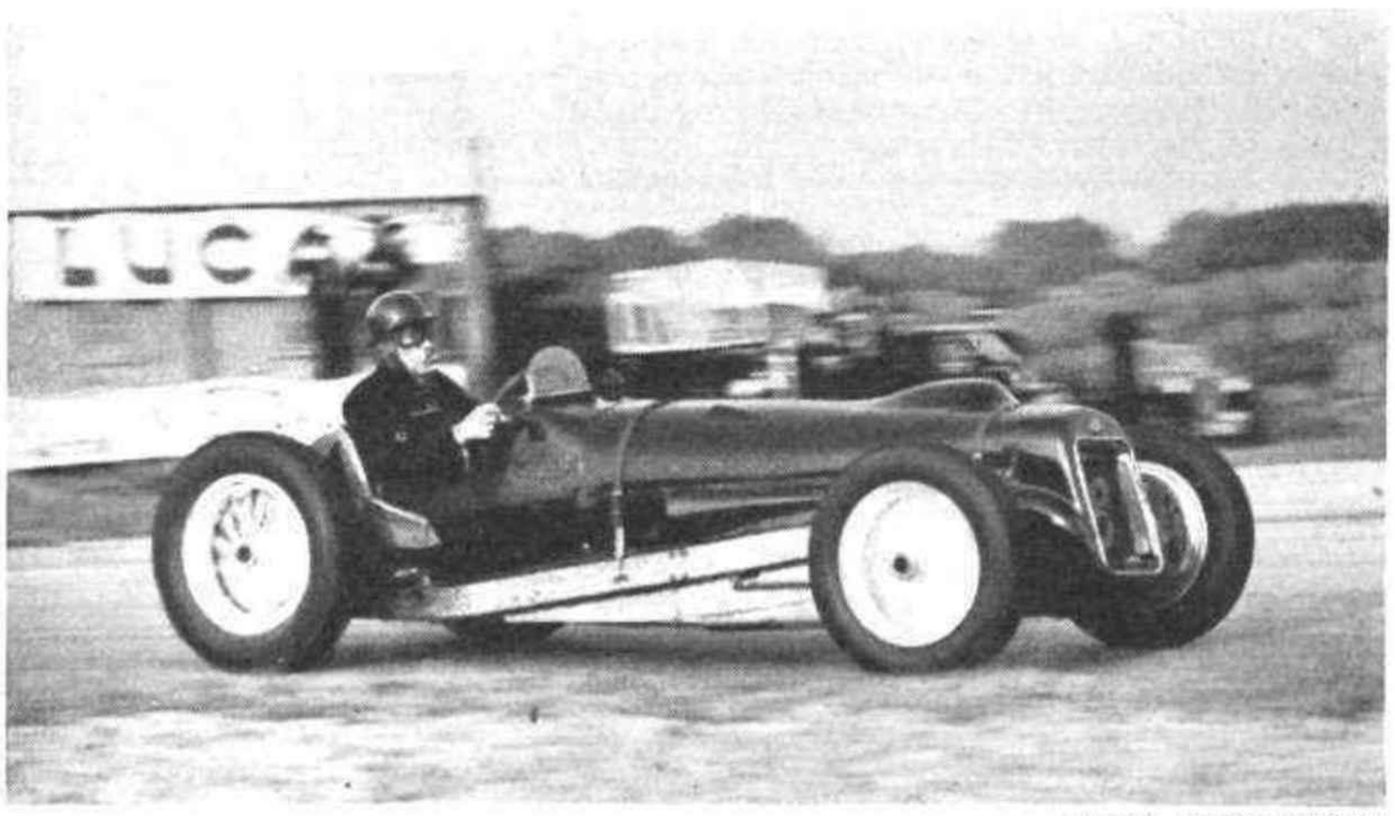
I was delighted with the idea, as I had always admired these cars immensely and longed to own one. The better of the two cars belonged to Habershon, who was giving up racing, and it was in perfect condition in every way but unfortunately had no steam. It was one of the cars with the i.f.s. designed for Bira by M. Lory, the original designer, and the layout was almost the same as the Delahaye, but it was always said that with the extra strengthening the chassis needed it made the car too heavy and it would never again go as fast as it did with Seaman. The other car was owned by David Hampshire and put up for sale by Reg. Parnell; it had no i.f.s. and almost the original body. I believe it had run very well at Berne in 1946, causing general surprise, but when I bought it, it was in a shocking condition and had to be stripped immediately, before it fell to pieces. It later transpired from evidence kindly given us by George Monkhouse, who together with Ramponi knew more about the car than anyone, that it was definitely the Seaman chassis, proved by pieces of wood between the front dumb irons, and it was very nearly in the original condition except for the gearbox and possibly the brakes. The original idea was to buy the Habershon car, and use the other mainly for spares, but this plan was later changed as it would be sacrilege to prostitute the genuine car; also we had a host of spares with the cars. Everybody we met seemed to know everything there was to know about them, and were only too pleased to tell us, but when we stripped the cars, and also referred to the copious notes handed down from owner to owner, we found that at least 50 per cent. of the information we were given by those who knew all about it was incorrect.

Very briefly indeed, the alterations were, to the chassis, fit new brake system and Alfin drums, also new shock-absorbers; to the engine, a higher pressure Wade blower, new pistons raising compression, and new camshafts, specially designed. I think the result might have been a success but for one item which upset all calculations; we had no blocks that had not been linered except for one which was not machined at all. The block and head are of course in one piece on these engines, and they were being subjected to a greater stress than ever before. Throughout the season, every time the motor seemed to be going really well we had a major "blow up" through the block cracking just above the top of the liner, which appeared to be the weak spot, and of course as soon as the water was let in, hydraulicing started through the other cylinders, causing untold damage. This happened three times, and at this juncture I should like to appeal to any reader who might know of the whereabouts of one of these blocks, to let me know. I think there are at least two, somewhere in America, but I myself am left with one rather unsatisfactory one and an unmachined one which would cost hundreds of pounds to machine.

As can be imagined our 1950 season was a costly and very unsuccessful one, but we did have one or two moments of glory. At the British Empire Trophy in the I.O.M. we made second fastest practice time, equalling Seaman's record there, and were placed in the front line of the starting grid with four new Maseratis in the line behind. Then after about five laps lying fourth, the rear shock-absorbers packed up, and Tony had a very rough ride to finish seventh. At Jersey the Delage did its usual traditional bad start and was last away, but it was moving down the straight at over 140 m.p.h. and going by the E.R.A.s with the greatest of ease, and in two laps it had picked up 12 places and was lying sixth still moving up, when, of course, the big blow-up came again. Finally, running in the *Daily Express* race at Silverstone we blew up again, and this spoilt my run at Brighton, which I look forward to all the year round, as it is one of the few that I get.

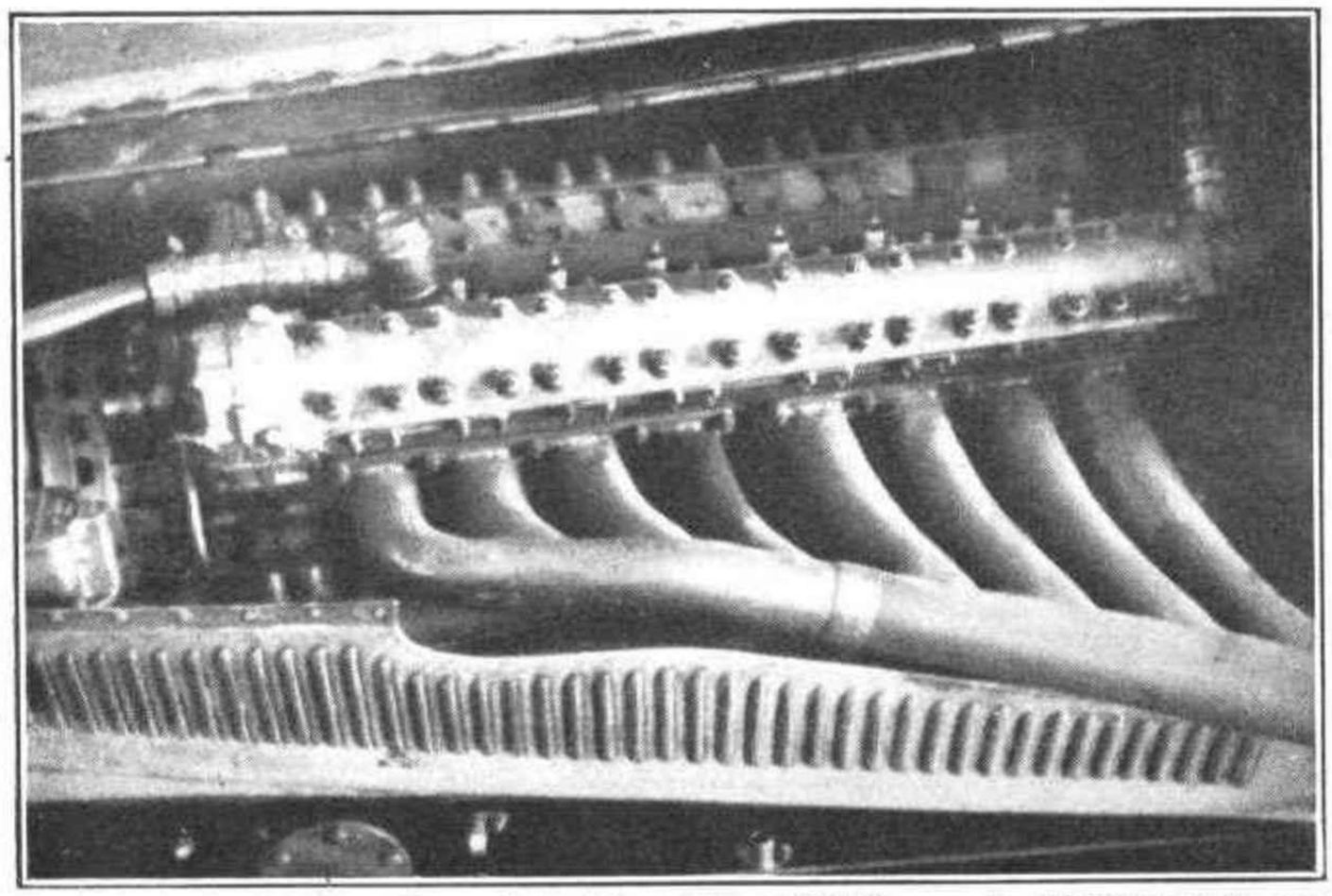
We decided that for 1951 another engine for the Delage was essential, but the chassis still seemed as good as the best, and the cornering and handling are an absolute delight. Our first thought was a 4½-litre unblown, and so I paid M. Lago a visit, but he would not entertain the idea of putting one of his engines in so old a chassis, even though I pointed out that old it may be, but it was leading every Talbot at Silverstone. Anyway M. Lago succeeded in selling me a complete Grand Prix car, on the condition that we import it legally by showing it at the Earls Court Motor Show, thus getting an import licence. The licence was duly granted and the car arrived; the morning the Show opened one of the motor manufacturers' unions pointed out that it was a racing car, and there was a tiny article in the regulations to say no racing cars were allowed at the Show. The import licence was withdrawn and the car had to be returned to France, travelling naturally at my expense. One pays a subscription to these various motor societies supposedly so that they will help their members, but in my experience I have never found them anything but a hindrance.

After considering and turning down various other engines, we turned to the 1½-litre supercharged field, and the most easily available of these was the E-type E.R.A. engine which lost its chassis when



[MOTOR SPORT *copyright*

MATCH FOR MANY MODERNS.—Tony Rolt, here seen at Goodwood, gets very good results from R. R. C. Walker's old 1½-litre G.P. Delage with the engine from Peter Walker's ill-fated E-type E.R.A. installed.



OVER THE POND.—The engine of the 1½-litre G.P. "Seaman-type" Delage that went to America. Can anyone tell Rob Walker its present whereabouts?

it was destroyed in the I.O.M. Looking into the history of this car, we found it was invariably the chassis and not the engine which had let it down, and we decided to take the risk, starting fairly detuned with a lowish blower pressure, then if this was successful, working up bit by bit. The engine did not present any great difficulties in fitting, and was all done by my own mechanics, and the only difficulties we had were to get the pistons and special Glacier bearings through in time.

I feel that the experiment has been most successful and we have had a very enjoyable season's motor racing, and I just got my run at Brighton which I thoroughly enjoyed in spite of the rain. We started off with the Silverstone *Daily Express* meeting, where we finished sixth, mainly due to the weather, and I don't doubt it is the last time we will be ahead of three 159 Alfa-Romeos and pass Farina in the last lap, but still, the weather was the same for everybody! We then finished sixth in the Formule Libre Festival of Britain Stakes at Goodwood after Tony had had a terrific dice with Duncan Hamilton's 4½-litre Grand Prix Talbot and only failed to beat him by a bonnet length. Next Peter Walker drove it in the 200-mile *News of the World* Grand Prix, and it was the first time this engine had ever finished a 200-mile Grand Prix, eventually being placed eighth. Tony Rolt then scored a second, followed a month later by a first in the Formule Libre race at Boreham. After that we had some bad luck. A piston seized in No. 5 cylinder while leading at Ibsley; the following week at Boreham, whilst lying second with half a lap to go, the oil pump seized owing to a small piece of piston ring lodged there, which somehow had escaped the high pressure air system.

This meant new bearings had to be fitted, and it looked as if for the second year I would miss my Brighton run, but Glaciers put in a rush job, and by dint of my mechanics burning much midnight oil the car was ready late on Friday night and was run in on Saturday morning and then rushed to Brighton, getting there at 2 p.m. in time for its very wet runs, when it went perfectly, and I hope may continue to do so for many years.

VINTAGE POSTBAG—

continued from page 543.

Sir,

I was thinking about the Hupmobile Eights which my mother had and I was wondering if there were any still in existence, and so was most interested to read Mrs. Clark's letter. She says their car is 1926, so I should imagine it is a Series E, 27/65 h.p., as they were more popular here than the larger 30/75 h.p., which was for limousine coachwork.

We had two Series E models, one 1926, the other 1928, both fitted with English Victor Broom saloon bodies. The agency was handled by a firm in the Brompton Road called International Distributors, with showrooms opposite Harrods.

The Hupmobile was a very good car and there is still a number of them of various years running in Iceland, and the Icelandic people speak very highly of them.

They were more expensive than a Buick or Chrysler but less so than a Packard (list price was about £700).

The two worst features I remember were the appalling lights and the external-contracting band brakes, Lockheed assisted.

We also had a 1931 six-cylinder coupé, a 1931 eight-cylinder saloon, and a 1933 eight-cylinder, five in all, which shows that we were very "Hupmobile-minded."

I am, Yours, etc.,

J. OLDHAM.

Uckfield.

Sir,

I was very pleased to read in your "Vintage Post Bag" of the 1926 Bean, as I have a 1925 two-seater example of this little mentioned make. I also have never had a moment's trouble during two years of ownership and regular use. No one would class it vintage in the true sense, but the sheer ruggedness of its construction must be admired. Mine, like Mr. J. S. Cutler's, jibs at no hill. The performance is very mediocre, its maximum r.p.m. being about 2,500, which in my specimen gives a top speed (on the "clock") of 52 m.p.h. The four-wheel brakes are about in keeping, but one has to remember, when using the hand brake, that the high pressure tyres are a mere 3½ in. section. I have the original instruction book, with notes by its first owner, which states that 20,000 miles had been covered by 1929 and she has not yet been rebored!

I am, Yours, etc.,

Radcliffe-on-Trent. J. A. WHALEY.

* * *

Sir,

I just love to read the letters on the Coventry Premier and Gwynne Eight. I owned both and had the honour to be the first policeman in this country to drive on three wheels, with the former.

What those C.P. twin cylinders had in store for me, the thrill of the first decarb., and later repairing a cracked water jacket with a soldering iron!

From that I graduated to the Gwynne Eight—a mile-a-minute job with only back wheel braking (not advisable to get nearer than 100 yards to the car in front).

To see those overhead valves working, and to feel it was under Hispano licence, made me feel in the Maserati class.

Beaded-edge tyres, which, when worn smooth, were treated with hot rods until of good appearance again, and later having to resort to Singer pistons which were filed down to fit the egg-shaped cylinders, and away on a 150-mile trip, feeling like a pioneer, especially when the firing ceased, miles from anywhere, and having to rivet the points into the magneto, using a spanner as a hammer, en route for a wedding, and arriving at the church with an oily rag in your pocket!

I later discarded the hip-bath body for a Standard Avon saloon bolted down to the running boards, with a (G.B.) plate to hide a dent which might have marred the rear aspect, and then we would mix with the Goodwood crowd feeling as good as them with leather and sorbo to sit on.

Now, alas, with memories of the Wall Wheel, I content myself with a Mini-motor popping away behind me, but to my ageing ears it's still good music.

I am, Yours, etc.,

Warsash H. W. KNIGHTS.

Club News

WE HEAR

Quite a number of interesting cars were encountered recently, notably a large vintage Panhard Lavassor saloon on the Embankment, an "8.3" Renault in Gloucester, a hoodless Austin Twelve tourer of the "railway door handle" era, full of family, and a Bean Twelve tourer near Prescott, a long-tailed genuine Boyd Carpenter Austin Seven and a yellow-wheeled "12/24" de Dion Bouton two-seater in London *sans* front brakes, and a large Renault tourer, *circa* 1928, and a boat-tailed sports Daimler, *circa* 1926, near Staines. A Gwynne Eight truck has arrived at Hartley Wintney and a 1913 Lancia saloon is for sale at Amersham. There are also rumours of a Gobron Brillie in a N. London breakers, an F.N. saloon has been seen in London and a very nicely-preserved Morris Oxford coupé stands in the Buckinghamshire village of Gawcott, on the Editor's route to Silverstone. A garage near Baker Street has the ex-Cook 200 Mile Race twin-cam Aston-Martin chassis car, Mk III, No. 6, apparently in an original and well-preserved state. A Dyna-Panhard van was seen at the Peterborough M.C. Silverstone Meeting. S. M. Neale, D.Sc., is running the ex-Windsor Richards 3½-litre Jaguar 100. J. W. Turner has the 4.5-litre straight-eight Alvis-engined Barson Special with Ford V8 back axle, Lancia Lambda front suspension and Armstrong-Siddeley self-change gearbox, built originally by G. A. Barson of Cape Town. He would like to know more about it. D. Halliday is running a "14/40" Lea-Francis saloon with an o.h.c. 11.5-h.p. Beardmore engine, about which power unit he craves information. He says the car has an excellent top gear performance even on a weak mixture and is a delight to drive on long runs. Two ex-employees of E. W. Jackson and Co., of Doncaster, both in their 70s, greeted a 1912 16-h.p. Cheswold, built by that concern, when it arrived at a Doncaster showroom for display recently. Believed to be one of only two cars of this make remaining (the other is in Lincolnshire), its owner, alas, intends to have it burnt after her death.

Lord Charnwood has acquired the 1911 3-litre Coupe de *l'Auto* Delage that had been languishing in Leicester since 1915. It was driven by Bablot in the 1911 race. Rubery, Owen and Co., Ltd., have issued a very handsome record of their many activities, which include the manufacture of chassis frames (including that for the B.R.M.), wheels, axles, fuel tanks, etc. It is titled, "An Industrial Commonwealth." Wayne-Steinmetz of Stowe, Pa., deals in old Fords and spares for them and has over 70 reconditioned Model Ts, As and Bs in stock, priced at from 100 to 600 dollars. We glean this from a feature "Lizzie Heaven," which appeared in *Mechanix Illustrated*. Steinmetz' favourite is a 1917 Model-T tourer. Somewhere is a basement—our lips are sealed and the cars are *not* for sale—are stored a Sixty Napier, 1919 Buick coupé, a little Stellite two-seater, a pre-1914 chain-drive 45-h.p. Mercédès tourer, a pre-1914 racing Straker Squire, a Straker Squire Six, a Renault 45 tourer, an electric sedan of unknown make, a 1928 Sunbeam saloon and a Panhard-Levassor saloon of like vintage. This, and the news that a 1910 Chater-Lea cyclecar has been found in a field at Bedford, suggests that the source of old vehicles may never dry up. The Allard Motor Co., Ltd., has issued a Year Book; we like particularly the "current models" (four-wheeled and two-legged) on page 22! An 1894–5 Bremer car, at one time in the 1914 museum got together by the *Motor* and claimed to be the first British i.c.-engined car, has resided in the Walthamstow Museum since 1933. L. Taylor last summer drove a Jaguar XK 120 from Darwin to Alice Springs, 965 miles, in 10 hr. 32 min., beating the previous record by some 5½ hours. His 93 m.p.h. average included refuelling stops and a wheel change, the running time average being 100 m.p.h. People along the route showed great interest and road gangs had been warned; in most towns main streets were cleared to give the Jaguar a through run. But Taylor's reward on arrival at Darwin was an £18 fine for speeding.

Midget car racing has returned; it happened last September at California, the point being that this California is in Berkshire. Len Hayward has acquired the ex-Symonds single-seater Austin Seven with the R. R. Jackson-prepared Centric-blown ex-Dowson engine and Bowles is looking after it, having already altered the drop arm to improve the steering. With a boost of 25 lb./sq. in., this s.v. Austin develops some 80 b.h.p. and is good for about 120 m.p.h.

★

B.A.R.C.

The British Automobile Racing Club offers excellent facilities at the Goodwood circuit, which is situated in beautiful country and the roads from which enable large crowds to disperse easily. So racing there is especially enjoyable and the fact that the 1952 fixtures have been announced already should materially shorten the winter! Big race meetings are due on Easter Monday, April 14th, Whit-Monday, June 2nd, August Bank Holiday Saturday, August 16th (when something special will occur!) and on September 27th. Members' sports car meetings, at which the Motor Sport Brooklands Memorial Trophy and cash prize is due to be contested on a points basis, are scheduled for March 22nd, May 17th and July 26th next year. Details from the General Secretary, B.A.R.C., 55, Park Lane, W.1.

★

V.S.C.C. (Light Car Section)

One of the aims of the recently-formed Light Car Section of the Vintage S.C.C. (Chairman: W. Boddy, Sec. Jeddere Fisher, Apsley Cottage, Kingston Blount, Oxon.) is to run traditional competitions for small cars of the nineteen-twenties. In pursuing this ideal its Secretary naturally sought from "Jackie" Masters

FIXTURES FOR NOVEMBER

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

3rd.—Grimsby M.C. Night Trial, Grimsby. *C.*
Scottish S.C.C. Rally, Stirling. *C.*
S.U.N.B.A.C. Trial. *C.*
Vintage S.C.C. Trial, Ilkley. *C.*

4th.—Cemian M.C. Trial, Hindhead, 10.30 a.m. *C.I.*
Crewe & S. Ches. C.C. Trial, Cheshire. *C.I.*
Rhyl & D.M.C. Trial, N. Wales. *C.I.*
Brighton & Hove M.C. Trial, Sussex. *C.*
Edinburgh Univ. M.C. Trial. *C.*
Plymouth M.C. Trial, Devon. *C.*
Furness Dist. M.C. Trial, Furness. *C.*
Cemian M.C. Knowland Trial, Hindhead, 10.30 a.m.

4th.—Riley M.C. (N.W.). Rally, Lake District. *C.*

5th.—Manchester Univ. M.C. Rally, Manchester. *C.*

6th-10th.—M.C.C. Rally. Finish at Hastings. *N.*

10th.—Cheltenham M.C. Trial, Cotswolds. *C.I.*
Newry & Dist. M.C. Trial, Newry. *C.*

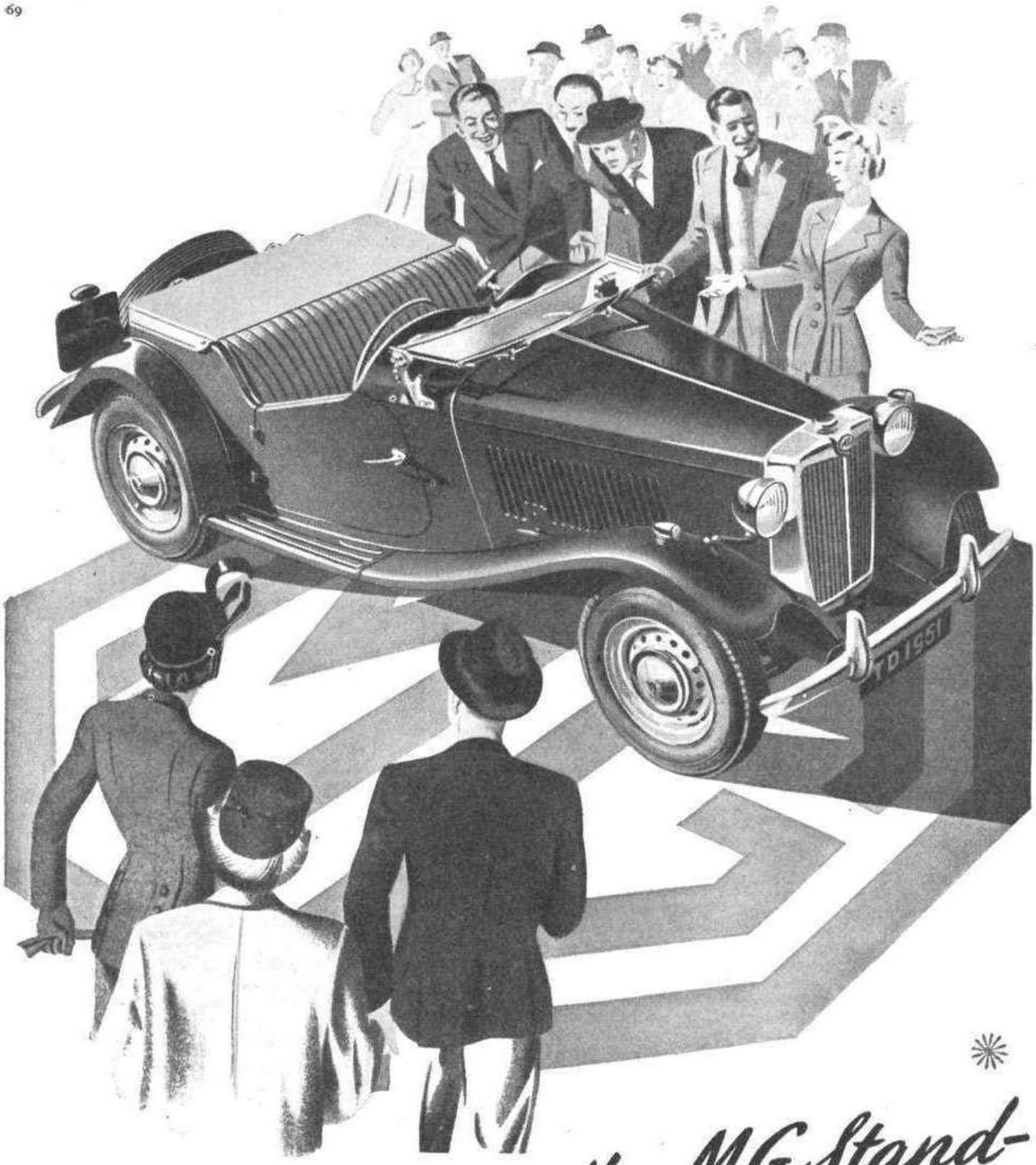
11th.—Maidstone & Mid Kent M.C. Trial, Kent. *C.I.*
M.G. C.C. (N.W.). Trial, Derbyshire. *C.*

17th.—Harrow C.C. Trial, Chilterns. *C.I.*
Ulster A.C. Trial, N. Ireland. *C.*

17th-18th.—Falkirk & Dist. M.C. Rally, C. Scotland. *C.I.*

18th.—Royal Automobile Club. Veteran Car Run, London/Brighton. Start Hyde Park, 8 a.m.
M.G. C.C. Driving Tests. *C.I.*
Herts County A. & A.C. Trial, Chilterns. *C.*
Severn Valley M.C. Trial, Wrekin. *C.*
Southsea M.C. Trial, Petersfield. *C.*
Yorkshire S.C.C. Trial, Rippenden. *C.*

24th.—Bristol M.C. & L.C.C. Trial, S. Glos. *C.I.*
Nottingham S.C. Night Trial, Notts. *C.*
Omagh M.C. Trial, Omagh. *C.*
Weybridge M.C. Trial, Weybridge. *C.*



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STAND NUMBER 145

NUFFIELD PRODUCTS

of that excellent and long established body the M.C.C. (Bloomsbury, not Lord's !), details of early Exeter and Lands End Trials, for in the 'twenties these trials used to constitute a prominent light car foreing house. In the ensuing discussions the M.C.C. became so keen about the V.S.C.C.'s desire to re-enact its now historic events that it invited the V.S.C.C. Light Car Section to join in its 1952 Lands End Trial.

The plot is to let vintage entries run with the moderns, thus simplifying for the V.S.C.C. the task of marshalling and general organisation, but to introduce into the route some of the traditional hills of the 'twenties which this section will attempt in lieu of the more muddy ways up whien the present-day M.C.C. takes current competition cars. Obviously, details have yet to be settled. But we refer to this so those V.S.C.C. members who feel the urge to adventure westwards next Easter can commence now to hunt under the hedgerows and in barns and outhouses for suitable vehicles—which, to recap, must be prior to 1931, must not exceed 1,500-c.c. or 12 R.A.C. h.p., and which did not develop more than 30 b.h.p. when new. Tradition - loving vintagents, GO TO IT !

★

750 FORMULA RACING

This season saw a satisfactory number of races run for cars owned by members of the 750 (Austin Seven) Club and complying with the Formula laid down by that body. Such races were not particularly exciting for spectators, but must have been great sport for the participants. Unfortunately, there is a danger that this very genuine attempt to provide racing for the impecunious may fade away. The 750 Club points out that the average entry at the latter end of the season was only five or six cars, or under 10 per cent. of those on their Formula register. Obviously, clubs running race meetings at Silverstone or its equivalent in 1952 are unlikely to give over one of their races to a branch of the sport which is both unspectacular and very poorly supported. The case is worse because the wonderful Lotus-Austin has won most of these events at a canter ; however, very sportingly Colin Chapman has offered to discontinue running Lotus in Formula events next year. Handicapping might be the better solution.

It will be a thousand pities if this racing dies out, and we are glad to learn that the 750 Club will compile another register of intending competitors and try again to secure races for them. If, however, less than 100 names come in nothing much can be done ; if over 100, then the Club feels it can tell other interested clubs that they may expect an entry of at least ten cars for a 750 Formula race. The register will be kept by J. Moon, 21, The Grove, Addlestone, Surrey, to whom all who seriously intend to race Formula Austins should write without delay. He can also advise non-members who are *genuinely* interested. It is to be hoped that this worthwhile movement will continue ; not only can cars built to the formula engage in competitive racing, but they constitute reliable everyday transport with a high economy-factor.



[*Photo by H. J. Wright*

NOSE DIVE.—We do not usually publish crash pictures but this one of A. J. Butterworth is of interest as showing how the A.J.B. left the road at Shelsley Walsh and also because it was taken by a reader's Box Brownie camera.

OCTOBER QUIZ

Last month's " Quiz " picture resulted in an almost record " entry." First correct solution to arrive was from the well-known Mercédès enthusiast, Edward L. Mayer of London, W.1, who correctly saw in our photograph a 1908 45-h.p. Mercédès " The K-Nut " (120 by 150 m.m. four-cylinder) with sporting bodywork by Gordon Watney. It is the car entered at Brooklands in 1914 by Mrs. Thekla Duncan and driven for her by S. E. Kilham, seen at the wheel with his wife beside him. The car's best lap seems to have been at 77.21 m.p.h. Mr. Mayer re"ers to the detachable red leather upholstery secured by tumbuttons, fitted by Gordon Watney, as does E. D. Tate of Newbury, although the latter voted the car of 75-h.p. instead of 45 (actual rating 35.7-h.p.). R. Baillie of Bedford broke into verse in solving the puzzle :—

NOSTALGIA

Thundering down the straight at 60,
Rumbling through the Park at 5.
Beautiful white Mercédes, gleaming.
Gee, it was good to be alive !

Those days most of you won't remember,
Nearly forty years ago.
And tho' it lacked a supercharger.
Boy, oh Boy ! how it could go.

Those were the days ! So long departed.
Thrashing chains and an engine's might.
No tin slugs with their innards ' revving,'
Dusty roads, not a thing in sight.

Others to get the make right were John Bolster of Wrotham, David Scott-Moncrieff of Forfar, C. E. Milner of Birmingham (who had such a car in 1914), M. Hiern-Cooke of Horsham, J. A. Broadhead of Barnoldswick, W. J. Richards of Canterbury, G. Cothay of Winnersh, H. P. Blake of Fakenham, P. A. C. Beard of Bridgwater, D. W. Peacock of Addington, L. D. Sewell of Ashdon, R. Small of Nottingham, Major E. J. Needham of Sunningdale, R. L. Green of Ash, G. A. Shaw of Knaresborough, E. Sawers of Walton-on-Thames, J. J. K. Moon of Shrewsbury, C. Pierson of Twickenham, E. J. Vardon of London, W.1, R. W. Dewe of Uxbridge, F. J. Clarke of Haywards Heath, P. F. B. Willcox of Sunderland and C. K. Kingham of Cobham. Most of these knowledgeable people hinted at Gordon Watney's influence, but not so many got the h.p. right—however, all we wanted in this instance was the *make* ; 23 per cent. voted for Benz, misled by memories of the 200-h.p. Benz raced at Brooklands by Miller and owned today by C. E. Milner. Of other incorrect solutions, 8 per cent. thought Napier, as explained by C. G. Clarke of Barry in the following verse :—

" With its English look,
And fashions to book,
It should be easy
But I confess—
I'm queasy.
As things are not
Always what they appear,
For me—it's a Napier."

Austro-Daimler and Leyland-Thomas scored 2 per cent. each and Vauxhall, Dennis, Gobron-Brillié, Piccard-Pictet, D.F.P., Ballot, Itala and Metallurgique 1 per cent. each. We will provide another poser in the next issue ; utmost secrecy guaranteed if you send an incorrect solution !

★

POLITICS

Motor racing has frequently been influenced by politics but in a new light on October 20th, when the B.A.R.C. cancelled its Records Day at Goodwood because drivers and officials were busy with the General Election.

NEW CASTROL ADDITIVE PLANT WILL SAVE DOLLARS

Essential lubricating oil additives, formerly obtained from dollar sources, are now being produced on a large scale by the new Castrol plant at Stanlow, Cheshire. These additives give modern lubricants their detergent, anti-oxidant and anti-corrosion properties.

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CONTROLLING A RACING CAR TEAM by S. C. H. Davis. **15s. 6d.** Post Free
This book is on a subject of which we know little—but which "Sammy" knows much. An unusual subject for a book—but all the more important—and very instructive. READY OCTOBER 18th.

BOY'S BOOK OF MOTOR SPORT by Gregor Grant. **21s. 9d.** Post Free
A magnificent volume intended for boys but just as useful to the more recent addition to the ranks of motoring enthusiasts. A most complete book. Very well illustrated. READY LATE NOVEMBER.

RALLIES AND TRIALS by S. C. H. Davis. **15s. 6d.** Post Free
Just the book for winter evenings or for those keen "rally types" who will shortly be digging out their unditching gear. The story of "Sammy's" many efforts in this very popular branch of our sport. READY OCTOBER 17th.

SPEED TRIUMPHANT by Pierre Fisson. **13s.** Post Free
The English version of a very popular motor racing novel previously published in France. It gives a very authentic insight into the life and activities of many well-known drivers—the only fictional character being the hero. An unusual book and good reading. READY OCTOBER 29th.

THRILLS AND SPILLS—BOYS' BOOK OF HIGH SPEED SPORTS. **9s. 3d.** Post Free
Just the book for the younger member of our fraternity—between the ages of 8 and 13. Packed full of interesting articles, exciting stories. Very well illustrated. READ MID-NOVEMBER.

"MOTOR SPORT" RACING CAR REVIEW 1952 by D. S. Jenkinson. **8s. 0d.** Post Free
No need to say much about this old favourite—it is now a MUST for all keen followers of the sport—and quality seems to improve with each year's issue. READY DECEMBER 10th

THE "MOTOR" ROAD TESTS OF 1951 CARS. **5s. 6d.** Post Free
Another old favourite and one that never fails to sell out within a few weeks of publication—so if you want a copy—don't delay. It consists of reprints of all the Road Tests carried out by the staff of "The Motor" during the past year. READY OCTOBER 15th.

THE "AUTOCAR" ROAD TESTS—1951 **5s. 6d.** Post Free
This new collection of road tests from this well-known motoring journal will be welcomed, we are sure, as they have quite a reputation for accuracy, and it will prove a fitting companion to its better known contemporary. READY OCTOBER 17th.

SERVICING GUIDE TO BRITISH MOTOR VEHICLES. **63s.** Post Free
This new book contains over 500 pages, fully indexed, of standardised service information covering British Post-War cars, commercial vehicles and tractors. Based on the service information that has appeared in supplements to MOTOR TRADER and BRITISH AUTOMOBILES Overseas, each dealing with a specific model or type of vehicle, these supplements contain much information gained by personal research amongst the manufacturers and is not available in this form from any other source. Send for explanatory leaflet NOW. READY OCTOBER 17th.

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SPECIALS by John Bolster	10/6	,,	,,
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MOTOR RACING CHRISTMAS CARDS

This set of six beautiful full-colour Christmas Cards have been specially painted by that great artist Roy Nockolds. They are quite different from previous cards as they depict the activities of motor racing, such as pit scenes at present-day British venues, modern racing cars and recent happenings. DON'T DELAY—ORDER YOUR SELECTION NOW. They are supplied either in boxes of six at 7s. 6d. or any quantity of any card at 1s. 3d. each.

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(2) Pit Signal (Alfa-Romeo)
(3) Behind the Pits at Silverstone (Alfa Team)
(4) Unloading in the Rain (Bira—Osca at Silverstone)
(5) Model Resting (Maserati)
(6) First Appearance (4½-litre Ferrari at Monza)

AND LAST BUT NOT LEAST—WE MUST MENTION **"TORQUE"**———

Our now quite well-known House Journal has reached its seventh issue and has progressed from a single sheet of duplicated foolscap to a 16-page fully printed booklet. This Christmas number has been produced specially to cater for your winter reading and besides listing all the new titles, it also contains articles on old books as well as articles of general interest to the motorist. There is also a page telling you what second-hand and rare titles we have in stock at the moment. On top of all this, it is sent to you FREE.

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BOOKSELLERS TO THE MOTORIST

CHAIN CHATTER

by

"CARROZZINO"



AFTER the rather severe beating that our road-racing men and machines suffered at Monza, it was very gratifying to see our trials men more than make up for it by winning the International Six Days Trial. In view of the fact that the speed schedules and going generally in the trial throughout the six days favoured the smaller capacity machines, it is all the more meritorious that Messrs. Rist, Viney, Stocker, Alves and Ray completed the event without a single mark lost. These five riders, mounted on B.S.A., A.J.S., Royal Enfield, Triumph and Ariel, respectively, formed our Trophy Team and put up a superb demonstration of this country's ability in this type of event. It is interesting that all the machines in the winning team were vertical twins of 500 c.c. capacity, with the exception of the B.S.A. and the Triumph, which were 650 c.c.

The two-stroke engine was predominant in this event, the Austrians who were runners-up using Puchs and the Vase winning Dutch team (three riders) being mounted on 250-c.c. Jawas, while scores of scooters and small capacity motor-cycles all using two-stroke engines completed the arduous six days of cross-country motoring. The Italian Vespas, replicas of which are made in this country under licence by Douglas, were outstanding, ten starting and nine of them gaining Gold Medals, having lost no marks.

According to the rules the event should be held in this country next year, run by our governing body, but if they do not wish to take the job other countries can make application. It appears that the Swiss were contemplating running the 1952 event, until they saw what it entailed, but Austria are very keen, and as their Trophy Team was runner-up this year I hope the A.C.U. decide to let them take on the job.

* * *

It was good to see solos and sidecars at Shelsley Walsh once again, after a lot of unnecessary gefuffle by the paper-work side of the motor-cycle movement. Without a doubt these mixed meetings now and again are a very good thing and everyone enjoyed Shelsley. Although record-man George Brown made fastest motor-cycle time in 38.15 sec., he could not approach his earlier record. On the other hand Peter Harris set up a new sidecar record with 42.65 sec. on a very spirited run that was applauded by all. Outstanding was the riding of D. E. Bennett, the Norton Motors' protégé, who won both 350 and 500-c.c. classes on Manx Nortons.

The regular end-of-season feast of speed organised by the B.M.C.R.C. on the Silverstone G.P. circuit proved one of the most outstanding events of all time. Run in perfect weather conditions the full day's racing saw some brilliant riding, especially by World Champions Eric Oliver and Geoff. Duke. Geoff. walked away with the 350 and 500-c.c. solo events, showing his mastery over all, while Oliver was the undisputed star of the day. Riding his "works" Norton sidecar outfit, with his Italian passenger, Lorenzo Dobelli, he won the scratch race, the sidecar handicap race from scratch, and not content with that he ran in a third event. This was a handicap for solos and sidecars together, to count for the Mellano Trophy, decided on a sealed handicap, each rider being handicapped for the race and also handicapped on his season's performance, these latter being kept secret. The rider improving on his sealed handicap by the greatest amount is counted the winner. This event was open to all classes of machine and after his World Championship exploits Oliver's handicap must have been pretty severe. He not only ran right through the field to win the actual event, but also improved on his sealed speed by the greatest amount, winning the great Hutchinson "100" Mellano Trophy. Anyone who saw the World Master overtaking the mixed field of solo and sidecar machines and drifting the corners on full power must have realised they were seeing the greatest sidecar rider of all time. Similarly, the ease with which Geoff. Duke left the solo field behind in the scratch races bore ample testimony to his exceptional ability, whether he had the fastest machine or not. While congratulating ourselves on this fine demonstration of men and machines we must not forget that at the last of the Championship meetings, in Italy, both riders were beaten by superior machines ridden by "above-average" riders. If this country is to stay on top in the road racing world some pretty intensive work will have to be done this winter in a certain Midlands factory, if it has not already been done. We have the finest riders in the world without question, but to remain on top they must have bicycles equal to the best. An example of this over the past season has been Les Graham, who left A.J.S. to ride for the Italian M.V. concern. These new four-cylinders never really got going the whole of the season and Graham's record for 1951 in the 500-c.c. class has been poor. On the other hand he has been riding better than ever before, throughout the season, as shown by his performance on a standard 350-c.c. Velocette. Time and again Les has done things in the 350-c.c. class against superior machines that did not seem possible. No matter what circuit he has ridden on he has been outstanding, even though he only finished behind the "works" riders. Although he has not been the victor during the season he has undoubtedly been the moral-victor every time, showing that he is still one of the top riders, not only of this country but of the world. It appears likely that he will next year be interested in car racing, and if this is so it will mean the loss of one of the best riders from the game, which will indeed be a great pity.

* * *

Now that racing is finished for this year, the A.C.U. held a meeting between themselves, the manufacturers and riders to discuss any matters arising from the 1951 racing season. It was lamentable that no riders availed themselves of this opportunity to help improve the sport. I, for one, will tell any rider who complains of conditions in 1952 just what is what, and I shan't blame the A.C.U. if they do likewise. What a pity it is that so many people are ready to complain and so few are ready to help when the opportunity arises. It was not only a matter of not attending the meeting, but no one even bothered to write a note and have a say. Yet any evening in any clubroom you can meet riders who will complain for hours on end of what is wrong with our sport.

* * *

From November 10th until the 17th motor-cyclists will be flocking to Earls Court for the Annual (or should it be bi-Annual) Motor Cycle Show. Just what the manufacturers have in store for the riding public remains to be seen, but I feel sure that scooters, bicycle attachments and small machines will be very much to the fore, and, of course, one of the greatest joys of the Motor Cycle Shows, there will be a number of over-the-counter thoroughbred racing machines on view, which are always an indication of the health both of the sport and the Industry in this country. No one can be active in racing and remain stagnant. Progress and racing go hand in hand and it is the ordinary user who benefits in the long run.

♦♦

A club for D.K.W. owners is being formed and an inaugural meeting was arranged last month. Enquiries to Mrs. Hastings, 27, Copley Park, S.W.16, or by telephone after 6.30 p.m. to Mr. Middleton, Reliance 3811.

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FOR SALE

"AUTOCARS," 1945-51. Good condition. 30s. per year. Talliss, 5, Highland Road, Coventry. [6605

SIDDELEY SPECIAL SIX, short chassis. Car No. 3366, gearbox No. 334. Engine, starter, dynamo, twin S.U.s, gearbox, radiator and shell, P.80s, steering wheel, box, etc., road springs, shockers, frame. Batho, The Mount, Prees, Shropshire. [6606

MORRIS 2-seater tourer, 1928. New hood, dynamotor, magneto. Rebored. Excellent. Ensell, 15a, Russell Road, Birmingham, 28. [6607

TYRES, 5.25 BY 21. One new retread, £6. Two fit for retreading, £2 each. One bald, 15s. BM/EULB, London, W.C.1. [6607

ALVIS, 1932, SILVER EAGLE saloon. Spotless condition throughout. Engine overhauled, new radiator, and brakes relined. One owner. £260. F/Lt. Hill, Officers' Mess, R.A.F., North Weald, Epping, Essex. [6608

M.G. CONVERSION KIT for blowing 1938 "TA." New Marshall type blower with all necessary "bits," including S.U. carburetter. Gives about 5 lb. boost at 4,000 r.p.m. £30. 3, Bescot Road, Walsall. [6609

RAPIER, 1937, 4-seater tourer. Engine completely overhauled, king-pins and hub races renewed. Exceptional cornering and performance. By appointment. Forrester, 5, Hawthorne Avenue, Bearsden, Glasgow. [6610

LAMBDA, 1926 model, 5th series. Reconditioned engine, body perfect, four new tyres. Price £125 or near offer. G. E. Simm, 126, Button Hill, Sheffield, 11. [6621

FOR SALE—*continued*

DUNLOPILLO CUSHIONS, 32 in. by 16 in. by 5 in. 30s., 25s., 20s., according to quality. Also special line slightly raked to 4 in., very suitable car seats. Postage in all cases 1s. 9d. each. Cash, with order, payable to Twitten Orchard, Nutbourne, Pulborough, Sussex. [6617

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BENTLEY ENTHUSIAST will accept very reasonable offer for rebuilt 4-litre open 4-seater aerodynamic sports which still requires interior trimmings, hood and wiring completing. Should qualify for £10 tax. Also Lagonda 2-litre gearbox (second gear faulty), £10. Zoller 5K blower, £10. O.N.O. Beard, 180, Dale Road, Spondon, Derby. Tel.: Derby 55591. [6611

FOR SALE—*continued*

PASS LIGHTS. Pair of Butler's in new condition, 5¼ in., £2 10s. pair, bargain. Write: Ryder, 22a, Sidbury, Worcester. [6612

1937 29-H.P. RAILTON. Silver-grey. Excellent condition. Very fast. Tel.: Howard 1007. [6614

ASTON-MARTIN 2-LITRE SPEED MODELS. Owner shortly proceeding abroad regretfully offers his two unique 2-litre Speed Models for sale:—(i) "Red Dragon," the ex-Seaman, ex-Folland car. Completely rebuilt 1950 by Monaco, with lightweight competition 2-seater body, fully road equipped. 118 b.h.p. at 5,250 r.p.m. on 50/50 pool/benzole. Used as normal car on the road. Very small mileage and no competition work since rebuild. (ii) LM22. The only LM 2-litre produced. Exceptionally attractive 2/4-seater body to Le Mans regulations. Fully road equipped. Both cars ideal for road or competition use and in first-class order throughout. Price £250 each. Col. Hoare, Tel.: Wylye, Wilts. 242. [6615

RILEY LYNX, 1933, 9 H.P. Engine dismantled, all parts available. 3, Nevill Road, Bramhall, Cheshire. [6616

UNABLE TO CONTINUE SPECIAL. Rover Fourteen chassis, hydraulics, and lowered radiator, complete less engine and box (could be supplied). Also Hillman Minx engine, high compression head and box, with carburetter, starter, etc. What offers? Flint, 39, Queslett Road, Great Barr, Birmingham. [6618

BUGATTI JAEGER REV.-COUNTER, ex-Type 40, with drive, £4 10s. Genuine Meyrowitz racing goggles, perfect, £3 10s. Electrical rev.-counter, new, complete, £4 10s. Pair Luvax shockers, £1 10s. New oil filter, complete all fittings, £3. 11, Worple Road, Epsom. Tel.: Epsom 2039. [6619

TWO J.A.P. "500" engines. Four-stud in excellent condition, and dry sump new. Latter fitted latest type Amal, fuel pump, etc. Both with alloy barrels. Complete with spare sprockets, £115 the two. Miss Haig, Twitten Orchard, Nutbourne, Pulborough, Sussex. [6620

VINTAGE MERCEDES-BENZ, 16 H.P., 4-seater drophead. First registered 1936. Very fine car. Continental steering. £265 or near. King, 156, Marine Parade, Leigh-on-Sea, Essex. [6623

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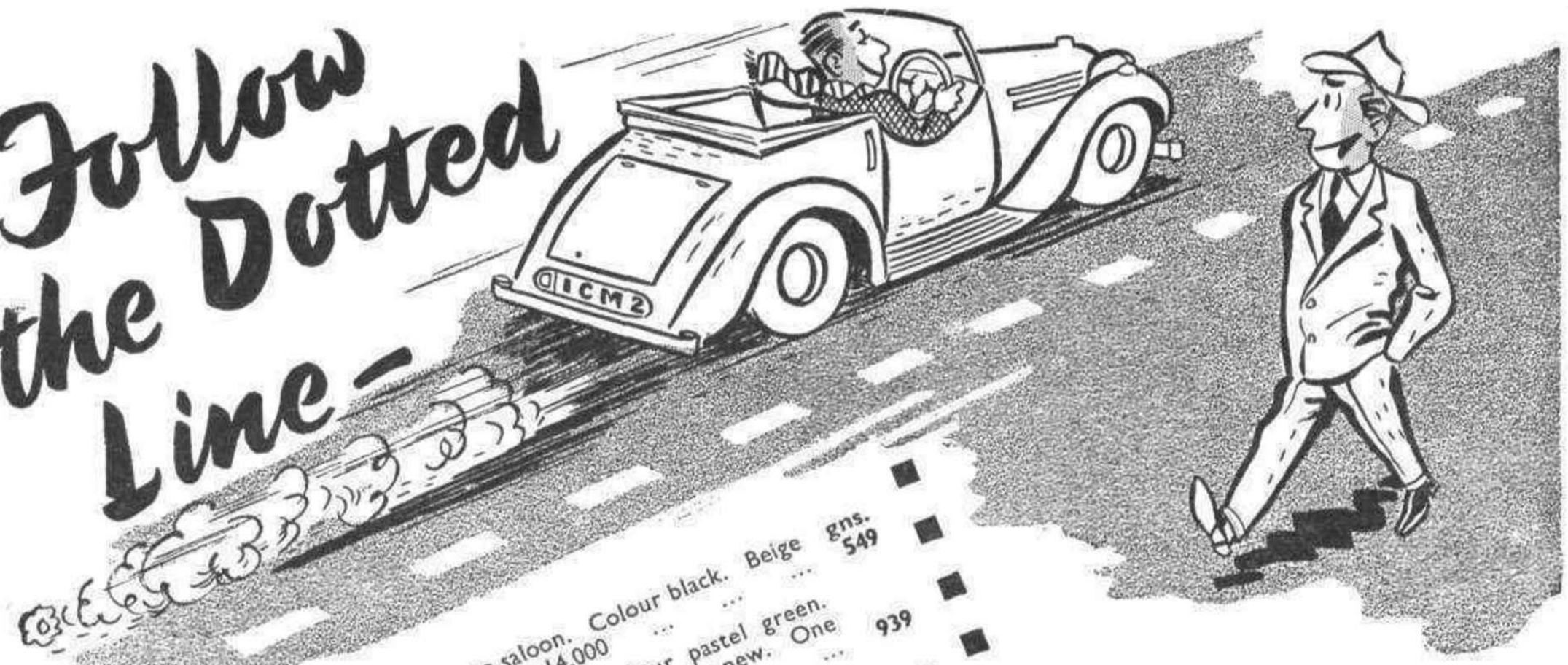
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1939 **TRIUMPH FOURTEEN** roadster. Colour cream. Green leather upholstery. Many extras 499

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FOR SALE—*continued*

SPECIAL AVON. Attractive 2-seater, Meadows 4ED engine just rebuilt, resprayed, new wings, battery, tyres, etc. Taxed and insured. Offers £175. Nice, 28, Daphne Street, Wandsworth, S.W.18 [7855

3-LITRE BENTLEY, December, 1926. Genuine Red Label Vanden Plas; five good tyres; thoroughly sound motor, clean throughout. Nearest offer to £375. Clifford Parkes, 3, Tudor Gardens, London, W.3. Tel.: Acorn 4907. [7856

RILEY NINE, 1930. Not yet run-in since rebore. £65 or offer. Seen any time. 116, Blackheath Road, Greenwich, S.E.10. [7857

PHILCO CAR RADIO, 6v, £15. 1-in.–2-in. Moore and Wright Micrometer, 40s. Two Lucas FT 57 Chrome spotlights, 40s. each. Chrome badge bar, 25s. Nuswift fire extinguisher, 20s. Butler road lamp, 20s. Morris Minor radiator muff, 15s. Bosch type horn, 6v, 20s. Critchett, 17, Ascot Court, London, S.W.4. [7858

1932 TL "12/60" ALVIS 4-seater sports/tourer. Very rare 2-door Vanden Plas aluminium body (believe only two such). Wings, body, hood, screen, etc., all very good condition. Ditto engine, gearbox, back axle. New latest-type copper tube radiator block just made. New clutch stop. Rebuilt starter, rebuilt dynamo; also spare reconditioned dynamo with driving unit (a made-up and excellent method to obviate armature shaft shearing troubles) including spare driving pinion. Tyres: front and spare excellent, rears worn. Headlamps removed, pass-light fitted. Notek available. £235, no offers. Clissold, School Farm, Oundle, Peterborough (Tel.: Peterborough 2195). Exchange Ford V8 (preferably brake) if in first-rate order. [7859

£65. MORRIS COWLEY, 1928 tourer. Waterproof hood, new curtains, battery, wiring. Nice body, excellent tyres. Engine, brakes, steering, instruments overhauled. Fast, reliable; 24 m.p.g. Tel.: Gerrards Cross 2861. [7860

M.G. MIDGET 2-seater "J2." Resprayed green with silver wheels. New o.h.v. gear. Hydraulic brakes fitted; five very good tyres. New battery and speedometer. Excellent condition. £240. Raymond, 162, Claremont Road, Forest Gate, London, E.7. [7861

116 "MOTOR SPORT," 1930–9 inclusive, less May and February, 1937; August, 1939. 70s. Thompson, "Caledonia," Weston Park, Thames Ditton, Surrey. [7862

750 ENTHUSIASTS, THIS IS IT. 1930 Austin Seven 2-seater (with something Special under bonnet, engine 1932–3 or later). It really moves, polished ports and all that lark. To go with it one 1932–3 engine COMPLETE from starting handle to three-speed G/B coupling, starter, dynamo/distributor, etc., one 1929–30 magneto, type as above, two back axles, one with new crown wheel and pinion, from trunnion carriers to wheel nuts, one front axle complete tie-rods, drag link, etc., one steering column with wheel/controls, four rear wheels (need re-spoking), two chassis, one with rear springs, two petrol tanks, two radiator cores, two prop.-shafts, two camshafts, one crankshaft, two front shock-absorbers, two sets pedal mechanism, two front springs, two rear springs, two cushions, one B/top, one timing F/cover. Quarter cwt bits, i.e., con.-rods, carburetters, manifolds, timing wheels, etc. You can't go wrong. £130. Why am I selling? I've gone Riley. Photos to s.a.e. Box No. 3829, MOTOR SPORT, 15, City Road, E.C.1. 7863

1950 MODEL PLYMOUTH SPECIAL de luxe sedan. Black, right-hand drive, air conditioning heating, air foam cushion seats in brown leather, eight-valve radio; 18–20 m.p.g. Photo available. £1,900 or nearest offer. Weatherley, 72b, Thorne Road, Doncaster. [7864

TRIANGLE SKINNER SPECIAL, 4,168-c.c. Hudson-engined sprint and hill-climb car. Perfect condition. Single and twin rear wheels. Complete with self-towing attachment. £350. John Derricourt, Bay Tree House, Aldridge, Staffs. [7865

M.G. "PB" 2-seater. Scintilla, supercharged, excellent condition. New hood, all good tyres. Fast and reliable motor. Taxed. Bargain at £370. Stubberfield, 29, Southcourt Avenue, Linslade, Leighton Buzzard. [7866

BENTLEY 3-LITRE Red Label. Excellent performance following £200 reconditioning. Price £275. Webb, 1197, Bristol Road South, Northfield, Birmingham. Tel.: Priory 1123. [7867

AMILCAR, 1929 Grand Sport 8.9-h.p.; four-speed box, completely rebuilt, resprayed blue. New tyres, etc. Under 500 miles since rebuild. Genuine reason for sale, complete details, bills, photo, to genuine enquiries. £150. Taylor, 7, Downham Road, Tranmere, Birkenhead. [7868

CEIRANO, 1925 10.4-h.p. open 4-seater. Upholstery, body, performance excellent; 4,000 since engine overhaul. Gearbox needs attention. Excellent vintage model, modern wheels, good tyres. Talbot, 70, Osborne Road, Newcastle-upon-Tyne. [7870

FRAZER-NASH, 1934 T.T. Replica. Complete rebuild 1946. Write for photographs. £210, delivered Liverpool. Harding, 21, Cadogan Park, Belfast. [7875

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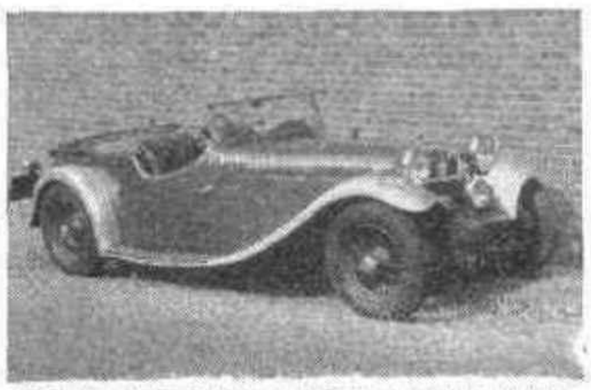
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M.G. 2-LITRE, 1939 sports saloon; engine and clutch completely overhauled including rebore, new crankshaft, etc. Body and interior immaculate, good tyres. **£525**

JAGUAR 1½-LITRE, 1939 foursome drophead coupé; engine completely overhauled, new springs, shock-absorbers, tyres, new hood and lining. Body and interior first class. **£620**

BROUGH SUPERIOR, 1935 28.9-h.p. special drophead coupé; recellulosed black, white leather. Under 50,000 miles, carefully maintained by fastidious owner, exceptional specimen. **£450**

AUSTIN SEVEN SPECIAL 2-seater sports, registered 1951. Body professionally rebuilt 1947; engine and gearbox reputed to be 1938, 17-in. wheels, oversize tyres, modified braking system, remote control gear change, twin wind horns, twin dippers, luggage rack. Taxed. **£170**



ALVIS 12-H.P. f.w.d. sports 4-seater, supercharged; expensive body fitted in blue and silver, new hood and screens, twin horns, reversing light, spot lamp, new tyres, sensational appearance. Only **£300**

M.G. MAGNA "12/70," 1932 sports 2-seater. Engine, gearbox and back axle carefully checked, brakes and tyres excellent, body, interior and hood in fine condition. **£160**

ALVIS SILVER EAGLE 16.9-h.p., 1934 4-seater saloon. Chassis, engine, gearbox, etc., in very good order, new coachbuilt top leather covered. **£210**

R.B.W.-JAGUAR 2½-LITRE sports 2-seater, as new. Built and registered 1948. Lea-Francis suspension on Rover chassis, S.S. 100 gearbox and axle, 2½-litre Jaguar engine. Fold-flat screen, large instruments. A remarkable and impressive car suitable for road or competition. **£495**

WOLSELEY "12/6" 4-seater coupé; registered June, 1934. Engine reconditioned, new crankshaft, rods, etc., body repainted, good tyres. Taxed. **£170**

HUMBER SUPER SNIPE, 27-h.p. 1938 saloon in very fine order. Two owners, chauffeur maintained, first-class tyres. Bargain. **£385**

VAUXHALL 14-H.P. Saloon de Luxe, July, 1935. Considerably reconditioned, new suspension units, radiator core, resprayed, engine and gearbox in fine condition. Taxed. **£235**



4½-LITRE drophead coupé with dickey, Young's body, all aluminium; excellent hood and interior, many extras. A desirable sports car for the connoisseur. **£185**

FOR SALE—*continued*

FRAZER-NASH-B.M.W. 1½-litre sports 2-seater. In showroom condition and mechanically perfect. Complete overhaul just finished including five new tyres, new hood, tonneau cover, new battery, complete recellulose, engine overhauled by Burton Woods. Four-speed sprint box. André Telecontrol shockers, one-shot chassis lubrication. Very fast and yet 30 m.p.g. Terrific acceleration. Any inspection welcome. C. Murphy, 25, Branscombe Gardens, N.21. Tel.: Palmers Green 2433 (after 6 p.m.) or Bow 3464 (before 5.30 p.m.). [7869

HORNET SPARES. Breaking 1933 E.W. Special in Cheshire. Engine, carburetters, dynamo, starter, batteries, axles, Whitworth wheels, tyres, etc., in good condition. Offers for parts to Box No. 3830, MOTOR SPORT, 15, City Road, E.C.1. [7871

ALVIS "12/50" "TJ" 2/3-seater with dickey. December, 1930. New hood and side curtains. Very fair mechanical condition. Entire history available. Can be seen Hale, Cheshire. Tel.: Manchester Central 2727 (office) or Ringway 4569 (home). [7873

8-LITRE BENTLEY SPARES. Four road wheels, dynamo, magneto, 3.7 rear axle, speedometer with cable, one-shot lubrication system complete, petrol tank, exhaust manifold, new set of brake linings and rivets, servo motor and all brake operating gear, brake drums and shoes, etc., gearbox and chassis cross members, drive shaft, bonnet, 6.00 by 21 tyre, Speed Six and 6½ camshaft. Wanted, D-type gearbox. Offers to Box No. 3831, MOTOR SPORT, 15, City Road, E.C.1. [7874

ANZANI FRAZER-NASH. Rebuilt throughout. Spare engine, original body. £135. Ray, Moorlands, Moor Lane, Cranham. Tel.: Upminster 3067. [7876

"J2" M.G. Excellent condition. Recently resprayed cream. Special 16-in. wheels, two new tyres. Aero and rechromed fold-flat windscreen. Rewired. Good weather equipment. £250. M. Knapp, 3, Church Terrace, Henfield, Sussex. [7877

£140. S.S.1, 1933 16-h.p. open 4-seater. Overhauled, rewired, rakish; 25 m.p.g. 40, Broadwater Avenue, Letchworth, Herts. [7878

ALVIS "12/50," 2-seater. Engine and dynamo completely overhauled. Good condition. Offers around £140. Bates, Technical College, Witney. Tel.: Witney 289. [7879

BENTLEY 4½-litre unblown, 1929, in original condition (maker's seals intact). No appreciable wear apparent anywhere. Brown hide interior in excellent condition, black fabric body in unusually good state of preservation. This chassis has obviously never been tinkered with and sole reason for sale is no further use for this fine car. Price £375. F. J. Walker Engineering Co., Ltd., Victoria Lane, Barnet, Herts. Tel.: Barnet 2885. [7880

M.G. CMC 439. Blown "PB" engine, type 75 Wilson box, C-type chassis, "J4" body. Ex-Jackson, Finch, Abecassis, now being used as "hack." Spare racing Q-type head, spare crankshaft. Owner being posted abroad. Offers above £400 to Spencer, Officers' Mess, 4 Training Battalion, R.E.M.E., Blackdown. Tel.: Deepcut 149. [7882

RILEY NINE BLOCK, £5; 17-in. Ford wheels, 25s. each; 6.00 by 19 covers, 75s. pair. Ladhams, Alexandra Crescent, Ilkley, Yorks. [7884

LAGONDA 4½-litre 30-h.p. Vanden Plas 4-seater sports tourer, 1950 overhaul £250. Good batteries, 35 lb. oil pressure when hot, zip tonneau cover, new hood. Taxed December. £275 or exchange 1938–9 8–10 h.p. saloon. Cash either way. 736, Lea Bridge Road, Leyton, E.10. Tel.: Leytonstone 4461/2. [7885

FORD V8 ENGINE, 30 h.p. complete with carburetter, dynamo, petrol pump, distributor, clutch and four-speed gearbox. £25. "Sunnyside," Stoke Aldermoor Gardens, Coventry. [7887

LANCIA APRILIA, £100 overhaul, re-upholstered, £695. M.G. "NA" Magnette 2/4-seater, Scintilla, 6.00 by 16 rear wheels, new hood, rebuilt rear axle, new carpets, £285. M.G. "PB" 4-seater, October, 1935; very good mechanical condition, £295. Austin "Ulster," 1932, £125. Alvis Silver Eagle six-light saloon, 1935, complete engine overhaul, £325. Ford V8 in "14.9" chassis, new hood, £10 tax; extremely fast functional motoring, £195. Austin Twenty landaulette, £36 10s. British Salmson, complete engine overhaul, drophead coupé, 12 n.p., September, 1937, £485. Lagonda 4½ saloon; fast, reliable car, £235. Singer saloon; excellent tyres, £67 10s. Austin "12/6" saloon, £100. Fiat 507 tourer, £45. Richards and Brown, 2, Ringers Road, Bromley, Kent. Tel.: Ravensbourne 0479 and 7487. [7888

ARROL-JOHNSTON 15.9-h.p. tourer. Snaggy hood, otherwise excellent. £80, or offer. G. W. Pay, Fulshaw Avenue, Wilmslow, Cheshire. Tel.: Wilmslow 4355. [7889

RILEY GAMECOCK scuttle, rear half of body, hood, windscreen, doors, side-screens. Offers. Sherriff, 145, Merrion Avenue, Stanmore. [7891

ENTHUSIASTS' DELIGHT for winter months. Engine, wheels, chassis of Sunbeam Twenty, 1929. £17 spent on engine, in excellent order. Body required. Only £37. Bell Garage, Winslow, Bucks. [7893

FOR SALE—*continued*

LANCIA ARTENA, £250. Recent overhaul on engine alone £110, plus new wings, hood, dash, headlights, relined brakes. Reason for sale, owner going abroad. G. E. Simm, 126, Button Hill, Sheffield, 11. [6621

VINTAGE LANCIA LAMBDA, 1928. This car has a short chassis fitted with 8th series 16.9-h.p. engine, recently rebored and giving exceptional performance. Winner of class two vintage Prescott 58.74 sec., also excellent trials car, numerous awards. Masses of spares, including two spare axles, different ratio, spare radiator, steering box, fitted 750 by 16 tyres, three spare wheels. Offers, Jack Readings, 55, Rodney Road, Cheltenham. [6622

S.S.2 1935 model saloon in very good condition. Good tyres, brakes and springs reconditioned recently; 22 m.p.g. Seen Birmingham. £225 or offers. Box No. 497, 19-21, Corporation Street, Birmingham, 2. [6624

MORGAN THREE-WHEELER, 1926 model, believed to be rebuilt with 1936 engine and chassis. Good condition. Licensed, etc. Unsuitable for owner's work. Treborwith, Glanville Road, Tavistock. [6626

EXCHANGE 1937 RILEY "15/6" ADELPHI, fast, comfortable, reliable, for fast tourer or brake. Thomson, The Hollies, Shatterford, near Bewdley, Worcs. [6627

RENAULT 12-H.P. saloon, 1932. Full particulars: Herbert Smith & Sons, Redlynch, Salisbury, Wilts. [6628

6½-LITRE BLUE LABEL BENTLEY 7-seater divisional saloon by A. J. Mulliner. Only 55,000 miles since new in October, 1930. An opportunity to acquire this rare vintage model in excellent condition for £225, or exchange. Can be seen South London week ends. Fowler, 214, Seaside, Eastbourne. Tel.: Eastbourne 388. [6629

HUMBER "9/20" SPARES. I am dismantling my 1930 model for sale as spares. Please write, stating parts required and price offered. Hill House, Warley Hill, Brentwood, Essex. [6630

TWO BEAUTIFUL SUNBEAMS. 1929 16-h.p. Tickford, 24 m.p.g., £60. 1934 Sportsman's saloon, 24 h.p., £250. Tel.: City 4556. [6631

FIT CORDS PISTON RINGS with confidence. We do—because they definitely save petrol, oil, and money. Obtainable from Macey & Smith, of 17, Lancing Road, West Croydon. Tel.: Thornton Heath 4503. [6632

1933 INVICTA, 1½ LITRE, Blackburn engine, E.N.V. gearbox, starter, dynamo. 5,000 miles since sleeving and regrinding. Price £75. Landshop Garage, 59, Caversham Road, Reading. Tel.: Reading 2067. [6633

FORD EIGHT SPECIAL. Performance, economy and reliability good. Bodywork is very Spartan. All engine accessories are new and it starts first pull. Price £100. Tel.: Grimsdyke 1906. [6634

BENTLEY 3-LITRE RED LABEL tourer, chassis No. 26. Overhauled this spring; recellulosed, rechromed, four new tyres, brakes relined, new dynamo, twin S.U. petrol pumps fitted, new instrument board, all in perfect working condition. £250. E. Rosner, 43, St. George's Square, Westminster, S.W.1. [6635

BRITISH SALMSON "12/55" sports saloon, 1935, good condition. £175, or exchange open car. 37, Maple Way, Hooley, Surrey. [6636

1950 LEA-FRANCIS, 2½ LITRE, sports. Chassis No. 5060. First registered 17.5.50. Special sports 2-seater body by Westlands, of Hereford. Ivory bodywork, orange upholstery. One previous owner. 5,800 miles. To be sold with many spares, including competition bonnet, sixth wheel and tyre, etc. Eagle Aviation, Ltd., 29, Clarges Street, London, W.1. Tel.: Grosvenor 6411. [6637

TWO BOSCH MAGNETOS, clock and anti-clock, 8-cylinder, £4 each. Wanted: pair Fiat 500 seats and runners. 10, High Street; Robertsbridge, Sussex. [6638

ASTON-MARTIN, 1940, 2-LITRE, C-type Speed Model. Standard long tail aerodynamic 2-seater. Body in lovely order. Colour silver-grey. Latest type Lucas headlamps and new mohair hood recently fitted. New unused tonneau. Price £800 or very near. Inquiries: B. E. Rhodes, Lane End House, Rotherham. Tel.: Rotherham 4021, evenings. [6639

TALBOT "65," 1934, as new, Wilson preselector gearbox, unusual saloon body. £150. J. Robby, 23, The Mall, Surbiton. Tel.: Elmbridge 1944. [6640

1927 2-LITRE LAGONDA. Suit spares, or enthusiast rebuild. Engine good. £45. Morgan, 6, Rural Cottages, Anscroft, Shrewsbury. [6641

RILEY KESTREL saloon, 12 h.p., good condition. £200, o.n.o. 160, Western Avenue, Dagenham. Tel.: Rainham 2715, after 7 p.m. [6643

TALBOT "75" saloon, 18 h.p., 1931. Immaculate condition. Original owner the late Sir M. Campbell. Apply Box No. 3786, MOTOR SPORT, 15, City Road, E.C.1. [6644

1903 M.M.C., 1907 Belsize, 1913 Talbot 6-cylinder. All excellent condition. Exchange for old racing car. W. M. D. Montgomery, Ballymena, N.I. Tel.: Ballymena 2346. [6645

FOR SALE—*continued*

1925 "14/40" D.I.S.S. DELAGE, in perfect mechanical condition having complete overhaul in June, 1951. Fitted with 1934 Weymouth sports saloon body, spare wheels, chains, and quantity of spare parts, all in perfect order. Taxed and insured. Drive away thoroughly satisfied, £160. Can be seen and demonstrated after November 7th. All correspondence answered. Brownridge, c/o, St. George's Stables, Winkfield, Berks. [6642

LAGONDA 2-LITRE saloon, 1927. Rare all metal body by Mulliner. Completely original. New tyres. Engine in perfect condition; no rust in body; upholstery perfect. £150 or nearest offer. Rymer, Bracken Cottage, Peaslake, near Guildford. Tel.: Abinger 389. [6646

SECONDHAND SPARES to clear: Riley Nine, 1932: set timing wheels, 50s. Standard Ten, 1934: contents of gearbox and gear lever, 35s. Redex garage engine tester, 35s. Scott, 14, Orchard Way, Luton, Beds. [6647

M.G. "J2" SECONDHAND SPARES: Con.-rod (floating gudgeon), £1; crown-wheel and pinion, 8/43, £4; complete supercharger installation (Roots type), £35; Kigass pump and sprayers, 30s.; pair windtone horns, 12v., 30s.; Lucas heavy duty coil, 12v., £1; set friction shock-absorbers, £2; dummy balancing hub, 30s. New spares: pair vertical drive rollers, 8s. 6d.; cylinder head gasket, 7s. 6d. Metcalf, "Redroofs," Barton Road, Wisbech. [6648

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£475 1936 Speed Twenty-five saloon, exceptionally fine order.

£385 1933 Speed Twenty super sports tourer, laid up for many years, and in original condition.

£325 1933 Firefly, 12 h.p., 6 light saloon, navy blue spotless cellulose, brown hide upholstery.

£285 1933 Firefly, 12 h.p., 4 light sports saloon, red upholstery, crash type gearbox.

£225 1932 "12/50," 12 h.p., wide 2-seater. Just rebored, coachwork and weather equipment good.

£195 1927 "Big Port" "12/50" Beetleback. Rebuilt 16-in. rear wheels, short stroke engine, good appearance.

ALTON GARAGE

17/19, BROOK MEWS NORTH, CRAVEN ROAD, PADDINGTON, LONDON, W.2. Paddington 3952

1936 JAGUAR 2½-LITRE 4-door saloon in black. Good appearance and condition throughout. Fast and reliable. £265 (nearest), or would consider exchange for smaller car, preferably P-type M.G. or Hillman drophead. 9, Stadium Road, Bristol, 6. [6649

1930 FRAZER-NASH. Colmore 4E.D. "Brooklands." Exceptional order. Fast, economical. Well shod. Excellent vintage example. £275 or offer. Gostling, Lincoln Hill, Ross-on-Wye. [6650

M.G. MAGNA 4-seater sports, excellent condition throughout, all-weather equipment. £235 or offer. Palmer, 54, Broadfield Road, Catford, S.E.6. Tel.: Hither Green 1261. [6651

BENTLEY. 1926 Red Label chassis with 1929 Black Label 4½-litre engine. Rebuilt by Bentleys 1937. Two seats. Six good tyres. The whole car is in magnificent condition. £500. Apply Box No. 3780, MOTOR SPORT, 15, City Road, E.C.1. [6669

ASTON-MARTIN "INTERNATIONAL." Edinburgh area. Overseas posting compels sale. Perfect mechanically. Beautiful appearance inside and out. Perfectly shod. New all-weather equipment. Enthusiastically maintained. £285. Box No. 3782, MOTOR SPORT, 15, City Road, E.C.1. [6671

1929 RILEY NINE tourer, £120. Also 1931 Lagonda 2-litre tourer, £10 tax, £215. 28, Carlton Road, S.W.14. [6684

FOR SALE—*continued*

14-H.P. MERCEDES-BENZ, 1938. Recently overhauled at cost of £350. 32 m.p.g. Continental drive D.H. coupé. Offers. Box No. 3783, MOTOR SPORT, 15, City Road, E.C.1. [6672

TYRES, 600 BY 18. Four new Dunlops, £11 each. Two "Forts," guaranteed 400 miles only, £13 5s. each. Plus carriage. Box No. 3784, MOTOR SPORT, 15, City Road, E.C.1. [6673

TWO BRAND NEW GOODYEAR TYRES—still in original wrapping—size 4.75 by 5.00–19. All rubber, made 1941. Pair only, £12. Box No. 3785, MOTOR SPORT, 15, City Road, E.C.1. [6674

1931 M-TYPE M.G. BODY similar to "J2." Dummy slab tank, new hood. Two new, three retread tyres. Many new replacements. £150. 15, Manchester Old Road, Bury, Lancs, (week-ends). [6675

LANCIA LAMBDA 4th series open. Carefully overhauled, new hood, rebuilt wheels. Fast and reliable. Reason for selling bought Alfa. £175 or nearest offer. Hyde-East, Teddington. Tel.: Molesey 4317. [6676

1938 LANCIA APRILIA Pillarless saloon, finished in silver grey with grey leather interior, in absolutely unblemished order, fitted all 1939 conversions and many extras, the property of the manager. All new tyres. Taxed. Delivered free anywhere in England. £675. Terms. Maidstone Engineering Co., Cross Street, Pendleton, Salford, 6. Tel.: Pendleton 3457. [6678

RILEY 2-LITRE saloon, 1931 model. Universal Waste Materials, Ltd., 91/2, Strand, Swansea. [6679

ALFA-ROMEO, 1,500 twin-cam, 1928 2-seater. Recent £100 engine overhaul. New hood, tyres, battery, brakes very good. £350 or near. Hodson, 52, Inverness Terrace, W.2. Tel.: Bayswater 3890 (evenings). [6681

AUSTIN SEVEN. Exchange your old axle beams and springs for our "Ulster"-type axles and spring sets and obtain sports car roadholding with safety, £6. Exchange engine units, all models, £28. Lots of Austin Seven spares in stock. Let us solve your problems, we specialise in Austin. Sports car's aluminium bodies and guards built to your specifications. Rochdale Motor Panels and Engineering, 20, Hudson Street, Rochdale. Tel.: Rochdale 47233. [6686

1947, APRIL M.G. "TC." Black and green; 19,500 miles. Carefully used. Excellent tyres. £645. Tel.: Kensington 8008. [6687

BENTLEY "LE MANS" TANK. New condition, quick release filler, etc. Overall mesh; 6½ or 8. Sale 1991. Box No. 3787, MOTOR SPORT, 15, City Road, E.C.1. [6688

FIVE 18-IN. EX-TALBOT balanced Rudge wheels, two rebuilt; two good tyres, two fair. Offers. Wilding, Woodside Cottage, Higher Road, Halebank, Widnes. [6690

1929 "12/50" ALVIS 2/3-seater tourer; 3,000 miles since engine overhaul (re-sleeved, crank ground, new mains, etc.), dynamo rewound, reconditioned magneto. Body good, recellulosed, new hood. Quick sale. £165. Normington, Meadup House, Middleton, near Morecambe, Lancs. [6692

"BROOKLANDS GAZETTE" 10 copies; MOTOR SPORT 120 copies, including 88 Vols. 1 to 14. Three-litre Bentley Hub puller; f.w.d. Alvis cylinder block, head with valves and camshaft, starter. Cunliffe, Carlisle House, Broad Walk, Buxton. Tel.: Buxton 935. [6695

PEUGEOT 12-h.p. 1939 4-door drophead. Rebored four new tyres, hood, radiator, battery. Spares available. H.P. or exchange. £295. Bob Berry, 150, Upper Brook Street, Manchester. [6695

BENTLEY SPARES and tyres; 6½ rebored block, new pistons (domed) +20 thou. Perfect bottom half. Con.-rods, valve gear, camshafts, etc., all models. New 7.00 by 21 tyres. Sick of seeing them about the house. Lowe, "Woodlands," Bakewell Road, Matlock. Tel.: Matlock 771. [6697

LAGONDA 2-LITRE saloon, 1930 low chassis 12.9-h.p. Weymann saloon in very good condition. Engine reconditioned, body recovered. Fram filter. No. 84 on Lagonda Register. Hearn, 44, Westville Road, Thames Ditton, Surrey. Tel.: Emberbrook 5428. [6698

ASTON-MARTIN, 1934 1½-litre L.C. tourer in excellent condition, new body 1948. £350. Aston-Martin, 1933/4 1½-litre saloon, excellent condition throughout. £315. Frazer-Nash, re-registered 1949, chain-gang, engine not run in, stark 2-seater. £200 or offer. Genuine reasons for sale. Box No. 3818, MOTOR SPORT, 15, City Road, E.C.1. [6699

RILEY NINE Monaco saloon, July 1934. Single carburetter, preselector gearbox, maroon with red leather. Mechanical condition outstanding throughout; coachwork comparable with new. Open to any examination. £375. Mountford, 60b, West Cliff Road, Bournemouth. [6700

1930 2-LITRE LAGONDA 4-seater open. £130 spent on overhaul, new body, respray. Nearest £325. Details from 147, Hollyfast Road, Coventry. [6709

1950 "SILVERSTONE" HEALEY, 5,000 miles, unraced. Red. Fitted with new Dunlop racing tyres. In excellent condition. £1,000. M. Mackay, Kinnairdie Avenue, Dingwall, Ross-shire. [6714

FOR SALE—*continued*

1927 TYPE 35 G.P. BUGATTI, exceptional condition. Fitted reconditioned supercharged 1½-litre Alvis engine. Bugatti wheels, new tyres, axles, draglinks, etc. Chromed. Finished cream with black wings. Sacrifice, £250. Davey, 14, Western Avenue, Riddlesden, Keighley, Yorkshire. [6702

1937 2½-LITRE OPEL Super Six drophead. Recent £70 major overhaul and not run-in as yet. Body, upholstery, tyres and hood in very good condition. Guaranteed 27 miles to the gallon. Will accept £225 for quick sale. Gilman, 32, Allandale Road, Leicester. [6703

TWO "MONZA" FILLER CAPS, 2¾ in. pipe; 7th series Lancia Lambda crown wheel and pinion assembly, steering box complete, Jaegar speedometer, ex-4½ Bentley. Wanted Lambda i.f.s. spring. Thomas, Old Rectory, Bishopston, Swansea. [6704

SOUND SOLID BENTLEY BODY, 1931, 4½ fixed head coupé converted from drophead. Wings rough but repairable, headlamps included. "Le Mans" fabric tourer body wanted. Offers? E. Thomas, 63, York Terrace, N.W.1. [6705

M.G. SHOOTING BRAKE. "J," very smart coach-built body. Front needs touching up. Mechanically good. £100 or would part exchange M.G. sports, cash adjustment. C. Twigdon, Sheringdan House, Quay Street, Rhyl. [6706

RILEY NINE Monaco, 1934 model. Clean all-metal body. Good mechanically. Nearly new tyres; 37 m.p.g.; oil consumption nil. Consider 4-seater sports or drophead and cash in exchange. Owner getting married. £220. Rowe, 176, Hawthorne Avenue, Rainham Mark, Gillingham, Kent. [6710

RILEY NINE, 1930. Completely overhauled this year; 3,500 miles since rebore and crankshaft reground by Laystalls. New twin carburetters. In excellent mechanical condition, body needs slight attention. Metal door panels. As new Rotax headlamps. Two new tyres. Others good for many miles. Private reasons for sale. £185. Tel.: Bishopsgate 9606 up to 7 p.m. Can be seen at Ilford, Essex, or in town by appointment. [6712

1933 HILLMAN SIXTEEN saloon. Excellent condition. Good hire or family car. Four new tyres and battery. All accessories. Engine overhauled; 25 m.p.g. £80. 141, Essex Road, Portsmouth. [6713

FIAT 509A tourer, 1927. Engine bored, crankshaft ground, new timing chain, gearbox overhauled, four new Dunlops. Good body, poor hood, everything works. £65. Robson, The White House, Stoke Common, near Slough. Tel.: Fulmer 292. [6689

BENTLEY SPARES: 3-litre rear axle parts, 21 in. wire wheels, 6½-litre frame, rear springs, brake gear, quantity engine spares, etc.; 8-litre frame members. Tyres: 21 in. tyres and tubes, most sections. Rover air-cooled twin, most spares. Cluley 10.4-h.p. chassis, undergoing rebuild. Original 2-seater body available. Lorraine-Dietrich, 1926 saloon, good runner. Offers and enquiries (s.a.e. please) to Dale, 142, Chesterton Road, Cambridge. [6707

DELLOW, September, 1950. Recellulosed black; 8,000 miles. Condition as new. Available November 8th. £650. Box No. 3819, MOTOR SPORT, 15, City Road, E.C.1. [6715

MOTOR RACING GAME made to order. Hand-made model cars and table top size replicas of famous tracks. Grand Prix or sports index performance races represented with pit control and tactical race planning. Enquiries to Roadace, 3, Belmont Place, Stoke, Plymouth. [6716

ALVIS SPEED 20 Vanden Plas drophead, 1934. Excellent condition, tyres as new, built-in jacks, one-shot lubrication, P.100s, i.f.s. £360 or near offer. Simmons, Longbridge House, Longbridge Avenue, Plymouth, Devon. Tel.: Plympton 2095. Seeable London. Tel.: Hounslow 9034. [6717

CAMBRIDGE ENGINEERING, the Austin Seven specialists, offer the following from stock: 1930-6 reconditioned two-bearing engines, radiator blocks, dynamos, starters, 15 or 16 in. wheels, dropped axle and spring sets to lower chassis to sports specification, light flywheels, all exchange system, also new light 2-seater body shells suitable for short or long chassis. Long brake levers to increase fulcrum, Bowdenex front braking system suitable all coupled brake models, steering wedges to increase rake, combined inlet and exhaust manifolds to take downdraught carburetter, high duty alloy cylinder heads to give higher compression ratio, double valve springs for all models, new valves and guides for standard and sports models. Straight-through type silencers, new two and three-bearing crankshafts. Large stocks of all new Austin Seven parts. Pair rebuilt wheels fitted with new 5.00 by 15 Dunlops. Pair secondhand wheels with 4.00 by 18 Michelin tyres fitted. Modified torque anchor joints exchange. Drop arms to couple early type brakes. S.A.E. for lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [6718

FOR SALE—*continued*

D.8 DELAGE SPARES. Five-gallon drums benzole. Gears cut and hardened, old gear for quotation. Matthews, Bentworth Priors, Tower Hill Road, Dorking. Tel.: Dorking 3426. [6719

B.M.W. TYPE 34 engine, gearbox, new 6 v. battery, four-speed Morris Minor box. Offers. S.A.E. please. 7, West Dean, near Salisbury. [6720

LAGONDA "12/24" tourer, 1924. Completely overhauled at cost of £80. Two new tyres, new hood and side-screens; 75,000 miles only. One owner up till May, 1951. This car is not yet run-in since overhaul. £175 or best offer. Box No. 3788, MOTOR SPORT, 15, City Road, E.C.1. [6721

ROLLS-ROYCE saloon, 1923, 21.5 h.p. Just completed 4,000-mile Continental tour; 18–20 m.p.g.; used 8 pints of oil on whole tour. Excellent mechanical condition. Good tyres. Bodywork good. Recently resprayed and re-upholstered. £280 or best offer. Box No. 3789, MOTOR SPORT, 15, City Road, E.C.1. [6721

1939 2-LITRE ASTON-MARTIN 4-seater tourer, black. Very exceptional condition. Recent winner of Concours d'Elegance at Southend Festival Rally. Owner taken delivery of new car only reason for sale. £700. Apply Freeman, Redbridge House, Ilford, Essex. Tel.: Wanstead 6387. [6723

VINTAGE H.E. sports saloon with 12-h.p. Hotchkiss engine. £55 or near. Alcock, Eversley Cottage, King's Worthy, Winchester. Tel.: Winchester 3119. [6724

DROPHEAD COUPE BODY. Three abreast and dickey. Leather head and upholstery. Excellent condition, hardly used. Suit 20 Sunbeam or similar vintage. Made by Brainsby of Peterborough 1927. Photo. £25 or offer. Kay, Marsh Lane, Hambleton, Blackpool. [6726

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PAIR 11-IN. ZEISS HEADLAMPS, retractable fog cones. Offers. B.S.A. f.w.d. gearbox and differential, working order. £8. Divall, Whitehill, Crowborough, Sussex. [6728

V8 SPECIAL, £75. Partially-completed, comprising 30-h.p. Ford reconditioned engine, gearbox, transmission, back axle and suspension, steering column. Unregistered. 50, Warren Road, New Haw, Weybridge. [6729

B.M.W. SPARES, 55 cabriolet. ZF gearbox (2nd N.B.G.), spare layshaft with 2nd teeth ground off, o/s half-shaft (serviceable). André tele brackets (new), hood envelope. £25 or offers. "Blandford," New Salts Farm Road, Shoreham-by-Sea, Sussex. Tel.: Shoreham-by-Sea 3618. [6730

"BROOKLANDS" RILEY, rebuilt and re-registered 1937, new tyres. Taxed. In excellent condition. One of the very few really original "Brooklands." £250 or near offer. Haughton, Kilconway, Cullybackey, Co. Antrim, N. Ireland. Tel.: Cullybackey 223. [6731

OPEN BODY (front half only) by Hooper, for Rolls 20. Scuttle, doors, leatherwork, cushions, screen, etc., all absolutely complete as far as back of front seat where it has been vandalously chopped off. Photo s.a.e. £25, delivered at railway station to clear. Scott-Moncrieff, Kirkton House, Forfar, Scotland. Tel.: Forfar 176. [6735

TRIUMPH SEVEN 2-seater sports, neat aluminium body. Very good condition, fast, economical; hydraulic brakes. Dible, Nettleton, North Park, Gerrards Cross. Tel.: Gerrards Cross 2602. [6736

FOR SALE—*continued*

ALVIS SILVER CREST, 1938, 16 h.p., drophead coupé. Engine recently thoroughly reconditioned. For sale or exchange 10-12-h.p. Utility. Richards, Uvedale, Needham Market. Tel.: 298. [6737

EXCHANGE 1950 EXCELSIOR 197-c.c. Roadmaster, 4,000 miles, for three-wheeler or small car. Condition immaterial. Cash adjustment either way. Simmons, 12d, Westbourne Grove, W.2. Tel. (office hours): Howard 2681. [6738

1940 WOLSELEY TEN CYLINDER BLOCK, with mains, caps and pistons. 400 by 19 Michelin tyre and tube, new. Offers. 20, Green Lawns, Eastcote, Middlesex. [6739

1934 1½-LITRE SINGLE "LE MANS" SPEED SIX, pukka 2-seater, finished B.R. green. Good all-weather equipment. Very fast car; requires general tidying up. Bargain at £215. Ealing Autos Ltd., 131, The Broadway, Ealing, London, W.13. Tel.: Ealing 5590. [6740

1933 WOLSELEY HORNET SPECIAL sports saloon, large instruments, knock-on wheels, etc. Requires tidying up; runs well. £99 to clear. Ealing Autos Ltd., 131, The Broadway, Ealing, London, W.13. Tel.: Ealing 5590. [6740

SHORT CHASSIS for 3-litre Red Label Bentley, good condition. Offers to Sedgwick, 194, Heathfield Road, Birmingham. [6741

BENTLEY, RED LABEL, inside excellent, outside immaculate, open 4-seater, plus most of a 3-litre engine, "A" gearbox, 3.53 crown-wheel and pinion (brand new!), pair chromium Zeiss headlamps. Must sell. No reasonable offer refused. Gayford, Old Cottage, St. Helens, I.o.W. [6742

DELAGE D8, low limousine, 1934, 1936 body. Mechanically perfect, interior recovered. Distinctive appearance. £210 or near. Tel.: Tulse Hill 7053. Box No. 3825, MOTOR SPORT, 15, City Road, E.C.1. [6743

ALVIS 14-H.P. FIREBIRD, 4-door saloon. Resprayed. Good condition. £295. Strong, 79, Cuckoo Dene, W.7. Tel.: Waxlow 3801. [6744

BENTLEY RED LABEL V.D.P. Engine good, body fair. £200, or would greatly prefer to swap for 4½-litre worth around £350, pay balance in cash. T. A. Layton, 2a, Duke Street (Manchester Square), W.1. Tel.: Welbeck 8808. [6746

RILEY 14-H.P., 1933, super condition throughout. New king-pins and bushes, four new retreads. £185. Allen, "Highwood," Ledbury, Herefordshire. [6747

RILEY NINE "MONACO." Engine overhauled, new crown-wheel and pinion, body and paintwork excellent, new front tyres. A really first-class example of this famous marque. Reason for sale, bought "Falcon." £210, or offer. Tel.: Edgware 3366. [6748

INTERESTING SPARES. Riley "12/6" Armstrong preselector, £35 overhaul, £25; flywheel and centrifugal clutch, incomplete, £2; Triumph Eight block, head, crank, rods, clutch, gearbox, dynamo; Hornet head, 50s.; Jaguar 1¼-litre rear axle, wheels, steering wheel; Talbot "14/85," most parts. Rickard, 56, Clayhall Avenue, Ilford. [6749

10-H.P. TRIUMPH 4-seater sports tourer, 1934. Mechanical condition and bodywork excellent. New tyres, radio. Any trial. £175 or near offer. Seen London, Bedford or "Mayfield," Hazlemere Road, Penn, High Wycombe. Tel.: Penn 2355. [6750

M.G. 1933 MAGNA 2-seater. £140 or offer, or exchange small saloon. "Blandford," New Salts Farm Road, Shoreham-by-Sea, Sussex. Tel.: Shoreham-by-Sea 3618. [6751

SUNBEAM "14/40" shortened chassis 2-seater; 4-speed box. Resleeved, clutch relined. Good hood/screens. £125, o.n.o. 78, Ormond Drive, Hampton, Middlesex. [6752

TRIUMPH DOLOMITE, 1937, 16-H.P. saloon. New tyres. Nearest £300, or exchange lower h.p. 4-seater sports. Wanted: open 4-seater body for "10.8" Gloria. Will exchange existing saloon body. Tayler, East Bower, Sewardstone Road, E.4. [6753

RILEY "MONACO," 1930. £125. Engine, steering, springs, electrics, brakes, tyres, all excellent. Over £100 in receipts. Body poorish. Warren, Grotto Cottage, Cookham Dean, Berks. [6754

RILEY NINE "MONACO" chassis complete, less body and battery, instruction book, etc. Make good special. Seer in London. £60 or offer. Toledo, 62, Hanger Lane, Ealing, London, W.5. Tel.: Perivale 1723. [6755

SUNBEAM, 1927-9 ("20.9") complete rear axle with brake shoes, half-shafts, etc., in perfect condition, £12 lot. Differential only, £10. Half-shafts and hubs, £3 each. Write: 24, Arlow Road, Winchmore Hill, N.21. [6756

P.100 HEADLAMPS, pair, with 3-pin brackets, chromium-plated, new condition. Best offer over £15. Reeves, 33, Paradise Street, Birmingham, 1. [6757

AUSTIN SEVEN CHUMMY 4-seater tourer. Handy little runabout. £40. Reeves, 4, Willow Chambers, Great Eastern Street, E.C.2. [6759

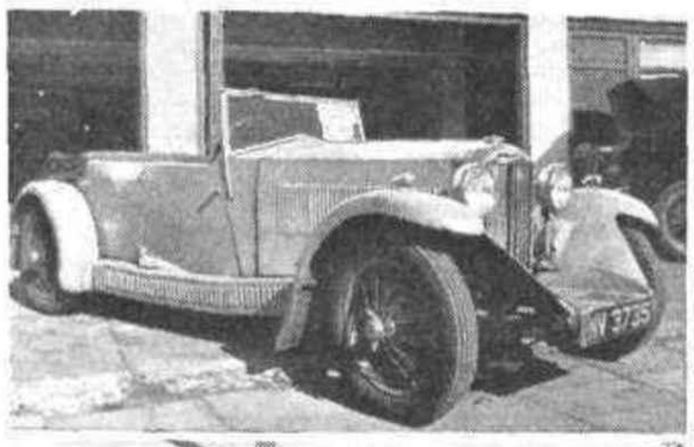
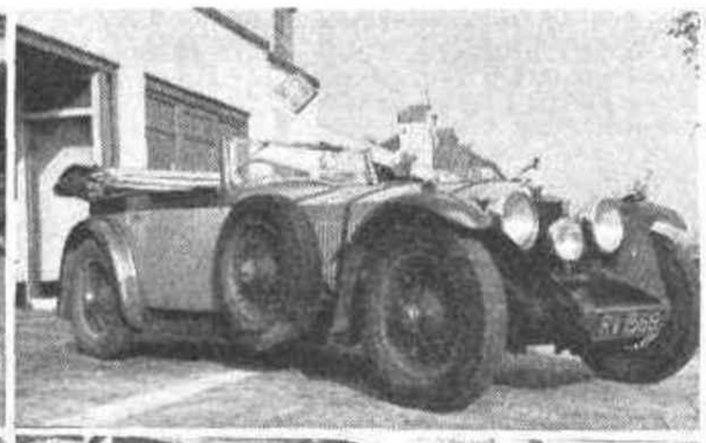
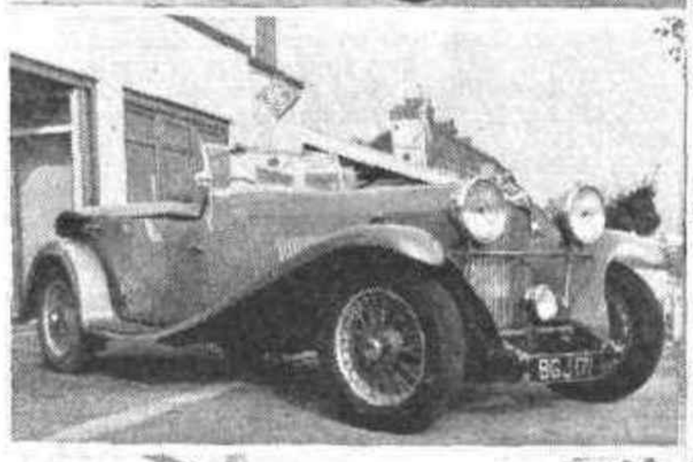
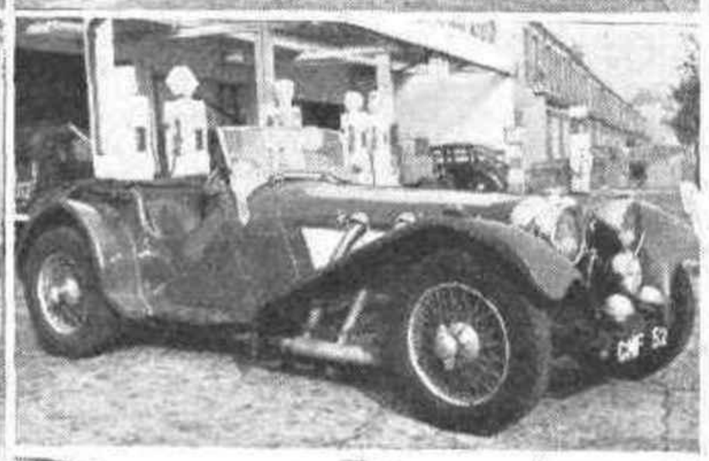
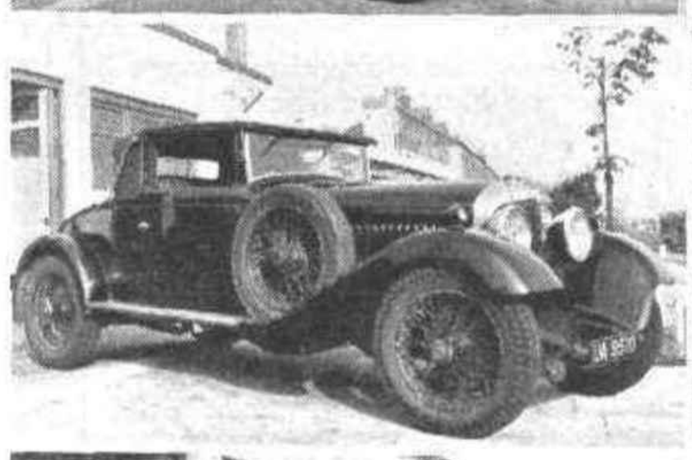
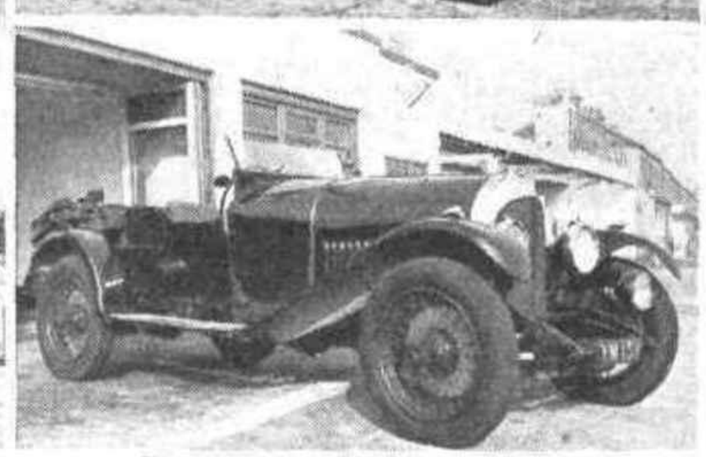
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1929 Bentley 4½-litre Drophead by Carlton (*illus.*) £365
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1926 Bentley 3-litre Red Label tourer by Vanden Plas (*illus.*) £295
1925 Bentley 3-litre Blue Label tourer by Gurney Nutting £275
1936 Buick 31-h.p. convertible saloon £225
1931 Chrysler 34-h.p. drophead foursome £145
1931 Delage 21-h.p. saloon £95
1939 Ford V8, Model 91A, drophead £475
1947 Ford Prefect saloon, 22,000 miles £625
1943 Ford V8 all-metal Utility ... £225
1948 Fordson 10-cwt. van (surplus own requirements) £345
1946 Ford V8 truck (surplus own requirements) £50
1939 Frazer-Nash-B.M.W., Type 328, 2-seater (*illus.*) £895
1936 Frazer-Nash-B.M.W., Type 55, 2-seater £395
1936 Frazer-Nash-B.M.W., Type 55, saloon £250
1926 Frazer-Nash Anzani, 2-seater ... £125
1937 Hotchkiss 3½-litre Sportsman's coupe (*illus.*) £595
1932 Invicta 4½-litre drophead foursome (*illus.*) £275
1932 Invicta 1½-litre tourer (*illus.*) ... £275
1936 Jaguar 100, 2½-litre, 2-seater (*illus.*) £450
1934 Lagonda 4½-litre tourer by Vanden Plas (*illus.*) £395
1932 Lagonda 3-litre saloon £175
1950 M.G. "TD" 2-seater. 12,000 miles £990
1949 M.G. "TC" 2-seater. 14,000 miles £175
1939 M.G. 2-litre drophead foursome £465
1935 M.G. "PA," 8 h.p., 4-seater ... £265
1937 M.G. 2-litre saloon £345
1936 M.G. 12-h.p. N-type Magnette, 4-seater £265
1934 M.G. 8-h.p., "PA," 4-seater ... £345
1938 Morris Eight tourer £275
1936 Morris Twelve saloon £275
1936 Packard 26-h.p. drophead foursome £275
1935 Railton 29-h.p. drophead foursome £295
1927 Riley 12-h.p. Redwing saloon ... £45
1937 Rover Speed 20 saloon £525
1934 Rover Twelve saloon £175
1935 Singer 9-h.p. 4-seater £255



1936 Singer 9-h.p. 4-seater £265
1939 Standard Eight drophead foursome £325
1939 Standard Twelve drophead foursome £365
1937 Studebaker 26-h.p. drophead foursome £225
1936 Talbot "110" special Monte Carlo Rally coupe by Young ... £295
1935 Talbot "75," 18 h.p., Airline saloon £225
1933 Talbot "75," 18 h.p., saloon ... £125
1933 Talbot 14-h.p. saloon £65
1939 Triumph 14-h.p. Dolomite, Tickford drophead £450
1939 Willis 16-h.p. saloon £355
1938 Willis 16-h.p. saloon £250
1934 Wolseley Hornet Special "Daytona" 4-seater £235

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FOR SALE—*continued*

TALBOT "14/45." 1931 13.8 h.p. (Weyman Scout saloon). Coachwork very good. Interior excellent. Rebored January, 1951; 21 m.p.g. Dynamo/starter reconditioned May 1951. One previous owner only. Taxed and insured. Garage maintained. £200. Owner proceeding abroad January, 1952. Captain Start, Gordon Fields, Ilford, Essex. Tel.: Ilford 3541. [8910

AUSTIN Heavy Twelve saloon Mulliner 2-seater and dickey, 1928. One previous owner. Mileage since new under 40,000. Just been overhauled, re-painted, rechromed, etc., and prepared for daily use. It can't be faulted in any way with the exception of the hood, which is sound but shabby. Circumstances have arisen which prevent my using it as a business car, and I can't afford to keep it as a hobby. The car is taxed till December, insured for twelve months, is ready to drive away, and fit for any company. £110. Catlow, 42, Town Lane, Denton, Manchester. [8911

LANCIA LAMBDA SPARES for sale: head, low pressure 20-in. rims. New 5.50 by 20, 6.00 by 19 Dunlop new, lamps, spot and head, "PB" axle shafts and engine spares. J.A.P. stationary engine. "TC" 5.50 by 16 wheel, new. Two "TC" André dampers, 6v. generator, new; 2,200–240 A.C. 14-in. exhaust fans; 1,250v Megger, nearly new. S.A.E. D. F. Lewis, 4, Marsham Chambers, Station Road, Gerrards Cross. [8912

NEW 87-LINK CHAIN for Morgan. Smith's 5-in. speedometer. Set 6½ Bentley rockers. Pair 1⅜-in. downdraught S.U.s. Pair 10-in. Marchal headlamps. Bury Common Cottage, Bury, Pulborough, Sussex. [8913

1¼-LITRE M.G. ENGINE and gearbox, complete with starter, dynamo, carburetter, manifolds, etc. Exchange for 1½-litre Singer, ex-H.R.G. or sell. £130. Four VRA Lucas magnetos, £4. K and L-type heads, crank, rods, clutch, etc. C. H. Foster, 2, Manor Road, Sealand, Chester. [8914

1948½ ALLARD, 18,000 miles. K-type, silver body, grey upholstery, all new tyres, excellent condition; 22 m.p.g. £685. Morris, 92, Coburg Road, Dorchester. [8916

S.S.II 9.2-h.p. fixed head coupé in good running order. 23, Shepherds Lane, Guildford, Surrey. [8918

SINGER "LE MANS" 2-seater 9 h.p.; red and black; new tyres. £240. Goodwin, 50, Stakes Hill Road, Waterlooville, Hants. [8919

RILEY NINE SPARES. Three six-stud 19-in. wheels and nearly new tyres, £5 each. One some tread, £2. 1931 radiator, front and rear axles, steering mechanism, springs, prop.-shaft, etc. Box No. 3834, MOTOR SPORT, 15, City Road, E.C.1. [8920

1933 TALBOT FOURTEEN sports saloon. Mechanically and bodily good, tyres only fair. £120 or exchange Humber "14/40" or "16/60" tourer. Maywood, 42, Park Road, Peterborough. [8921

1938 MORGAN "4/4," £350. 1934 Riley Nine drophead, £195. Both reconditioned engines. K.S.S. Velocette, £50. Particulars from 37, Fieldside, Ely, Cambs. [8922

S.S.1 open sports 2½-litre, 1934. Recently overhauled, rewired, new battery and tyres. £190 or near offer. Greenwood, 47, Blencathra Street, Keswick, Cumberland. [8923

LAGONDA 3-LITRE tourer (20 h.p.), 1931. Approximately £250 spent on it during last 12 months. Recellulosed fawn, engine rebuilt, brakes overhauled. Excellent weather protection. A vintage enthusiast's dream. £325. Tel.: Kensington 6955 or write Robin Richards, 62, Princes Gate Mews, London, S.W.7. [8924

ALFA-NASH. This car started as a 1933 1,750 Alfa-Romeo fixed head coupé. Recently fitted with 27-h.p. six-cylinder Nash engine and gearbox; 20 m.p.g. £325. Tel.: Kensington 6955 or write Robin Richards, 62, Princes Gate Mews, London, S.W.7. [8924

CYCLE WINGS (domed and beaded), 5 in., 6 in., and 7 in., 10s. each fronts, 12s. 6d. each rears. Packing and carriage 4s. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [8926

ALVIS "12/50" "Beetleback" fitted knock-ons and five new tyres. Excellent original condition with new hood. Large quantity spares including engine and blower; 75 m.p.h. in present tune with 25 m.p.g. economy setting; 90 m.p.h. with blower. Francis, 26, London Street, Paddington, weekends; Eaton Green Hostel, Luton, weekdays. [8927

TRIUMPH GLORIA, 1936 16 h.p. in first-class condition. Very fast. Any trial or inspection. Consider exchange for smaller car in similar condition or sell £300. Tel.: Edgware 3366. [8929

BEADED COVERS for sale, 25s. to 50s. each. Pair veteran acetylene headlamps, £5. Bleriot generator, £5. Spares kit for Bosch D.2 magneto, £3. Brand new 820 by 120 Tyresole, £5. Oil sidelamps, etc. 1934 Austin Seven front axle, steering column, wheels, radiator, wings, windscreen; "12/40" leaf chassis, differential, steering column. Smith, 174, Bromyard Road, Worcester. Tel.: Worcester 2552 (evenings). [8930

£65. AUSTIN SEVEN saloon. New battery, good runner. Want something bigger. Hackney Repair Works, 435, Hackney Road, London, E.2. Tel.: Shoreditch 8209. [8932

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SUPERCHARGERS. Marshall Nordec installation, nearly new, for "TA," M.G., **£50,** for Riley Nine, **£35.** Arnott sets, scarcely used, for Fiat 500, **£45,** Sunbeam-Talbot 2-litre and Ford Ten, **£50,** Fiat 1,100, **£40.** Many others.

SCINTILLA VERTEX N.V.4, £8; rebuilt and set by makers, **£13.** Eight-cylinder, **£7 10s.** Eight-cylinder distributor caps, **10s.** each. New Wico-Pacy vertical for M.G., **£10.** B.T.H. vertical, **£6.** Rebuilt Lucas for Riley Nine, **£7 10s.** Vintage magnetos, all types.

HEADLAMPS. 10-in. Marchal, rechromed, 10-in. Zeiss, **£12 10s.** pair. Marchal reversing lamps, **37s. 6d.** Large stock Notek, Desmo, Stadium, Bosch spotlamps. S.H. headlamps, all types, pairs and singles.

FIAT SPARES. Largest stockists of 500, 1,100 and 1,500 spares, new and reconditioned. Exchange reconditioned starters, dynamos, distributors, carburetters, engines, gearboxes, steering-boxes, radiators, suspensions. Complete reconditioning, servicing, coachbuilding, cellulosing and chromium plating.

BODYBUILDING. Bucket seats, light steel frames, trimmed brown rexine, **87s. 6d.** Ditto, tubular frames, softly sprung, **117s. 6d.** Adjustable seat slides, from **30s.** pair. Light alloy frames, only **63s.** each (limited supply). Rexine, all colours, from **15s.** yard; best quality duck, black, beige, 70 to 72 in., **32s. 6d.** yard. Aluminium mouldings, angles and sections stocked. Duralumin sheeting, 6 ft. by 3 in. by 22G, **40s.** sheet; 20G, **50s.** Limited stocks.

TUBULAR LUGGAGE CARRIERS, chromium plated, for Austin Eight, Fiat 500, Standard Eight, **£4 12s. 6d.**; M.G. "J2," "P," "N," and "TA" 2-seater, **£6 12s. 6d**; "TC" and "TD," **£7 5s.**; Jowett Javelin, **£7 10s.**; Jaguar XK 120, **£6 10s.**; Morgan "4/4," **£8.** Brooklands aeroscreens, universal fittings, detachable, **48s.** each.

Postage or carriage extra on above.

1931 RILEY NINE, 2/4-seater. B.R.-green, bucket seats, hood, tonneau cover; **£135.**

1936 F.N.-B.M.W., Type 45, saloon, recellulosed light blue, blue leather; rechromed; genuine low mileage; new tyres, new battery; completely checked over; **£395.**

CYCLE-TYPE WINGS. Dome section, with central rib, 6-in. fronts, **17s.** each, rear **19s.**; 7-in., front **19s.**, rear **21s.**; 8-in., front **21s.**, rear **23s.**

1951 LAGONDA RAPIER. Built from new spare parts with short wheelbase, underslung chassis; 3.6 axle ratio. Alfa-red, black leather; bucket seats; aero-screens. Capable approx. 100 m.p.h.; 34 m.p.g. **£475.**

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Tel.: KIN 5621/2

FOR SALE—*continued*

SUNBEAM, 1932 23-h.p. saloon. Well shod. Mechanically first class. Snip £75. Would consider exchange. Hackney Repair Works, 435, Hackney Road, London, E.2. Tel.: Shoreditch 8209. [8933

1937 APRILIA cabriolet, grey, matching leather upholstery. Lancia enthusiast taking delivery new car offers outstanding example in exceptional condition, over £700 (bills available) spent last 2½ years on the following work: reconditioned 1,452-c.c. engine fitted 1949, 36 mm. pump-type Zenith carburetter, Telecontrols, Hardy Spicer conversion, unusually comprehensive works overhaul including renewal cylinder head, differential, starter motor, battery, clutch assembly, water and petrol pumps, brake drums, shock-absorbers, windscreen wiper motors, all Silentbloc bushes, brakes re-lined, almost new tyres, various extras, re-sprayed July, 1951. Radiator rechromed, Marchal conversion headlamps, new nylon hood, bag and tonneau cover. Viewed London by appointment, no dealers. Offers nearest £700. Tel.: Paddington 9476, 8 a.m.–8 p.m. [8935

£20. AUSTIN, 1928, 23 h.p. Body stripped, running order, plenty spares. £50. 1938 24-h.p. Austin limousine in good condition. December, 1932. 15-h.p. Armstrong saloon in good condition. Tel.: Meopham 3118. [8936

DROPHEAD COUPES! 1938 Triumph Dolomite 2-seater and dickey, black-green, four good tyres, sound car, £425. Also 1937 2-litre M.G. 4-seater; in M.G. scarlet, well shod, recently overhauled; heater and defroster, £450 or nearest offer. Routledge, Scholes, Leeds. [8937

"30/98" 2-seater, 1920. Six good tyres. Specimen vintage car. £210. Routledge, Scholes, Leeds. [8937

S.U. 1¼ IN. DOWNDRAUGHT CARBURETTERS. 50s. each or 90s. the pair. Routledge, Scholes, Leeds. [8937

£150. ALVIS "16/95" drophead coupé, 1931 model. Overhauled. Excellent condition throughout. Dodd, 9, Meadoway, Bishops Cleeve, near Cheltenham, Glos. Tel.: Cheltenham 54412 (days). [8938

LANCIA APRILIA pillarless saloon, 1938 (first registered January, 1939). Gunmetal and maroon, excellent mechanical condition and recellulosed, tyres good. C. R. Abbott and Co., Ltd., Duke's Road, Western Avenue, Acton, W.3. Tel.: Acorn 3224. [8939

SUNBEAM, 1931 18 h.p. fixed head 4-seater coupé in good condition throughout. £105. Want, Alvis, Lancia or what? Running or non-runner. Hackney Repair Works, 435, Hackney Road, London, E.2. Tel.: Shoreditch 8209.. [8940

AUSTIN SEVEN REAR AXLE complete with springs. Also complete steering column and box, three-speed gearbox, crown wheel, differential and pinion, few odds. B.T.H. four-cylinder magneto, clockwise. Rudge 500-c.c. "Ulster" bronze head motor-cycle engine; ideal for special. All above must be cleared. Hackney Repair Works, 435, Hackney Road, London, E.2. Tel.: Shoreditch 8209. [8941

ENTHUSIASTS' MACHINE. Montlhéry C-type M.G. Perfect in every respect, with aero screens, mirrors, weather equipment, etc. £295. Harper, 8, Herbert Road, Solihull, Birmingham. Tel.: Solihull 0404. [8942

1926 ROVER NINE tourer, 38 m.p.g., 62 m.p.h., with four new tyres and tubes and magneto. Battery, lights, dynamo and starter O.K. Clean exhaust, no rattles, good brakes and oil pressure, clutch and transmission sound, motor lively. Needs hood and screen (frames O.K.). £55 cash. Want old Austin, Jowett, etc., any condition. Neil Smith, 46, East India Dock Road, London, E.14. [8944

ROLLS PHANTOM I. Sound order throughout and will be for many miles. £110. Could be delivered by arrangement. 96, Upland Road, Dulwich, S.E.22. [8945

TALBOT tourer, 14 h.p., 1928. £54 spent recently. Mechanically sound. £85 or nearest offer. Youug, 2, Tudor Mount, Tenby, S. Wales. [8946

RILEY NINE March Special, 2/4-seater sports. Stored 1939–49. Mileage 56,000. Good condition. £245. Also 1934 Monaco saloon, manual box. Special series engine just resleeved, etc., excellent appearance. £195. 26, Hough Green, Ashley, Altrincham, Cheshire. [8947

1931 BENTLEY 4-litre, fitted Mulliner saloon body with shooting brake tail. Ideal all-purpose vehicle or would convert very potent special. Good condition, well shod. For quick sale £195 (no offers). East Parade Garage, Harrogate. Tel.: Harrogate 2390. [8948

CHEAP SPARES. All "14.9" Morris engine parts. Also distributor DHK4A—FA6, starter M45A—A30. Seats, ex-Rover Ten, suit utility. Ten-gallon drum with tap. Wanted: 19 by 4.50 tyres. Rover Ten speedometer driving pinion, cycle wings. "Caythorpe," Church Lane, Upper Beeding, Sussex. [8949

SIDDELEY SPECIAL, 1935, 30 h.p. Complete overhaul October, 1950. New hood, new leather upholstery; 90 m.p.h., 18.5 m.p.g. Redex conversion. Luxurious and high performance sports car. Owner going abroad. £275 or near offer for quick sale. Box No. 3835, MOTOR SPORT, 15, City Road, E.C.1. [8950

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BENTLEY, 1932, 4-litre Sportsman 4-door saloon. This wonderful carriage has been in the hands of one well-known owner since new. It has been stored a number of years and the mileage is 28,000 only. We have just dismantled and checked the engine and it is now undergoing a first-class respray. New battery, four new tyres. A £1,000 car for the price of a pre-war Ford. **£450.**

INVICTA, 1930, first registered 1931, 4½-litre 2/4-seater. This car was one of the original team cars and has had three well-known owners only since new—ex-J. Field, Blomfield and Axel-Berg. Over £500 has been spent on this Invicta in the last two years, including special Meadows engine completely overhauled at Laystalls. **Guaranteed over 100 m.p.h. and 18-20 m.p.g. Compression ratio 8.1.** This well-known car has won many awards this year, including F.T.D. at Ibsley, first in class at B.D.C. meeting at Firle, and first in its class at Prescot in 54 sec. Fitted outside exhausts, fold-flat screen, full-length tonneau. **£450.**

ALFA-ROMEO, 1929, 14.3 h.p., D.H. coupe. Coachwork by Young, of Bromley. The interior is unmarked and original. Just resprayed "Alfa red." £90 overhaul this year at Thomson & Taylor; 25 m.p.g., and very potent. Taxed December. **£285.**

RILEY NINE. This Riley was the prototype of the famous "Brooklands" model, and was the No. 1 racing Riley built by Thomson & Taylor for Reid Railton, and had a very successful racing career. This car was the subject of an article in the *Autocar* Dec. 1st, 1944. The engine has been rebuilt this year but the 2-seater body is a trifle stark. First registered 1937; 38 m.p.g.; taxed Dec. **£225.**

I always have a constantly changing selection of ROLLS TWENTIES in stock. 20 m.p.g. with comfort and reliability.

1925/6 **ROLLS TWENTY** saloon, one owner till 1950, complete engine rebuild this year. **£185.**

1927 **ROLLS TWENTY** 7-seater saloon, two owners since new. **£275.**

1929 **ROLLS TWENTY** owner-driver saloon by Hooper, 88,000 miles. **£425.**

1932 **ROLLS TWENTY-FIVE** owner-driver saloon by Hooper, one owner since new. *Engine rebuilt last month.* 76,000 miles. **£725.**

1934/5 **BUGATTI 5-litre** saloon, 27,000 miles only. This car is as brand new and words cannot describe this wonderful carriage. **£1,000.**

1934 **HILLMAN "20/70"** D.H. Coupe, new mohair hood, back axle, gearbox, battery and tyres. This is one of the cleanest cars that it has ever been my pleasure to handle. *Post-war condition throughout.* **£285.**

1932 **ALVIS SILVER EAGLE** Roadster, over £300 recently spent at Alvis. **£250.**

1937/8 **MERCEDES** D.H. Coupe, Type 230, in magnificent condition. **£650.**

1916 **MORRIS COWLEY, 11.9 h.p.,** 2-seater with dickey. Ch. No. 69. One owner till last year. Fitted starter and electrics. This "horseless carriage" is in superb original condition. **£135.**

ENTHUSIASTS' BARGAINS THAT NEED SLIGHT ENTHUSIASTS' ATTENTION:

1937 **JAGUAR 2½-litre** 4-seater tourer, new all-weather equipment, tyres ... ... **£295!**

1924 **BENTLEY 3-litre Red Label** 4-seater tourer, four new tyres, fold-flat screen ... ... **£245!**

1933 **FRAZER-NASH "T.T. Replica"** 2-seater. Rebuilt engine, five new tyres ... ... **£250!**

1933 **RILEY NINE LYNCOCK** coupe saloon, resprayed, five excellent tyres ... ... **£185!**

1928 **Vauxhall "20/60"** saloon, mint condition, four new tyres ... **£85!**

1928(?) **SALMSON 10-h.p.** 2-seater, with spares ... ... **£35!**

1932 **AUSTIN,** ex-London taxi, four new tyres ... ... **£45!**

I do not give a worthless three months' guarantee with any of my cars, but I will try to give every fellow enthusiast a square deal and inform them of any tantrums that any of my cars might possess.

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FOR SALE—*continued*

TROJAN 1930 4-seater, good hood, sidescreens, starter battery and five good 500 by 19 tyres. Reliable and economical. £30. 35, Broadwater Down, Tunbridge Wells. Tel.: Tunbridge Wells 1488. [6758

HILLMAN AERO MINX, 1934, 4-seater sports. "A real sporty car in good condition." £200, or exchange 2-seater, Austin Nippy or similar. Biddle, 43, Ferry Road, Higher Irlam, near Manchester. Tel.: Irlam 2704. [6760

ALLARD, 1938, 4-seater, body by Coachcraft, fitted with latest type coil suspension, hydraulic brakes and 3.5 axle. Whole car in first-class condition. Offers around £550. Ross, Sun Laundry, Larne, Northern Ireland. Tel.: Larne 166. [6761

TWO PAIRS MARCHAL HEADLAMPS, in good condition. 10½-in. and 9-in., £12 10s. and £10 the pair. W. H. Barnes, 36a, Leigham Avenue, Streatham. [6762

3-LITRE INVICTA sports 2-seater. New battery. Very fast. £120. Apply Goodey, 35, Leigham Avenue, Streatham. Tel.: Streatham 3129. [6762

BEARDMORE UTILITY, 15.6 H.P., 1927. 65,966 miles. Rebored 863 miles. Replated battery. New 5/6-seater body, three new tyres, two good. Stored, and taxed one quarter since 1940. Taxed present year. Insured until May, 1952. Nearest offer £195. Tel.: Deal 36. [6763

DIESEL-ENGINED HUMBER SUPER SNIPE. 8,500 miles since conversion. Ex-W.D. body. £10 tax. Very economical. Trial by appointment. £900. Also Humber open staff car, £10 tax, £220. Information from 27, Perne Avenue, Cambridge. [6764

RILEY NINE "MONACO" saloon, 1931. Engine good, magneto recently overhauled. Bodywork, tyres, fair. Taxed, insured. £110 or offers. 91, Mildred Avenue, Watford, Herts. Tel.: Gadebrook 2366. [6765

1921 MARLBOROUGH, "10.5," 2-seater. Stored twenty years, excellent condition. Coachpainted. Good tyres. Taxed. No lights or hood. Reasonable offer. Exchange small saloon. 44, Marcham Road, Horncastle, Lincs. [6766

WOLSELEY HORNET sports 4-seater, engine overhauled, new king-pins and bearings. £135. Caisley. Tel.: Popesgrove 6296, 9-6 p.m. [6767

£45—1926 LAGONDA 1½-LITRE open tourer. Crank reground, new mains. One duff brake. Generally very fair. St. John, 9, Milner Drive, Whitton, Middlesex. [6770

FOR SALE—*continued*

ALVIS FOURTEEN, 1948. Mileage 24,000. Special cream Duncan sports saloon. 3.9 axle ratio, twin carburetters. As new. Radio and heater. £1,300. T. F. Bailey, 1a, Woodland Place, Totley Rise, Sheffield. [6768

MR. J. NICHOLSON'S supercharged 847-c.c. M.G. Hydraulic brakes, 1951 aluminium 2-seater body. Fully equipped sports car weighing 11½ cwt. Successes include three wins in last three races at Silverstone and Goodwood. £425. Car can be seen at Brutons Ltd., 13, Osten Mews, Emperor's Gate, London, S.W.7. Tel.: Western 1242. [6769

"MOTOR SPORT," 73 copies, August, 1939, to December, 1949. Offers. Smith, 10, Cambrian Gardens, Newtown, Montgomeryshire, North Wales. [6771

BUGATTI, TYPE 57T. First registered 1944, believed 1938. Very pretty 4-seater touring body by Corsica *in immaculate condition. Mechanical condition* excellent. Genuine 90 m.p.h.; 18-20 m.p.g. Reasonable offers over £950. To: J. J. Virr, Connaught House, Hackman's Gate, Clent, Worcs. Tel.: Blakedown 141. [6772

£145—B.S.A. fixed head coupé. Bodywork recellulosed. Big-ends remetalled. Two new tyres. 40 m.p.g. Ashcroft, 21, Albury Drive, Pinner, Middlesex. [6773

RILEY 1,500 C.C., 6-cylinder special (ex-racer). Completely rebuilt and fitted with new alloy small 2-seater body. New tyres. Lockheed brakes and numerous special features and spares. S.A.E. for full details and history. Price £565. "Doctor," 1, Stanley Avenue, Wembley, Middlesex. [6774

PRIDE OF THE FAMILY, cherished Daimler 16-h.p. tourer, under 60,000 miles (honestly); 28 m.p.g. Specially fitted Nife battery and Runbaken coil. Only two owners. Full history. Vintage 1926. Further particulars and offers. Roy Paterson, 64, Ella Street, Hull. [6776

RILEY 14.2-H.P. short Six-fifteen Kestrel saloon. April, 1936. Engine just rebored, excellent gearbox, axle, brakes and brand new tyres and tubes. Exterior slightly neglected but interior and mechanically good. £150 or offer. Terms arranged privately. Tel.: Birmingham, Victoria 0846, 10.30-6 p.m. [6777

SALE OR EXCHANGE. 1939 Vauxhall Twenty-five saloon. Excellent mechanically. New battery and suspension. Good tyres. Rather dull grey cellulose. Lanham, Thatch, Starcross, Exeter. [6778

FOR SALE—*continued*

BUGATTI, TYPE 38, 4/5-seater tourer. Engine same as 35A except camshaft. Resprayed. Good tyres. Fast, reliable, economical. £195. Write: Keogh, 12a, Fawcett Street, S.W.10. [6780

LANCIA APRILIA, 1939, saloon. Grey, and dark blue leather. In beautiful condition; going magnificently; recently overhauled; three practically new tyres and new battery. £595. Budgett, Chetwode Vicarage, near Buckingham. Tel.: Finmere 249. [6779

£175—ABSOLUTE BARGAIN: Sunbeam Twenty, 1929. Has a Humber Fourteen body. Professionally built by "Coopers," of London, in 1940. Blue leather upholstery and carpets; in superb condition. Car has a very modern appearance. Has just been resprayed silver-grey. Mechanically perfect. Has only done 66,000 miles since 1929. It has central chassis lubrication, vacuum servo brakes, all Rotax electrical equipment. This is complete in every form. Instruction book with car. Tel.: Gipsy Hill 3439. [6782

1947/8 TRIUMPH "1,800" roadster, metallic-grey. New tyres. Privately owned, carefully driven and cared for. Splendid performance, no oil. £875, consider any part-exchange. 20, Alington Grove, Wallington, Surrey. Tel.: Wallington 4186. [6795

RILEY NINE KESTREL, 1937 (registered 11.10.36). Engine sleeved and crank ground recently. Resprayed, four new tyres, good battery, perfect. £300. Pre-1935 "Nine" spares, s.a.e. Wanted: Austin Ruby or similar. Box No. 3822, MOTOR SPORT, 15, City Road, E.C.1. [6796

B.S.A. SCOUT, 4-seater tourer, Series IV. Special equipment model. Excellent condition. New battery, hood, and screens. £295. 12, Rowan Crescent, Letchworth, Herts. [6797

ASTON-MARTIN, 1937, 2-LITRE tourer. Good condition. £525, or near offer. District Garage Ltd., Helsby, Cheshire. [6798

1936 FRAZER-NASH-B.M.W. 2-LITRE, 2/4-seater drophead coupé. "326" engine. Fitted radio, twin spotlamps, Pram, etc. In very good condition. £385, or exchange "12/70" Alvis saloon, Riley or good quality Utility, cash adjustment. Palmer, 632, Leeds and Bradford Road, Bramley, Leeds. [6799

TALBOT "75" close-coupled saloon. Overhauled. Sound in all respects. £225, o.n.o. Caesar, Clapton-in-Gordano, Som. [7803

AUBURN CYLINDER HEAD for 1935/6 22-h.p., 6-cylinder model, perfect condition. £15. Write: 19, Gorringe Road, Eastbourne. [7804

FOR SALE—*continued*

"J2" AND "P" M.G. Quantity engine spares for sale including "J2" crank and head. S.A.E. list. Box No. 3836, MOTOR SPORT, 15, City Road, E.C.1. [8951

ALVIS FIREFLY. Completely rebuilt at a cost of nearly £250; going at £275. Alvis Firebird, 1936, 14 h.p. shooting brake, brand new body, very nice mechanical condition. £275. Alvis Silver Eagle saloon, 1929; engine overhauled recently, well shod, clean body, £100. Service Motors, 1a, High Road, Balby, Doncaster. [8953

AUSTIN HEAVY "12/4," 1928, in good running order. Everything works. £65. Phillips, 101, Westhill Road, Kings Norton, Birmingham. [8954

AUSTIN SEVEN SPARES, 1922–38. Practically all spares in stock, new and secondhand. Price, Three Shires, Bearwood, Birmingham. [8955

SUNBEAM TWENTY, 1927, fabric saloon. Broken con.-rod, otherwise complete. £30. Price, Three Shires, Bearwood, Birmingham. [8955

SUNBEAM SIXTEEN, 1930. Wheels and rear half of body missing, otherwise good. £30. Price, Three Shires, Bearwood, Birmingham. [8955

PRACTICALLY COMPLETE CHASSIS, which has never been registered. Specially built underslung chassis, Ford Eight front suspension, 8-h.p. M.G. engine which has been bored and ground but never run, E.N.V. 12-h.p. gearbox, two good tyres and three moderate. Any reasonable offer accepted for the above. A. Weir, 38, Bark Street, Bolton. [8956

12-H.P. VAUXHALL six-cylinder engine complete, 22 and 30-h.p. Ford V8 engines, also front and rear axles, 1934 Buick straight-eight engine and gearbox complete with i.f.s., also Chrysler straight-eight engine and gearbox complete; 10-h.p. Jowett flat-four engine and gearbox with a big-end knocking. Sunbeam body 4-seater drophead coupé rough and less seats. Any reasonable offer accepted for the above. J. Weir, 38, Bark Street, Bolton. [8956

BENTLEY SPEED SIX CHASSIS less wheels; 1920 Albert 11.9-h.p. open tourer with easy-clean wheels adapted to fit original hubs, engine needs building up, many spares including radiator, axles, steering box and sundries; 18.2-h.p. Sunbeam 1931 7-seater with a knock in the engine and a special back axle differential which combines a Ford V8 differential unit. Any reasonable offer accepted for the above. J. Weir, 38, Bark Street, Bolton. [8956

FIAT 509A 8-h.p., 1929 tourer. Body and chassis good. Spare shaft, back axle less pinion. £100 or offers, or part exchange cheap Austin Seven or bits for special. Rose, Mill House, North Cerney, Cirencester. [8957

1936 FORD EIGHT saloon. Replacement engine 900 miles, transmission and brakes overhauled, body fair. Exchange late Ford special, incomplete considered, or sell. £180. Hall, Mill House, North Cerney, Cirencester. [8957

F. W. (FREDDIE) DIXON clearing stocks has for disposal one pair De Ram shock-absorbers, practically new six-cylinder Riley dynamo, Riley standard crown wheel and pinion, six-cylinder Riley racing and standard camshafts, flywheels, etc. Offers to clear. "Ardverness," Wray Common Road, Reigate. [8958

TRIUMPH 2000 latest roadster body shell with doors' boot and chassis frame. Slight rear damage. £125. Marshall, 22, Greek Street, W.1. Tel.: Gerrard 1500. [8959

SUNBEAM-TALBOT 90 latest saloon shell with doors and wings. Badly damaged on roof. £85. Marshall, 22, Greek Street, W.1. Tel.: Gerrard 1500. [8959

"38/250" MERCEDES-BENZ, works serviced, very potent, 4-seater drophead by Saoutchik, £400. Phantom III Rolls-Royce saloon by Windover; regularly Rolls serviced; many extras, and very fast, £2,000. "30/98" Vauxhall body, stored 15 years, excellent condition. Offers. Michael Parker, Northwood, Norfolk. [8960

FRAZER-NASH-B.M.W. Type 55 cabriolet. Excellent condition. New Michelins all round. Can be recommended. Very fast. Will accept £375 or take a car in part exchange. V. Lewis, 1, Lambert Avenue, Leeds, 8. [8961

1932 TRIUMPH, 9-h.p. Coventry Climax o.h.v. engine and chassis completely stripped, all worn parts replaced. New alloy 4-seater open body, requires final touches. £115 or near. Taxed. 62, Wickham Way, Beckenham. [8962

1931 RILEY NINE CHASSIS. Reconditioned regardless of cost. Four good tyres, but less engine. Will deliver. £65, or in parts. Also various other Riley spares. Maugailing, Pete Hall, Abberton, Tel.: Peldon 230. [8963

LAMBDA 8TH long aluminium saloon. Rebored, crank ground, new pistons, bearings, races, oil pump. Brakes relined. Over 22 m.p.g. Tyres good. Body reasonable. About £175 or exchange smaller h.p. 12 Foxearth Road, Selsdon, Surrey. [8964

RILEY 12-h.p. saloon, 1934. Preselector gearbox overhauled by makers, condition throughout excellent. Good tyres and battery. £180. Baker 16, Montpelier Road, Ealing, W.5. [8965

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FOR SALE—*continued*

1933 "J2" M.G. Recent complete overhaul. Resprayed red, black, rechromed. New hood, side-screens, new battery, tyres good. £255. 316, Kidmore Road, Caversham, Berks. [8966

TRIUMPH SOUTHERN CROSS, twin carburetters. Open 4-seater sports. Rebored last summer, new batteries, new kingpins, good hood and side-screens. Did Continental tour this summer without even a puncture. Photo avaiiable. £300. Box No. 3837, MOTOR SPORT, 15, City Road, E.C.1. [8967

£50 OR OFFER. Vauxhall Twenty, o.h.v., in good condition, engine very good, wings bit scruffy. Also Wilson preselector box, £10. 4, Hanover Crescent, Brighton. [8968

1932 M.G. "F" MAGNA, green. Engine overhauled. Really good condition. £175. Moore, 12, North Road, Stevenage. [8969

ALVIS "16/95" Atlantic saloon, green, 1930. Crankshaft reground, three carburetters rebuilt S.U., radiator reblocked, water pump, magneto rebuilt, brakes relined, new windscreen, battery, tyres good. Stored war, advertiser owner since 1936. £175. 3, Castle Road, Weybridge. [8971

CITROEN LIGHT FIFTEEN, 1937 de luxe saloon. Rack and pinion steering, £240 overhaul including half-shafts, battery, radiator and items too numerous to mention. Smart, very fast. Open any examination. £350 or exchange for 12.8-h.p. or other make of smaller but lively saloon or coupé. Oswald, 2, The Hythe, Staines. Tel.: Staines 4465. [8972

DODGE ROADSTER, eight-cylinder, 28 h.p., 1931. Seats five, really good original condition throughout, exceptionally well maintained, good tyres and all-weather equipment. A character motor that is in daily use and will continue to run well for years. £120 or nearest offer. Tel.: Uplands (Surrey) 2325 or write Davis, 128, Ebury Street, London, S.W.1. [8973

1934 TALBOT 18/75 sports saloon. Cellulosed maroon, new roof top head lining, Exide H/D batteries last year. Good motor and tyres. £175. 63, Howard Road, Southampton. [8974

RILEY SIXTEEN, 1940 sports saloon. In unblemished condition, equal in every way to a 1950 model. Black with beige leather upholstery. Engine, transmission, steering, brakes, etc., absolutely faultless. Fitted chrome mellowtone horns, twin spotlamps. Taxed. Private owner. £600. Tel.: Birmingham South 3018. [8976

ADLER drophead coupé, 1½-litre 1939. Good tyres, twin spares. New loose covers. Taxed. Looks like B.M.W. £200, offers or exchange. Wood, 26, Gilbert Road, Cambridge. [8977

MERCURY 32.5-h.p. V8 special trials car, 1947. £10 tax. Recent £100 overhaul. Very spartan body. £135. Onslow Bartlett, B.O.B. (Bournemouth), Ltd., Wharfdale Road. Tel.: Westbourne 64497. [8978

PEUGEOT, 1924 6.2-h.p. 2-seater. Taxed December. £50. (See MOTOR SPORT Pictorial Review March, 1951). Frank Lockhart, "Westholme," Tring, Herts. [8979

"TC" M.G. Rebuilt, fitted new engine, gearbox, chassis, wheels, brakes, steering, shockers overhauled, fitted copper racing exhaust. Registered 1951. £675. Box No. 3838, MOTOR SPORT, 15, City Road, E.C.1. [8980

COACHBUILT ALUMINIUM 4-seater sports body, ex-Firefly with fold-flat screen, hood, leather trim and seats. Slight damage along off-side. £28. Burgess, 7, Millais Road, Leytonstone. [8981

HUMBER "9/20" tourer, 1927. Friendly car. Rewired, new brake linings, new hood, excellent condition. Chauffeur driven for one lady owner until 1950. Believed only 70,000 miles. Taxed three months. Insured coming year. £125. Tel.: Hampstead 0279 evenings or write Box No. 3839, MOTOR SPORT, 15, City Road, E.C.1. [8982

MORRIS OXFORD tourer, 1927, in running order, body sound, 30 m.p.g. £55 or offer. "Shere Lane Cottage," Shere, Surrey. Tel.: Shere 351. [8983

AUSTIN SEVEN, 1929 2-seater. New rear tyres (4.50 by 17), good order. Taxed. Good battery. £60. 93, Pack Lane, Basingstoke. Tel.: Basingstoke 298. [8984

MAGNETTE ready for next season's racing, second B.A.R.C. overhauled by Laystalls. £350 or exchange for Riley Nine Kestrel. Stocks, J. C., "Harpers," Pleshey, Chelmsford, Essex. [8985

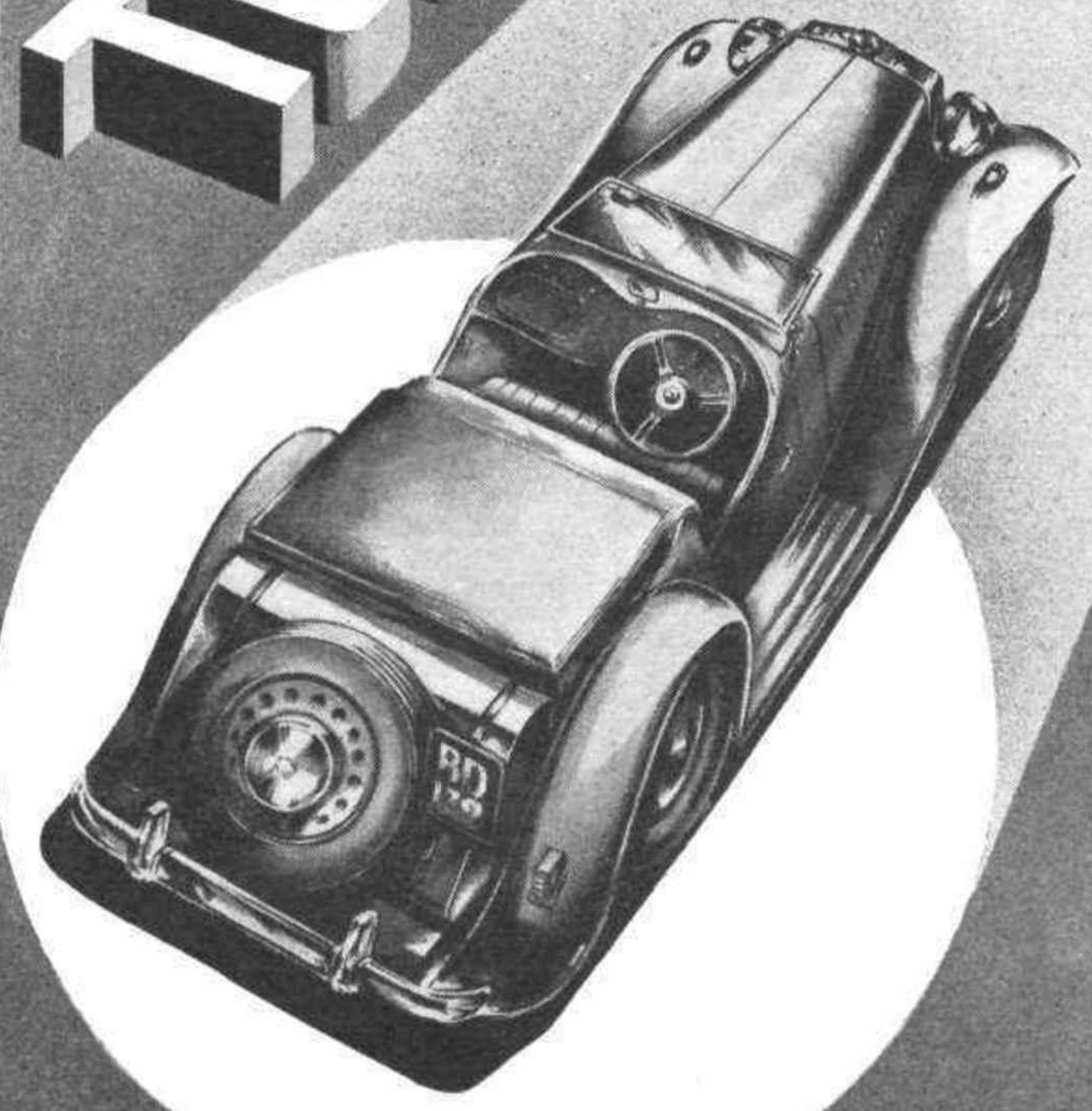
£75 BARGAIN. Open 2-seater special. M.G. engine, good condition, reconditioned carburetters, etc., in Vernon-Derby chassis. Running but requiring general attention. Make excellent competition car. Buckle, Commercial Yard, Knaresbro, Yorks. [8986

REVOLUTION INDICATORS, positive driven type, 57s. 6d., delivery 2s. 6d. each. Revolution indicators, latest type, self-contained, electrically driven, Mark IVB, with equally clear readings from 0–10,000. A new conception of accuracy and reliability, 110s., delivery 2s. 6d. each. List available. Teddington Engineering Co., Ltd., 29-31, High Street, Teddington, Middlesex. Tel.: Kingston 1193/4. [9014

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RILEY IMP, 1935, in genuine showroom condition. Must be the most outstanding "Imp" in the country. £445. Sports car taken part exchange if required. B. & D. Sports Cars Ltd., Little Watson Street, Derby. S.A.E. please. [7800

FORD TEN TRIALS SPECIAL, in good condition, with i.f.s. Transmission just completely overhauled. Superb trials car, winner numerous awards. Also Vincent Comet 500-c.c. motor-cycle; July, 1950, 2,066 miles; definitely new condition. Sell or exchange. John Fry, Emsworthy, Box's Shop, Launceston. [7801

ALVIS SILVER EAGLE dismantling—1929 D.H. coupé less engine; spares at fair prices to enthusiasts. Two 21-in. Alvis "12/50" wire wheels-clean painted, plus new 4.75 tyres—£14. Two 20-in. artillery type wheels plus 6.00 tyres, £5. *Holwill, Garden Lane, Tavistock, Devon. Tel.* Tavistock 628, or 243 (home). [7802

OPPORTUNITY FOR RILEY enthusiast: "Monaco" Nine; total mileage 55,000 odd; absolutely immaculate; original throughout; mechanically faultless; imported from I.o.M.; registered 1946; £250. Also 1936 Riley Adelphi, beautiful condition externally and internally; splendid runner. £240. 1, Norman Court, Hampton, Middlesex. [7805

WOLSELEY HORNET SPECIAL, drophead, 1934. Opposed port; freewheel. Engine, gearbox, axles, steering, reconditioned. Tyres, paint, interior, good. Proper car; reasonable town carriage. Details willingly. £250. 336, Eachelhurst Road, Sutton Coldfield. Tel.: Ashfield 1353. [7806

"18/80" MK. II M.G. SPEED tourer, first registered 18.6.34. New batteries, hood, envelope, tonneau cover. Recellulosed and rechromed. Under 3,000 miles complete engine overhaul, king-pins, bushes and brakes. Tyres and interior good. £350. Strathmore, Station Road, Bramley, Surrey. Tel.: Bramley 2293. [7807

RILEY NINE, 1934, ASCOT drophead, exceptional condition, recent overhaul, brakes and king-pins. £200. Tel.: Orpington 2414. Dady, 113, Queensway, Petts Wood. [7808

BUGATTI, TYPE 37, 1½-LITRE "G.P.," well-known competition car. First registered 1936 and four years since. In original condition but with roller-bearing camshaft and large brake drums being completely overhauled, new rings and valve guides fitted, also two new racing covers; rewired and replated, excellent condition. 400 guineas. Can be seen evenings or by appointment. Blomfield, Union Street, Redditch, Worcs. Tel.: Redditch 156. [7809

"BULLNOSE" MORRIS COWLEY, 1923. Clutch relined. Really goes. £65. May, 51, Woodfield Avenue, S.W.16. Tel.: Streatham 6859. [7810

RILEY SPRITE saloon, 1938 model, 4-door, sunshine roof. Excellent mechanically. Crossflow head, Scintilla, twin S.U.s. Elektron oil filter. £335, or exchange 2-seater sports, 10 h.p. Tel.: Duffield 2327. [7811

"30/98" SPARES: "OE" engine complete, dismantled special h.c. pistons, etc., clutch, gearbox, chassis frame, numerous smaller items. Offers: Wiseman, 17, Gledhow Gardens, S.W.5. [7812

M.G. MAGNA coupé, 4-seater, very sound. Good tyres, battery; in daily use. £150. Crawford, 35, Barkhart Road, Orpington. Tel.: Orpington 7890. [7813

DELAGE—TWO 14-H.P., 2-LITRE engines, one with gearbox. Good condition. £10 lot. Benn, 78, Wynford Avenue, Leeds. Tel.: Leeds 74566. [7814

H.R.G.—Gerry Ruddock offers his Meadows H.R.G. exactly as raced. Innumerable special features—ex-Newton deflector head, Laystall crank, light rockers, oil cooler, close-ratio gearbox, special wheels, modified brakes, light sports racing 2-seater body. Engine just completely rebuilt and body resprayed. A most economical and successful car. Nearest offer to £800 secures. 4, St. John's Road, Hove. Tel.: Hove 33693. [7815

1927 A.C. 12-H.P. 2-seater. Excellent condition. New battery. Brakes and clutch relined. Five good tyres. Many spares, including complete engine. Crowsport, Hamble, Hampshire. [7816

1924 LEA-FRANCIS MOTOR-CYCLE, 500-c.c. twin, good condition, tyres as new. £15, o.n.o. Mather, Hurley, Berks. [7817

ALVIS SPEED TWENTY saloon. As advertised in October MOTOR SPORT. Sensible offers or exchange small-bodied Rolls-Royce. Drophead foursome preferred. Vintage acceptable if four-wheel brakes. No "40/50s" please. Cleaver, Staups Cottage, Higher Eastwood, Todmorden, Lancashire. [7818

BENTLEY 3-LITRE BLUE LABEL, Charlesworth drophead coupé, very good original condition. New hood. Lights and many parts just rechromed; rewired; recent engine overhaul by Bowler. £325, o.n.o. Button, Flat 3, Penthouse, Farnham Common, Bucks. Tel.: Slough 21334. [7819

FORD, 1934, MODEL B van, 1-ton. Reconditioned engine and rear brakes. Will accept any car or chassis complete, in exchange or sell for best offer. Clarke, Hill Top, Wainsford, Lymington. Tel.: Lymington 5. [7826

FOR SALE—*continued*

MORGAN THREE-WHEELER sports, o.h.v., w/c J.A.P., 1,096 c.c. Converted 12v.; soft springs, oilcoil, windtones. Body respectable; mechanically good; spares; taxed; bills £80. Big car performance, motor-cycle economy. Urgently require £165. Bickel, 73, Chester Road, Streetly, near Birmingham. [7820

GWYNNE EIGHT, "hip-bath" tourer. Rebuilt 1948, f.w.b., 4-speed box. Mechanically very sound, *reliable, economical, snappy performance.* 75-ton axleshafts, rough hood, two good tyres. £80. Whiteley, Pinewold, Oatlands Chase, Weybridge. Tel. (daytime): Whitehall 9233. [7822

ALVIS "12/70" saloon, 1938. Condition is original in that it has not been "treacled up" for sale, but the car has not had the loving care and attention that it deserves. It is thoroughly sound though and only £465. *Garage Service Co., Ltd., 9, Hoop Lane,* N.W.11. Tel.: Speedwell 3408. [7823

M.G. 2-LITRE Tickford drophead foursome, 1936. Well kept car in good condition. £425. Garage Service Co., Ltd., 9, Hoop Lane, N.W.11. Tel.: Speedwell 3408. [7823

SINGER S.M.1500 saloon, 1950 series. This latest Singer is a far better motoring piece than some characters would have one believe and this particular car is in beautiful condition. £1,055. Garage Service Co., Ltd., 9, Hoop Lane, N.W.11. Tel.: Speedwell 3408. [7823

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FALCON "12/4" saloon, 1935/6. Completely rebuilt regardless of expense in our own workshops. High compression. Twin carburetter engine as new. Retrimmed interior and all new carpets. Five brand new Pirelli tyres. New battery, fuel pump, distributor, dynamo and all wiring. Coachwork rebuilt and cellulosed grey with blue line to match upholstery. Twin chrome windtones. Absolutely without fault. Price £385. Taxed year.

ROVER "12/4" Sportsman's saloon, 1935. Engine, brakes, steering, reconditioned within last 9,000 miles. New battery. Goes like a bomb and gives 31 m.p.g., but coachwork only fair. Taxed year. Any reasonable trial. £200.

WELFORD BROS., OPAL STREET, LEICESTER. Tel.: Leicester 65903. [7824

"PB," 9 H.P., 2-SEATER M.G. Engine not yet run-in since bearing renewal; good tyres, excellent hood, etc. A sound, fast and reliable car. £325, o.n.o. Tel.: Cobham (Surrey) 347. [7821

FOR SALE—*continued*

BENTLEY SPARES: pair plain front brake drums, still 400 mm.; "C" box; half-shafts; hand-brake lever. All cheap for quick sale. Croshaw, Loretto, Ouseley Road, Wraysbury, Staines. [7825

WADE SUPERCHARGER: Modified front end and special pump, dash-controlled lubrication, with additional pullies; excellent condition; £50. For trials and sprint cars: Special independent Salisbury rear axle, new and unused, inboard Girling brakes, Hardy Spicer half-shafts, special rear wheel hub assemblies, security-bolted Mercury wheels, coil springs, ball-races, bushes, etc., together with various parts; £125. Ford front axle, brake drums, track-rod, etc., £10. Two security-bolted Mercury wheels, £5 each. One 16 by 700 wheel, £2 10s. One wheel, complete with tyre and tube, 575 by 16, £8 10s. Scintilla vertex magneto for V8, £12 10s. *One pair banana type exhaust pipes,* £10. Waring, Ellerslie House, Down End, Fareham, Hants. [7827

ASTON-MARTIN "INTERNATIONAL," 1932, excellent condition; £300. Also "International," less engine and back axle, will sell as spares; would make good basis for special. Offers. Hill, 53, Easteote Road, Pinner, Middlesex. Tel.: Pinner 5735. [7828

"16/50" HUMBER tourer, 1930, 5-seater. New battery. Clutch relined; new screens; brakes relined; engine decarbonised; good hood and paint; 18 m.p.g. £125. T. B. Ash, "Ford Bank," London Road, Buxton, Derbyshire. [7829

LAGONDA 3-LITRE sports saloon, 1934, but laid up nine years. First rebore this year; carefully maintained, exceptional condition. Sell or exchange quality saloon or D.H., about 1½ litre. 90, Nevill Avenue, Hove, or Tel.: Avenue 1270, ext. 102. [7830

ALVIS "12/50," 1928 chassis, mechanically good, with scuttle, wings, etc., £50, or will dismantle for spares. Pair new sidescreens, 1929-31 "12/50" 2-seater, £3. 1934 Jowett wheel, 25s.; rear spring, 20s. Below:

HEADSCARVES. The original, featuring leading British and Continental racing and sports car motifs in appropriate colours, 30s. Vintage selection, 35s. Finest quality. E. W. J. Rich, Steelgreen, Millom, Cumberland. [7847

ALVIS SPEED TWENTY close-coupled saloon, in *reasonable condition. Engine, wheels, radiator,* just overhauled; new battery, wipers, tyres. Good condition except two teeth off constant mesh pinion in gearbox. Car still "roadworthy." Price £200, if collected from South Scotland. Box No. 3790, MOTOR SPORT, 15, City Road, E.C.1. [7842

LAGONDA "16/80," 1933 tourer. Tyres, coachwork and mechanical condition first class. £450, or exchange Aston-Martin Mark II drophead, short or long, B.M.W. "328." Box No. 3791, MOTOR SPORT, 15, City Road, E.C.1. [7843

BENTLEY 3-LITRE BLUE LABEL tourer. B.R.G. Good running order; rewired; good battery, tyres, etc. Taxed. First reasonable offer secures. Wanted: Alvis "Beetleback." Seen Berks. Box No. 3792, MOTOR SPORT, 15, City Road, E.C.1. [7844

M.G. "TA." One owner since new. Green. Excellent condition throughout. Full history and recent road test report available. Genuine mileage, 56,000. Many extras. Offers. Box No. 3793, MOTOR SPORT, 15, City Road, E.C.1. [7845

ARNOTT SUPERCHARGER, TYPE 1600. Complete with carburetter, manifold, special oil tank, pressure gauge and all fittings for M.G. "TA." Offers. Box No. 3793, MOTOR SPORT, 15, City Road, E.C.1. [7846

1937 M.G. "TA." New hood, batteries, headlamps and radiator, etc. Good tyres. £350 or very near offer. Box No. 3795, MOTOR SPORT, 15, City Road, E.C.1. [7849

1950 (OCTOBER) M.G. 1½-LITRE saloon, black. Carefully "run-in" by enthusiast. Mileage only 3,600, owing to ill-health. £1,425. (South London.) Box No. 3796, MOTOR SPORT, 15, City Road, E.C.1. [7850

ASTON MARTIN, 1938, 2-LITRE, short chassis open 2/4-seater. A very fine car, but engine needs urgent overhauling. Spare block, pistons, crankshaft, etc., also available, complete with sundry other spares. *North country. Best offer over* £650. Box No. 3798, MOTOR SPORT, 15, City Road, E.C.1. [7852

TALBOT "90" sports saloon. Enthusiast unable to finish nearly complete rebuild—evicted from garage. £200 spent. £10 tax. Crank ground, mains, ends, sleeved, rewired, drums skimmed, dynamotor overhauled. New tyres, batteries, water, petrol pumps. View near London. £180, offers. Box No. 3799, MOTOR SPORT, 15, City Road, E.C.1. [7853

ROLLS-ROYCE "21.6," 1928/9, fitted beautiful new ash/mahogany brake with modern mudguards. Resprayed. Engine completely recorditioned, including resleeving, regrinding, etc. Brakes relined. Rewired, fitted P.100s, spot, stop, backing lights, indicators. Philco wireless, etc. £500 spent chassis alone, bills produced. 900 miles only since conversion. Taxed. Any examination. Exceedingly handsome car. £750. Box No. 3800, MOTOR SPORT, 15, City Road, E.C.1. [7854

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VAUXHALL "30/98," No. OE 118, in original form save for outside exhausts and gear lever and front brake modifications. Good paint and leather, new hood, good full-length tonneau cover, good tyres and battery. A very fair specimen indeed, £195.
SUNBEAM 21-H.P. fabric four-light saloon, 1929. Exterior scruffy, interior quite good ; very reasonable mechanical order ; tyres sound but not brilliant ; fair battery. To clear at £55.
CROSSLEY 19.8-H.P. tourer, 1924, in really remarkable condition in every way. In one family since new ; just done 300 miles in 7¼ hours with me, on 14 gallons of petrol and 1 qt. oil. Very good hood, new set of side-curtains, very good tyres all round, very good battery ; tools ; all instruments and lights excellent ; brakes **not** f.w.b. but good. Repainted last year. A very good and original vintage car, £90.

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FRIMLEY BRIDGES, FARNBOROUGH, HANTS. (Camberley 1544)

FOR SALE—*continued*

ALVIS, 1933 "11.9" with Sunbeam saloon body. Mechanically faultless. £330 spent on rebuilding and reconditioning, bills available. £295. Also 1930 Silver Eagle saloon. Good throughout. New battery. £95. Write Yeates, 89, Alexandra Road, N.W.8. Tel. : *Langham 4468, ext. 64.* [7890

1932 25-H.P. ROLLS-ROYCE saloon by Wendover. Modern appearance in nice order. Taxed. £500. 1928 August, Rolls-Royce limousine by Barker. In decent order. Taxed. £225. K, Twyford, **Stanton Lees, near Matlock, Derbyshire. Tel.** Darley Dale 3042. [7892

AUSFORD TEN SPECIAL. Tubular chassis, attractive body (not trials). Potent and economical. £185. Metcalf, 87, Penkett Road, Wallasey. [7894

FORD PARTS, 1937. Ford Eight, complete engine, all units front and rear axles, steering column, gearbox, transmission. I will crate, purchaser pays carriage. Cheque for £27 10s. secures. Hood, Sunnyside, Tatworth, S. Chard, Somerset. [7896

ALVIS "12/50," 1931 "TJ" tourer. Cross and Ellis body. Good tyres, spare parts, etc. Townley, Slaidburn, Clitheroe, Lancs. [8901

FOR SALE—*continued*

LAGONDA RAPIER. Green fixed head coupé, 1934. Mechanically sound, Chromard liners. Gearbox, generator, starter, overhauled last year. Body fair, good cellulose, new chrome. Not perfect but will repay enthusiasm. £250. Dr. Lindfield, Frenchay Hospital, Bristol. [7897

BENTLEY 4½-LITRE sports saloon. Immaculate vintage (1928) motor in wonderful original condition. Telecontrol shockers, Ace discs, perfect engine, low mileage. New radiator and excellent tyres. Sacrifice £400. Consider exchange. Butler, 22, Bright Street, Wednesbury, Staffs. Tel. : Darlaston 573. [8902

M.G. N-TYPE MAGNETTE sports 2-seater, November, 1936. Engine, body, hood, etc., in fine condition ; new springs and front tyres. Car carefully used and expertly maintained. Delivery of new car only reason for selling. Offers to Poulston, "Shirley," Limefield Avenue, Whalley, near Blackburn, Lancs. [8903

1938 MORGAN "4/4." Excellent condition. £300. Stafford, 20, Market Street, Hebden Bridge, Yorks. [8904

FOR SALE—*continued*

RILEY SPRITE KESTREL Twelve saloon, 1937. Reground crankshaft, springs reset, smart appearance. £430. Write Stevens, 98, Cecil Road, Hale, Cheshire. [7898

GENUINE "WORKS" "Ulster" T.T. Triumph, supercharged 8 h.p. New tyres, full road equipment, immaculate condition. £295. Want Alfa "2.3" Box No. 3833, MOTOR SPORT, 15, City Road, E.C.1. [8905

1932 CROSSLEY 10-h.p. saloon. Rebore April. Brakes relined ; 39 m.p.g., 60 m.p.h. Good weatherproof body. Well shod, new battery. £120 or nearest. W.O. 4 Jaffa Lines, Catterick Camp. [8906

RILEY NINE, 1934 4-door saloon. Low built, Attractive appearance. Re-ground, bored and sprayed. S.A.E. for photo and details. £225. or best offer. Westwood, 23, Renishaw Avenue, Rotherham. [8908

SUNBEAM TWENTY tourer, 1927 5-seater. Good condition (no running boards), uses very little oil. Sound transmission, water pump overhauled, new hood, oil pressure 30, new battery. Taxed to December. £85. Tel. : Foots Cray 5813. [8909

FOR SALE—*continued*

FIAT 500. Mayfair Garages, Ltd., always hold an extensive selection, including some fully reconditioned and all Guaranteed Models in various colour schemes. Immediate delivery. £295-445. List on request. Mayfair Garages, Ltd., Balderton Street (opposite Selfridge's clock), Mayfair, W.1. Tel.: Mayfair 3104. [9013

HOODS, ETC.—Hoods, screens, envelopes, tonneau covers. Complete interiors. First-class. Connell Bros., 667, High Road, E.10. Tel.: Leytonstone 7223: 7, Highfield Road, N.21. Tel.: Laburnum 2608. [9015

AUSTIN "ULSTER," 1934. Very lively, low consumption, sound general condition, good tyres all round. Offers over £198. Owner requires utility type vehicle. Burns, 31, Burgess Road, Waterbeach, near Cambridge. [9018

£290 : 18-H.P., 1931 AMILCAR, professionally fitted with "18/80" M.G. engine. Original "Le Mans" type open 4-seater body and new (within last 5,000 miles at most, receipts available). Aluminium mudguards, windscreen (fold-flat), side-screens, hood, bag, tonneau cover, side-curtains, rubber floor covering, front seats, speedometer and cable and gears, brake cables and linings, big-ends and mains (Hoyt 11Z3), clutch plates, prop.-shaft, needle universal joints and pinion bearings, Fram filter, S.U. pump and filter, valve springs, Thermostat, and king-pins. Shaft skimmed, valve-seats recut, steering adjusted. Dynamo and starter reconditioned. Headlamps resilvered. Battery good, tyres fair. £10 tax. Weight 23 cwt. 22 m.p.h. per 1,000 revs., 20 m.p.g. Oil, 1,000 m.p.g. I have never belted this wagon and I'm in no great hurry to sell it, but wish to buy post-war open 4-seater Allard, and would be pleased to hear of such for disposal. I am not in the motor trade. Please call, evenings or Sunday mornings. Bull, Flat 1a, 24, St. Aubyns, Hove, 3. Tel.: New Cross 1092 (London), business hours. [9019

WOLSELEY HORNET ENGINE, completely reconditioned, in an extended Morris Minor chassis, lowered radiator, set of new Hartfords. Basis for good special. Owner overseas. £58. 5, Manfred Road, Putney, London, S.W.15. [9020

VINTAGE CARS AT SENSIBLE PRICES. A 22-h.p. Rolls-Royce with f.w.b. and standard length chassis for £225. Body is small Park Ward limousine. Absolutely sound, but somewhat shabby both inside and out, with very scruffy wings, although a lot could be done by careful cleaning, brushing and polishing. Chassis is excellent, engine very quiet. Everything works. Two new tyres, others fair, new battery. Well worth spending some time and money on for appearance sake. Vauxhall "30/98," No. OE 118, standard and original open 4-seater body in very tidy order. Good paint and leather, new hood and good tonneau, front sidescreens only, chassis and engine are excellent save for brakes, which I am modifying; other modifications amount to 20 gallon rear tank, spare wheel at rear, outside exhausts and gear-lever, raked screen, good tyres and battery fitted. Price is £195. Sunbeam 21-h.p. fabric 4-light saloon, 1929. Exterior scruffy, interior quite good. Mechanical order very reasonable. Tyres poor, battery fair. To clear at £55. Non-Vintage S.S. I open sports 4-seater, 1934. £130. Talbot Short "90" sports saloon, 18-h.p., 1934. £145. Delage D8 Sedanca-de-Ville by Fernandez, 30-h.p., 1934. £230. All these were fully described last month. Austin Heavy 12-4 saloon, all-steel, 1933. Quite sound, but rough appearance. Needs new timing chain. Has good tyres. To clear at £65. Spares: Quite a lot of Invicta spares still, also a 1925 Standard 14-h.p. Type SLO 4, van body. Engine recently overhauled and chassis sound throughout. Only needs magneto, carburetter and tyres to be a runner. £17 10s. Tyres: Quite a fair number of B.E. and a set of reconditioned 19 in. wheels (six) for Rolls Ghost or Phantom. C. J. Bendall, 25, Orchard Road, Stevenage, Herts. [6555

BENTLEY SPARES : 3-litre rear axle parts, engine spares, etc.; 6½-litre frame, rear springs, C-type box, brake and steering gear, quantity engine spares, etc.; 8-litre frame members.
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Rover : Air-cooled twin spares for engine, gearbox, rear axle, etc.
Cluley : Offers wanted for 10.4-h.p. chassis undergoing rebuild. Body available.
Lorraine-Dietrich : Offers wanted for saloon, 1926. Complete even to flower-vase. Goes on the button. S.A.E. to Dale, 142, Chesterton Road, Cambridge, Cambs. [6556

RILEY NINE, 1934-35 Monaco pre-selector, aluminium body. Complete engine overhaul September. Big-ends, crankshaft, resleeved to standard, new dynamo. Bills available. £210. 18, Rose Vale, Heald Green, Manchester. [6557

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1926 "**12/50**" **Alvis,** 4-seater tourer. Hood, body and chassis all sound ... **£130**
1928 **17-h.p. Sunbeam** fabric saloon. Good fabric, new tyres, engine fair ... **£75**
1930 **20-h.p. Sunbeam,** fixed head. Good coachwork, engine fair **£65**

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Alvis. Another Silver Eagle metal panel saloon, 1930. In very good order **£95**
Daimler. 1926 16-h.p. saloon. One owner; stored since 1933. Total mileage 54,000. Description must be inadequate. Trial and examination will confirm absolute silence and unmarked original condition throughout. Connoisseur's standard ... ... **Offers**
Rolls-Royce. 1924 saloon, 20 h.p. In regular use ... ... **Offers**
Fiat 500 convertible. Overhaul not completed in time for sale when offered in October. Year 1937, condition much later **£275**
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FOR SALE—*continued*

JOWETT 7-h.p. rebuilt 2-seater. Fitted original free-wheel, remote control gear change. New body, requires hood. £60, or near, or exchange 8/12-h.p. vintage saloon. 1928 Humber 4-seater tourer. Few parts missing. Could be rebuilt, or will sell for spares. £12 10s. 1930 Austin Seven chassis frame. Complete with wheels and axles. J. Lott, Fairview, Lyminge, Kent. Tel.: Lyminge 87292. [6558

1934 RILEY NINE MONACO. Twin carbs. Manual box, excellent mechanical condition. Body falling to bits (partly dismantled). £85. Apply: "Sunnyside," Stoke Aldermoor Gardens, Coventry. [6560

BENTLEYS. Enthusiast offers either rebuilt "4½" with beautiful new brake body. £10 tax, new tyres. Magnificent condition throughout at £500, or will accept very reasonable offer for rebuilt 4-litre open 4-seater aerodynamic sports, which still requires completing with interior trimmings and hood. Beard, 180, Dale Road, Spondon, Derby. Tel.: Derby 55581. [6561

1936 PB M.G. 2-seater. Completely reconditioned. Engine, transmission, steering, brakes, suspension; rewired, recellulosed B.R.G. Copperised polished head, standard head spare, also brake cables. £325. Martin, Pembroke Road, Framlingham, Suffolk. [6562

BENTLEY 4½, 1928. Fitted modern close coupled saloon body. Extersively reconditioned. £295. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520. [6563

ALFA-ROMEO, 1928, twin cam. 1,500 c.c. 2/3-seater. In exceptional original condition. Bramblewood, Betchworth, Surrey. Tel.: Burgh Heath 1520. [6563

RILEY NINE MONACO saloon, 1928. Bodywork good. Sell £85, or exchange Austin Seven "Arrow." Seymour. Tel.: Tudor 7899 (evenings). [6594

ALVIS "12/50" T.J., 1931; 3,000 miles since complete overhaul. New battery, good tyres, hood and cellulose in excellent condition. Photo available. £300, offers. Trace, 24, Sandhurst Avenue, Manchester, 20. [6593

D6 DELAGE, less body. Excellent condition. Many spares. £10 tax probable. Nearest £65. 31, West Avenue, Hayes, Middlesex. [9021

£185—TO BUYER with mechanical knowledge—Hornet 12-h.p., 1933. Almost complete rebuild, including rebore, mains, big-ends, o.h.c. gear, ignition, king-pins, 500 by 19 Michelins, wheels rebuilt, teledraulic front shocks, hood nine months, tonneau three, fold-flat screen; clutch, brakes, relined. Cruising 55 m.p.h. at 28 m.p.g. Taxed, insured. Radio. Owner graduated Aston-Martin. Body paint average. Spare engine, less block. Stainforth, *Daily Mirror* London. [8987

TRIALS SPECIALS for sale. Ford 8 and 10 h.p. brand new, 1951 engines and gearboxes for sale outright or exchange, brand new accessories in stock. Onslow Bartlett, B. O. B. (Bournemouth), Limited, Wharfdale Road (Tel.: Westbourne 64497). [8988

645 MOTORING BOOKS; mail order; catalogue free! Vivian Gray, Lucastes Avenue, Haywards Heath, Sussex. [8989

AUSTIN-FORD TRIALS CAR, twin carburetters, branch manifold, Scintilla magneto, independent suspension. Offset oversized rear wheels. Offers over £165. Tel.: Tideway 4576. [8990

5½-LITRE, SERIES O, EXCELSIOR, circa 1925, with a Maythorn 2-seater body. Six excellent tyres, new batteries; reconditioned, absolutely immaculate, engine in first-class condition. For further details of endearing features of this fast and powerful car see MOTOR SPORT, June, 1951, page 289, etc., etc. £400. C. R. Foster Kemp, Grantham Place Court, Park Lane, London, W.1. [8991

ESSEX 4-door saloon, 1924. Excellent condition. Tyres, battery, nearly new. Engine very good. £30. Only wants seeing. Frye, 11, Brunswick Square, Hove, 2, Sussex. [8992

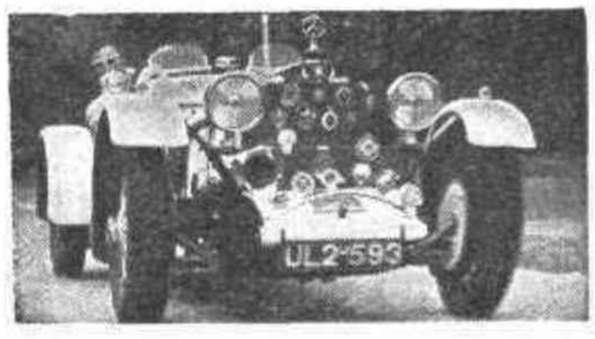
RILEY "MONACO," 1935, saloon body complete. Riley k.o. and b.o. wheels, axles, etc., etc. Riley crown wheels, 1931 type, new. Arthur Bryden, 101, Wellington Road, Leeds. Tel.: Leeds 38625-38310. [8993

VINTAGE SUNBEAM "20.9" tourer, good order; taxed, tyres good. Magneto and dynamo good; new radiator. Instruments, tools and instruction book in order. Owner bought smaller car. Inspection, West Midlands. Nearest offer to £100. Box No. 3803, MOTOR SPORT, 15, City Road, E.C.1. [9002

M.G. MAGNETTE 1936 saloon. New steering, pump, etc. Horizontal voltage control dynamo, six-port outside exhaust. Oil coil. Fast, economical, outstandingly reliable. £285. Box No. 3804, MOTOR SPORT, 15, City Road, E.C.1. [8952

BENTLEY 3-LITRE RED LABEL D.H. 4-seater, 1926 Speed Model. Reconditioned throughout. Offered at £400. Full particulars from Box No. 3805, MOTOR SPORT, 15, City Road, E.C.1. [9003

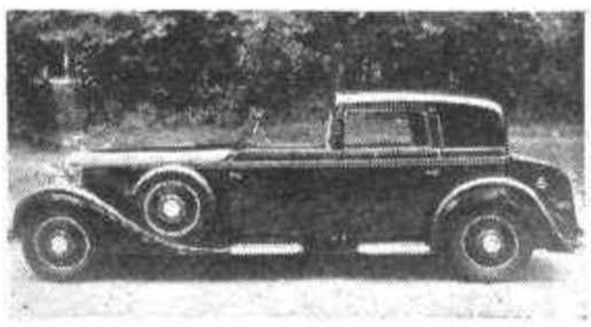
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M.G. (1939) "TA" Salmon-Tickford drophead coupe. A very clean and attractive little job in exceptional condition. Duo-green with radio. At present undergoing complete mechanical check-over in our workshop. Excellent hood, tyres, brakes, steering, battery, etc., it is difficult to fault in any way. Taxed year.

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ALFA-ROMEO (1929) TYPE 6C 1,500-c.c. single overhead-cam fitted four-some drophead coupe by Young of Bromley. We make no outstanding claim for this Alfa excepting that it has given very reliable service over the last eighteen months to a doctor of our acquaintance and, although requiring some minor attentions to restore it to its former glory, it represents an opportunity for the impecunious enthusiast to acquire an otherwise very sound vintage carriage of some character.

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RILEY 1½-LITRE (1948 APRIL); 31,500 miles. Grey, immaculate. One owner and Riley serviced every 2,000 miles since new. Radio, five new Dunlops, loose covers and all mod. cons.

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BENTLEY 4½-litre 2-seater competition tourer. Rebuilt and re-registered. £10 tax 1950. This is the ex-David Russell on the team car chassis 3306. Engine 3311 was recently rebuilt by Hunt, as was the complete braking system. The assistance of Bill Short was obtained for the completion of the rebuild and tuning (all bills available). A B.S. gearbox was fitted giving a final drive of 27.8 m.p.h. per 1,000 r.p.m. with a maximum in excess of 3,680 r.p.m. An electric rev.-counter is incorporated in an impressive cockpit and this very distinctive 4½ will exceed 100 m.p.h. with ease, giving a brilliantly scintillating performance throughout the complete range. With polished internals and externals and a beautifully balanced two-seater body with out-rigger wings and faired-off tail, Dunlopillo upholstery and complete lighting equipment, the sum total is representative of the finest 4½-litre, in any form, that it has ever been our pleasure to handle. With the exception of one aero-screen there is unfortunately no weather equipment whatsoever, but we would respectfully draw attention to the fact that we have adjusted the price accordingly and that the figure named is considerably less than is generally demanded for very much inferior 4½s.

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SUNBEAM 3-litre twin-cam sports 2-seater. Rebuilt and re-registered. £10 tax. Cut and shut chassis. New weather equipment, really excellent mechanical condition. Very well shod, with new batteries. An imposing and extremely rapid vintage sports carriage which will appeal to the discriminating connoisseur.

£225

MARENDAZ-SPECIAL (1935) Continental fixed head coupe; 1½-litre unblown. In very reasonable condition throughout and mechanically exceptional. Details too late for press, but further particulars will be forwarded on application to the office.

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BENTLEY 4½-litre (1929) Vanden Plas 4-seater tourer with full weather equipment. Virtually in mint condition throughout. Details again too late for press but full description will appear in December issue if unsold.

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FOR SALE—*continued*

1931 WOLSELEY HORNET SWALLOW 2-seater sports. Bodywork good, sound hood and sidescreens. Reliable runner. £95. Box No. 3806, MOTOR SPORT, 15, City Road, E.C.1. [9004

A.C. 2-LITRE open sports 4-seater, 1935. Recent engine overhaul by makers. £295. Lancia Dilambda chassis complete, partly dismantled; towable; make good utility or truck; £45. Box No. 3807, MOTOR SPORT, 15, City Road, E.C.1. [9005

TALBOT "75" sports saloon. Registered 1933. Recently resprayed beige and black. Fawn hide interior in beautiful condition. Preselector box, new battery, excellent tyres. Genuine 76,000 miles. 20 m.p.g. Taxed and insured. £175, or nearest. Box No. 3808, MOTOR SPORT, 15, City Road, E.C.1. [9006

BENTLEY 4½-LITRE 5-seater drophead coupé on 9 ft. 9½ in. chassis. This car is in first-class mechanical condition and has been extensively overhauled by well-known Bentley specialists during the last year. Work done includes: rebore, crankshaft reground, new pistons, new Hardy Spicer prop.-shaft, new gear box, new radiator block, Andrex telecontrols front and rear, rewiring, reconditioned magnetos and dynamo, new Marchal headlights; brakes and clutch relined; new jets and needles; windtone horns; wheels rebuilt to 18 in. Spare tyres need retreading, others good. Photographs may be available. Any inspection or trial welcomed, Birmingham. Price £620 or near offer. Box No. 3810, MOTOR SPORT, 15, City Road, E.C.1, or Tel.: Nottingham 42209, evenings. [9008

AUSTIN SEVEN chassis, fitted reconditioned engine, back axle, dynamo, Cambridge suspension and steering, new brake cables, etc. £50. Box No. 3811, MOTOR SPORT, 15, City Road, E.C.1. [8925

EITHER 1½-LITRE "LE MANS," MK. II SINGER, with spare Mk. I 2-litre engine. Recent replacements to gearbox, clutch, valves and brakes. Coachwork and back axle overhauled, rewired; new battery. Immaculate condition. Offers around £360. Also, or, depending on matrimony and new car, 1937 "Le Mans" 9-h.p. Speed special. All engine and engine accessories overhauled or replaced from oil pump to starter, chromed liners. New shock-absorbers and hood; recently resprayed. Offers around £320. No dealers. Box No. 3812, MOTOR SPORT, 15, City Road, E.C.1. [8928

LAGONDA "16/80" pillarless saloon, registered 1935. Body sound and clean; E.N.V. box. £80 recently spent on engine. Very creditable performance. £265. Seen E. Surrey. Box No. 3813, MOTOR SPORT, 15, City Road, E.C.1. [9009

H.R.G. "1,500," Meadows engine. Grey, with green wings and upholstery. £300 of work completed in last two years, set of bills since new available; one owner until 1951. £540, or would consider part exchange Fiat 500 D.H.C. (London area.) Box No. 3828, MOTOR SPORT, 15, City Road, E.C.1. [9011

ALVIS BRAKE LININGS and rivets; new and unused set for 1936 Silver Eagle. One 500 by 20 tyre, also new and unused. One Clayton Dewandre vacuum servo unit, believed sound. Box No. 3801, MOTOR SPORT, 15, City Road, E.C.1. [9001

JOHN BLAND, Talbot Specialist, can supply for all models: water pumps and parts, valves, gaskets, one-shot oil pipes, ignition parts. Many other parts. New and secondhand. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [9012

WANTED

M.G. 1½-LITRE saloon, condition of engine immaterial. Bodywork, interior and transmission must be good. Box No. 497, 19-21, Corporation Street, Birmingham, 2. [6625

"MOTOR SPORT," 1937, clean, complete, copies. State price to Batten, Markly, Warbleton, Heathfield. [6652

BENTLEY 8-LITRE, Type YM.YX, 12 ft. wheelbase, or 4-litre, 11 ft. 2 in. wheelbase, both preferably without body. Batten, Markly, Warbleton, Heathfield. [6652

SPARES FOR 1926 BULL-NOSED MORRIS COWLEY, preferably a complete car (need not go). H. Jackson, Ivy House, Fordingbridge, Hants. [6653

18 BY 5.50 SPARE WHEEL COVER and o.h.v. cover for 1937 2½-litre Jaguar. Everett, Park Road, Wivenhoe, Essex. [6654

MORGAN THREE-WHEELER, aero or sports only. £120 cash available. Sweet, 112, Ruden Way, Epsom Downs, Surrey. Tel.: Burgh Heath 2968. [6655

WANTED—*continued*

M.G. "J2." Worn out, clapped out and thoroughly jiggered, for art student with shallow pocket. Has ambition to rebuild. Tel.: Beckenham 1000. Write, Barry Curtis, 257a, Croydon Road, Beckenham, Kent. [6656

M.G. "J3" or "J4." Chassis must be sound. Apply, 55, Palmerston Road, London, N.22. Tel.: Bow 5505. [6657

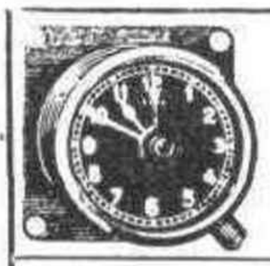
1938/39 2-LITRE short-chassis Aston-Martin. Must be in good condition. Braime, Shortacres, Moortown, Leeds. [6658

TALBOT "90," 1931, SUMP, overall length 36½ in., to suit manual type gearbox. Frank Edmunds, Watling Street Works, Brownhills, near Walsall. [6659

SPARE ENGINE for Series 1 Morris Eight, also clutch and gearbox, 6v. and 12v. S.U. petrol pumps. State prices and conditions. Proud, 44, Wenallt Road, Rhiwbina, Cardiff. [6660

A.C., 6-CYLINDER, 2-LITRE, or 6-cylinder 2-litre Meadows engine. Nash, 198, Stansted Road, Bishop's Stortford, Herts. [6661

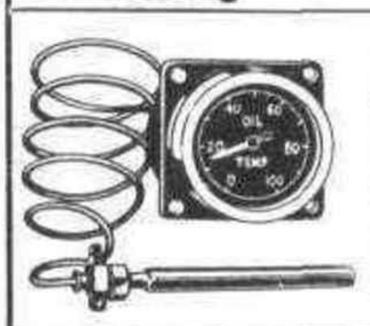
FOR 1935 FORD EIGHT : Windscreen, headlamp rim, 4.50 retread. For quality special, complete 5-ft. wide bench seat, with prop.-tunnel accommodation, sufficient leathercloth for interior trim—biscuit/light green, matching carpeting, two raked headlamp rims. Sale: "2½" Riley, 1947, bunch of bananas. McAusland, Morley, Derby. [6662



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AERO-SPARES CO. *(DEPT.M.S. 3.)*
70-71, High Holborn, London, W.C.1 *Tel:* AMB 2871

BULL-NOSED MORRIS open tourer wanted in running order. Please send details. Wootton, Netherhigh, Alfriston, Sussex. Tel.: Alfriston 343. [6663

CYLINDER HEAD for 1935 Riley "15/16" required. Head and block or complete engine considered if price reasonable. Castings must be free of cracks or welds. Box No. 89, Hartington Road, London, W.4. [6664

URGENTLY REQUIRED for 2-litre Lagonda low chassis "Speed": Gearbox with chassis support members; hand brake assembly and fixtures; engine coupling shaft with flexible couplings; Autovac pump; twin Zenith carburetters; Bosch magneto coupling; set of gaskets; two 5.21 by 21 in. tubes and covers. Simkins, 25, Harcourt Lodge, Wallington, Surrey. [6665

TWIN-CAM 6-CYLINDER BLACKBURNE engine, 1,500 c.c. or 1,650 c.c.; or spares for same. Gostling, Lincoln Hill, Ross-on-Wye, Hereford. [6666

"MANX" NORTON (1950) gearbox and/or engine. Corbin, 29, Broughton Close, Bournemouth. [6667

FOR MORGAN S/S., 1938 or 1939 Matchless twin o.h.v., A/C. Complete in good condition. I. Smith, "Brims," Thurso, Caithness. [6668

CHAIN-DRIVE FRAZER-NASH, any condition, crashed or wreck, or chassis only. Lambton Garage, Lambton Road, Hornsey Road, N.7. [6683

WANTED—*continued*

SALMSON GRAND PRIX, 1926–7 wanted. Also spares and Salmson 1926–7 G.P. body. Orchard Cottage, Clements Green Lane, South Woodham, Essex. [6680

CROWN WHEEL AND PINION for Frazer-Nash or complete bevel box. A. J. Wicke, 30, Alexandra Road, Hornsey, N.8. [6682

ASTURA LANCIA, late series drophead coupé or tourer. Bodywork must be good, preferably Farina or Superleggera. Robson, The White House, Stoke Common, near Slough. Tel.: Fulmer 292. [6689

SINGER 9-H.P. roadster, 1937–9. Write particulars. Bennett, 7, Whitehill Avenue, Luton, Beds. Tel.: Luton 1128. [6691

AUSTIN SEVEN 2-seater roadster, 1937–9 in really good condition. Will buy or exchange, with cash adjustment, for 1936 Alvis Speed 20 Vanden Plas drophead coupé value £500. Box No. 3820, MOTOR SPORT, 15, City Road, E.C.1. [6693

TWO ENTHUSIASTS require car each to occupy them during winter. Condition unimportant. Peters, 94, Rickmansworth Road, Pinner, Middlesex. [6694

RILEY PRESELECTOR GEARBOX wanted, 1936. Good condition. For sale, Dunlop Fort tyre, 4.50 by 19 (5,000 approximately) and new tube, 70s. 32, Wenvoe Avenue, Bexley Heath, Kent. [6696

RILEY 1½-LITRE (four-cylinder) cylinder block urgently required. Must be gear-driven type; 1935/6 series. Condition of bores not important. Edwards and Co., Ltd., 982, Christchurch Road, Bournemouth. [6701

TYRES, WHEELS AND ALL SPARES WANTED for vintage Bentleys; any cheap and interesting vintage cars; gen on Edwardian Phoenix. Dale, 142, Chesterton Road, Cambridge. [6707

AMERICAN COUPE or saloon, 1935 onwards. Engine immaterial, remainder decent (for conversion). 9, Corbet Avenue, Sprouston, Norwich. [6711

PRE-WAR OPEN SPORTS CAR wanted, up to 12 h.p. Daytona Hornet or M.G. (any model) preferred. Consider anything similar. Price to be consistent with condition and year. Full information in first letter, please. Prevost, 46, Redbourne Avenue, Finchley, London, N.3. [6725

ROLLS "21.6" or "20/25" about 1930–4 wanted. Owner-saloon. Good condition (will respray if necessary), comfort, reliability, easy starting, reasonable price essential. Good Rolls or Daimler engine/chassis for utility rebuild might do. Full details (photo if possible). 32, Greenfield Avenue, Northampton. [6733

SPORTS, special or racing car in good condition. 6½ Bentley open 2–4-seater in part exchange. Lowe, "Woodlands," Bakewell Road, Matlock. Tel.: Matlock 771. [6697

TWO AUSTIN SEVEN CRANKSHAFTS, 2-bearing, full pressure, must be 1¼-in. journals, or name and address of manufacturer willing to produce same. Required for ex works "Grasshopper" models. Morley, 246, Briercliffe Road, Burnley, Lancs. [6775

CYLINDER BLOCK FOR M.G., N-type Magnette. Standeven, Mount Cottage, Amberley, near Stroud, Glos. Tel.: Amberley 2175, after 6 p.m. [6781

STEERING COLUMN for D6 11 N Delage. Mrs. J. B. Veley, 59, Church Road, Hendon. Tel.: Hendon 6064. [6783

URGENTLY—LAYSHAFT CLUSTER OF GEARS for 1933/34 Riley Nine all helical box. New cluster preferred, but really good secondhand one will do. 57, Anthonys Avenue, Parkstone, Dorset. [6784

BUGATTI, anything considered but Type 40 preferred, condition immaterial. Car with blown up engine or otherwise incomplete would suit. Details and price please to 34, Barnhill Lane, Hayes, Middlesex. [6785

ROVER ENGINE WANTED, 14 H.P., 6-cylinder, 1935-37, suitable reconditioning, or cylinder block. Baker, 44, Copers Cope Road, Beckenham. [6786

PRIVATE BUYER seeks sound Lancia Augusta, Fiat 1,100, Peugeot, or similar. Details to Box No. 3826, MOTOR SPORT, 15, City Road, E.C.1. [6787

8-10-H.P. CHASSIS ENGINE required for conversion into special. Repairable condition. Limited finance. 70, Poplar Avenue, Birmingham, 17. [6788

NAME YOUR OWN PRICE—Handbook, Talbot "95" (1933). Smith, 6, The Drive, West Wickham, Kent. Tel.: Springpark 6774. [6789

RILEY NINE or 4-cylinder 12-h.p. required, Lynx, Gamecock or 2-seater. Condition immaterial, anything considered. £250 maximum. P. V. Brown, 218, Ashcroft Road, Luton. [6790

TO EXCHANGE 509A Fiat 1928 2-seater drophead coupé, in good condition, for saloon model 509A. Mechanical condition of saloon immaterial. Also, 1909 motor-cycle timing gears and case for Premier. P. E. Macey, Parkhouse Farm, Chart Sutton, near Maidstone, Kent. [6791

PRESELECTOR GEARBOX for 1934 Riley "14/6" "Stelvio," or complete first gear. Poslesta, 63, Garmoyle Road, Liverpool, 15. [6792

WANTED—*continued*

1931 "12/40" LEA-FRANCIS SPARES: gearbox and rear axle; literature, manual. Information, spares for tuning engine (Meadows). State price. R. A. Danaher, St. Giles Cottage, Lucking Street, Great Maplestead, near Halstead, Essex. [6793

M.G. "PA" 2-seater, in really good condition throughout. Advertiser resides Leamington Spa. All replies answered. Box No. 3827, MOTOR SPORT, 15, City Road, E.C.1. [6794

£5 IS OFFERED for information leading to the discovery and recovery of one of the three Straight-eight 1928 Alvis. Box No. 3823, MOTOR SPORT, 15, City Road, E.C.1. [7821

ONE OR TWO 19-in. WIRE WHEELS, R.W.62 hubs. Alternatively one hub or B.E. wheel for rebuild. Wiseman, 17, Gledhow Gardens, S.W.5. [7812

10-14-H.P. ENGINE and gearbox, Rover, M.G., Vauxhall, etc. Must be complete and in good condition. 1, Norman Court, Hampton, Middlesex. [7805

FOR 1929 (or later) 16-H.P., 6-CYLINDER CROSSLEY: Gearbox, dynamo, instruction manual. Continental headlamps, singly or pairs, Zeiss, Marchal, etc. Rudge 52 "knock-on" hub caps and wheels, 20-in. and 22-in. rims. Box No. 3794, MOTOR SPORT, 15, City Road, E.C.1. [7847

SPORTS, RACING, SPECIAL or chassis required by Northampton enthusiast. "Brooklands" Riley, "Ulster" Austin, etc. Box No. 3797, MOTOR SPORT, 15, City Road, E.C.1. [7851

AUSTIN SEVEN SPECIAL or sports. Around £100. K. Harding, 74, Ardrossan Gardens, Worcester Park, Surrey. Tel.: Derwent 8107. [7831

1931 ALVIS SILVER EAGLE "Beetleback" short starting handle (as lost in Plymouth) and frying-pan filler cap. Godden, Railway Hotel, Yeoford, Devon. [7832

FIAT 500 4-seater wanted for cash or with 1935 S.S.II 10-h.p. saloon in part exchange. Safe, 97, Barnfield Avenue, Kingston, Surrey. [7833

FOR BENTLEY SPEED SIX: coachbuilt saloon body or open 4-seater, or what have you? Cookson, Walton, Cleobury Mortimer, Kidderminster. Tel.: Stottesdon 246. [7834

RILEY NINE saloon or Lyncock coupé wanted by enthusiast. Not earlier than 1934. Manual box preferred. Must be in good condition, no junk please or dealers. 43, Lansdowne Road, Stanmore, Middlesex. Tel.: Grimsdyke 759. [7835

S.S. 100 2½-LITRE, preferably 1938 or later, first-class condition essential—distance no objection Particulars and photos to J. Fergusson, 3, Randolph Cliff, Edinburgh. [7836

LAGONDA RAPIER, tourer or saloon, reasonable price. Benn, 47, Spennithorne Avenue, Leeds, 6. Tel.: Leeds 73203. [7837

SCOTT "600" MOTOR-CYCLE engine, after 1928. State condition and price. Decrepit 2-seater Morgan three-wheeler, preferred without engine or transmission. Chapman, 2, Manchester Road, Rochdale, Lancs. [7838

V.D.P. RED LABEL BENTLEY wanted. Late model preferred. Reasonable prices please! Write to Box No. 3824, MOTOR SPORT, 15, City Road, E.C.1. [7839

M.G. "K" MAGNETTE. 1935 front axle beam urgently required. Pett, 111, Lansdowne Place, Hove. Tel.: Brighton 54987; Hove 34646 (10 a.m.-6 p.m.). [7840

BUGATTI, ALFA-ROMEO or other continental 2-seater. Mechanically sound. Body condition immaterial. No fabulous prices. Boswell, 4, Kingswood Street, Preston, Lancs. [7841

URGENTLY REQUIRED: Instructional manual or data sheets, 1936-7 Lanchester "12/6." Any price. 118, Brownspring Drive, New Eltham, S.E.9. [7848

AUSTIN SEVEN, Nippy or Speedy model still wanted. See advertisement in October issue. Farmer, 226, Broadway North, Walsall. [7872

LANCIA LAMBDA 6th series cylinder block and head, also timing gear. Alternatively whole engine. Willcock, 3, Bridge Chambers, 11, Quay Street, Truro. [7881

URGENTLY REQUIRED. Handbook and/or workshop manuals for Stutz straight-eight of 36.4 h.p., year 1930. Noyes, Taymount, Cricketfield Lane, Bishops Stortford, Herts. [7886

ALFA-ROMEO, "2.3." Enthusiast would be glad to exchange notes with fellow owners. Crowther, Spring Cottage, Lindley, Huddersfield. [8900

RILEY KESTREL Twelve or Nine, about 1937. Also Riley gen books in exchange stack MOTOR SPORTS, "Autocars." Westwood, 23, Renishaw Avenue, Rotherham. [8908

CLEAN COPIES of MOTOR SPORT and "Bugantics." All offers answered. D. F. Lewis, 4, Marsham Chambers, Station Road, Gerrards Cross. [8912

WANTED—*continued*

A GOOD QUALITY SPORTS or sporting car, preferably drophead or saloon; Continental car enthusiast. Box No. 3832, MOTOR SPORT, 15, City Road, E.C.1. [8924

OPEN 4-SEATER—h.p. immaterial. Talbot 95 or 105 or Rover Meteor preferred but any similar car in reasonable condition considered. Up to £200 paid. Grey, 133, Seven Sisters Road, Holloway, London, N.7. Tel.: Archway 1481. [8931

MORRIS COWLEY FRONT AXLE with brakes. Routledge, Scholes, Leeds. [8937

£130 MAXIMUM offered for M.G. or similar sports car. Any condition. Please write giving full details to 23, Park Lane, Hayes, Middlesex. All letters answered. View anywhere. [8943

CROWN WHEEL AND PINION for 4½ Bentley, any ratio, medium preferred, also differential cage. Good price offered. Wilson, Sneyd Street, Leek, Staffs. [8970

DROPHEAD COUPE BODY or stylish 4-seater tourer to fit on "12/50" Alvis. Any condition if repairable. Steadman, 46, Fisherton Street, Salisbury. [8975

VERY ENTHUSIASTIC ex-public school, seeks sports car, any condition, working or not, cheap only. "Bourne," Kingston Lane, Uxbridge, Middlesex. [8934

INSTRUCTION BOOK or other relevant literature for Riley Nine tourer, 1932. Box No. 3741, MOTOR SPORT, 15, City Road, E.C.1. [6576

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Would be grateful to hear of any pukka sports or true vintage carriages for disposal, providing always that the condition of these vehicles is in keeping with the usual high standard demanded of us———and by us.

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UP TO £100 for best vehicle offered under 15 h.p. Vintage, special, modern, any proposition considered within 100 miles London. Everyone answered but please enclose s.a.e. Box No. 3750, MOTOR SPORT, 15, City Road, E.C.1. [6584

1,100 H.R.G. WANTED, pre- or post-war, in good condition. Townsend. Tel.: Nottingham 44065. [6498

CAR RADIO, secondhand, wanted. 17, Launceston Place, W.8. Tel.: Western 7393. [6501

SPORTS CAR urgently required. Condition, age, distance and price unimportant. Box No. 3816, MOTOR SPORT, 15, City Road, E.C.1. [9016

WEST END, Kensington, Chelsea, Knightsbridge or near, premises to hold five to ten cars, on lease. Will pay premium. First-class references. Box No. 3817, MOTOR SPORT, 15, City Road, E.C.1. [9017

SPARE PARTS, catalogues, for "75" and "105" Talbot. Talbot parts purchased. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [9012

RILEY NINE 1933 CYLINDER HEAD, in good condition. Also twin carburetters and manifold. Box No. 3802, MOTOR SPORT, 15, City Road, E.C.1. [9001

MERCEDES "16/60" or similar. Completeness of engine more important than condition of remainder. Non-runner acceptable. Box No. 3809, MOTOR SPORT, 15, City Road, E.C.1. [9007

ALVIS SPEED TWENTY, inexpensive preferred, no objection dilapidation if mechanically sound. Bentley or other interesting car also. Box No. 3814, MOTOR SPORT, 15, City Road, E.C.1. [9010

LONG TYPE RILEY NINE CRASH GEARBOX. Short one for sale, £5. P. Talbot, Geraldine Staff Club, Great Malvern, Worcs. [7895

WANTED—*continued*

1951 1,100-c.c. RACING J.A.P. with blower. Would consider without. Wilds, Ferry View, Horning, Norfolk. [8994

2 TO 2½-LITRE SPORTS or racing engine in good condition. Around £150. Wilds, Ferry View, Horning, Norfolk. [8994

B.M.W.-F.N., TYPE 55, 1936, complete set of gears for ZF gearbox, model AKS 15. Max Garages, 36, Lancaster Mews, W.2. Tel.: Ambassador 6374. [8995

EXTREMELY IMPECUNIOUS ENTHUSIAST offers good home to Austin Seven, or similar, any age, runner preferred. State price, must be cheap. Gregory, 13, Rondini Avenue, Luton, Beds. [8996

ENTHUSIAST REQUIRES 2 or 4-seater M.G. Alternatively, sound vintage car up to 2 litres would be considered, e.g., 2-litre Lagonda, "G.P." Bugatti, Alvis, Aston-Martin, Riley, etc. Up to £250 available. Closed car of this type might suit if cheap. David Square, Bridge House, Leighton Buzzard, Beds. [8997

AUSTIN SEVEN or other low h.p. saloon wanted, not earlier than 1933. Dr. Thompson, 15, Frognal Lane, Hampstead. [8998

RILEY NINE ENGINE wanted, 1929-30. Also Merlin Nine. Bishop, 78, Roxeth Green Avenue, South Harrow, Middlesex. [8999

FIAT 500 BACK AXLE-SHAFT ROLLER BEARINGS, two urgently required. Size 62 mm. by 30 mm. by 13 mm. Trench, Ratton Barn, Willingdon, Sussex. [9000

SITUATIONS VACANT

BELL AND McCANDLESS offer a fascinating career in Northern Ireland to an automobile engineer/draughtsman with genuine enthusiasm for this work. Apply 454, Woodstock Road, Belfast, with fullest particulars of qualifications. Interviews in London [7883

IMPROVED MECHANIC for first-class work on sports and specialist cars. Bland, 27, Southfields Road, S.W.18. [9012

SITUATIONS WANTED

RILEY ENTHUSIAST (24), ex-R.E.M.E., at present managing smithy, seeks position in south-east, preferably to do with performance cars. Good education, experience in drawing, machining, general and auto fitting, smithing and welding. Box No. 3781, MOTOR SPORT, 15, City Road, E.C.1. [6670

PROPOSITIONS INVITED. Cylinder, line boring engineer, remetalling and crank-shaft grinder. Very adaptable. Now employed as car buyer/salesman. North London. Box No. 3735, MOTOR SPORT, 15, City Road, E.C.1. [6475

ENTHUSIAST desires post with racing firm or individual. Not interested in high remuneration. Knowledge secondhand sales, service, etc. Experience organisation for race meetings, pit organisation, etc. Box No. 3756, MOTOR SPORT, 15, City Road, E.C.1. [6595

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AAFORDS (Established 1880). Duffle and leather coats, fur boots and jackets, mechanics and driver overalls of all descriptions normally in stock, also all types suits, business, sporting, mackintoshs, boots and shoes. Hunting breeches, top boots, fishing tackle, cameras, trunks and suitcases. Evening dress and morning clothes for hire. Wardrobes or single items purchased. 304/306 Vauxhall Bridge Road, S.W.1. Tel.: Victoria 1934. [6685

SMALL GARAGE, well equipped, petrol, agencies, flat over modern, good lease at £100 p.a. Audited accounts. £3,000 plus stock. Consider qualified shareholder to invest £2,000 and take full charge of workshops. South Coast. Box No. 3821, MOTOR SPORT, 15, City Road, E.C.1. [6732

A LIMITED COMPANY, ENGINEERING, chairman well-known body designer, having completed prototype of medium priced car, requires additional finance for marketing and further engineering expansion. Sum involved £3,000 to £4,000, according to requirements of investor at fixed rate of interest plus profit participation, active position on production or commercial side could be discussed. References exchanged. Details to Box No. 3755, MOTOR SPORT, 15, City Road, E.C.1. [6590



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1951 M...LE MIGLIA
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1951 LE MANS
1st, 2nd and 3rd, 3-litre class
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"Nothing finer has been seen in all the history of Le Mans" said "The Times" (25th June, 1951)

This referred to the proud achievement of the five Aston Martin DB2s at the 1951 Le Mans. Such performance confirms that the *breeding* of this car over the last 30 years of phenomenally successful international racing has achieved its purpose—a modern race-bred *luxury* car, as near perfection as it is given to men to build

Powered by 6-cyl. 2.6-litre engine, with twin overhead camshafts, developing 123 b.h.p. ("Vantage" engine), coil springs all round, front independent, with trailing links, light alloy body, tubular cruciform-braced chassis frame. Centre lock quick-change wheels. Powerful hydraulic two-leading-shoe brakes. Optional central or steering column gear change. Body air conditioned.

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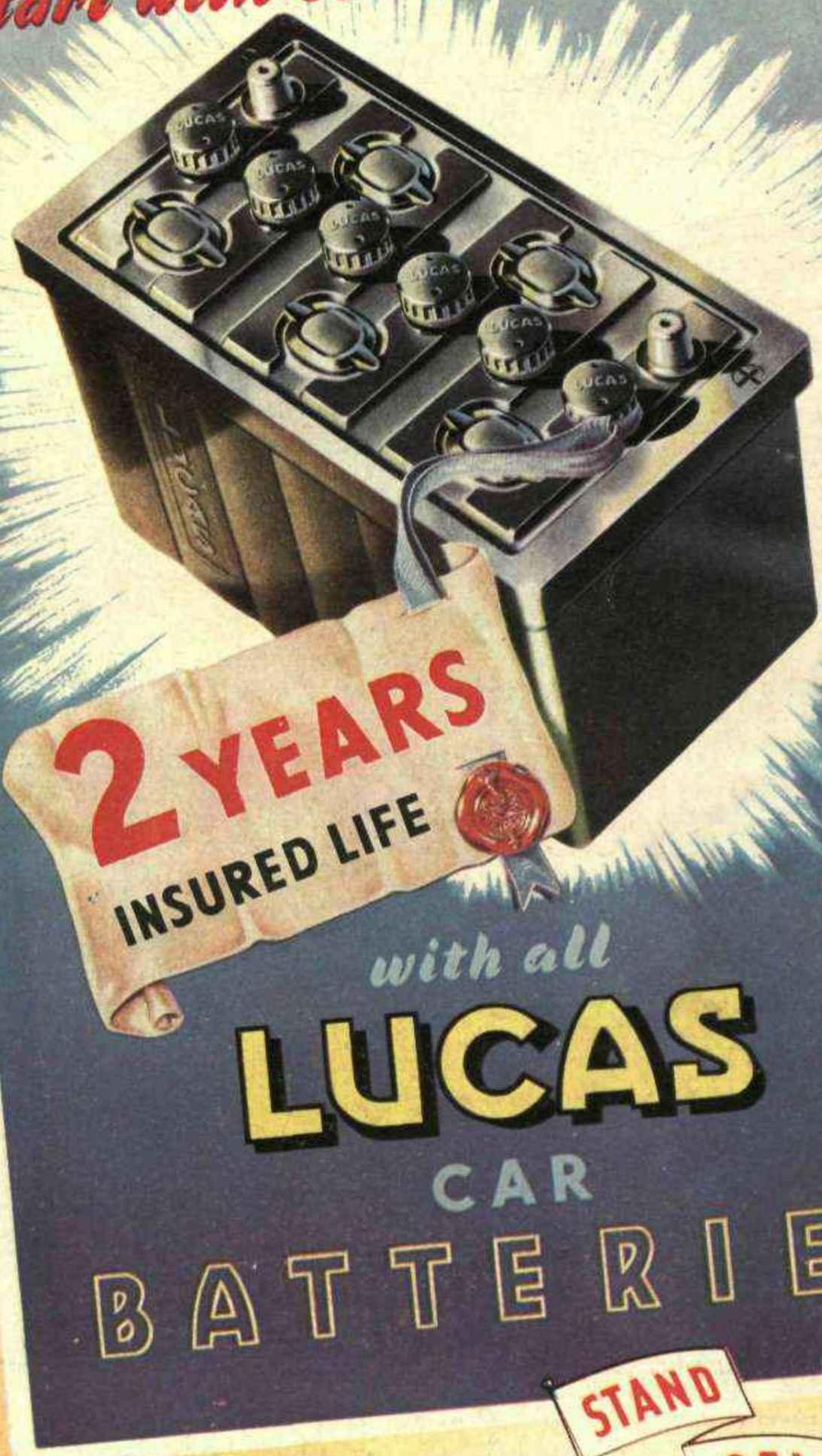
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