Vol. XXVIII. No. 9 EIGHTEEN PENCE September, 1952

# MOTOR SPORT

## Speed



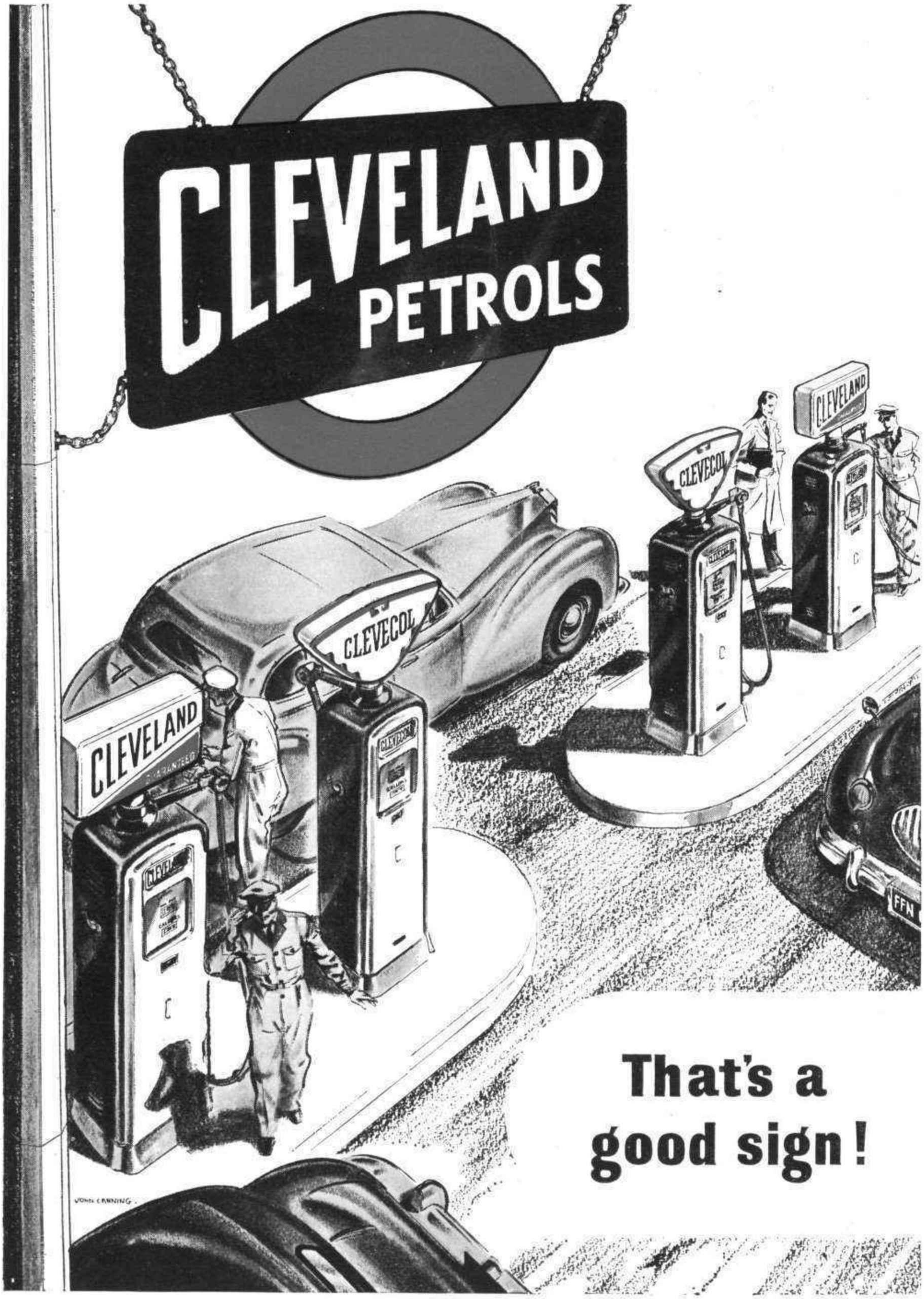

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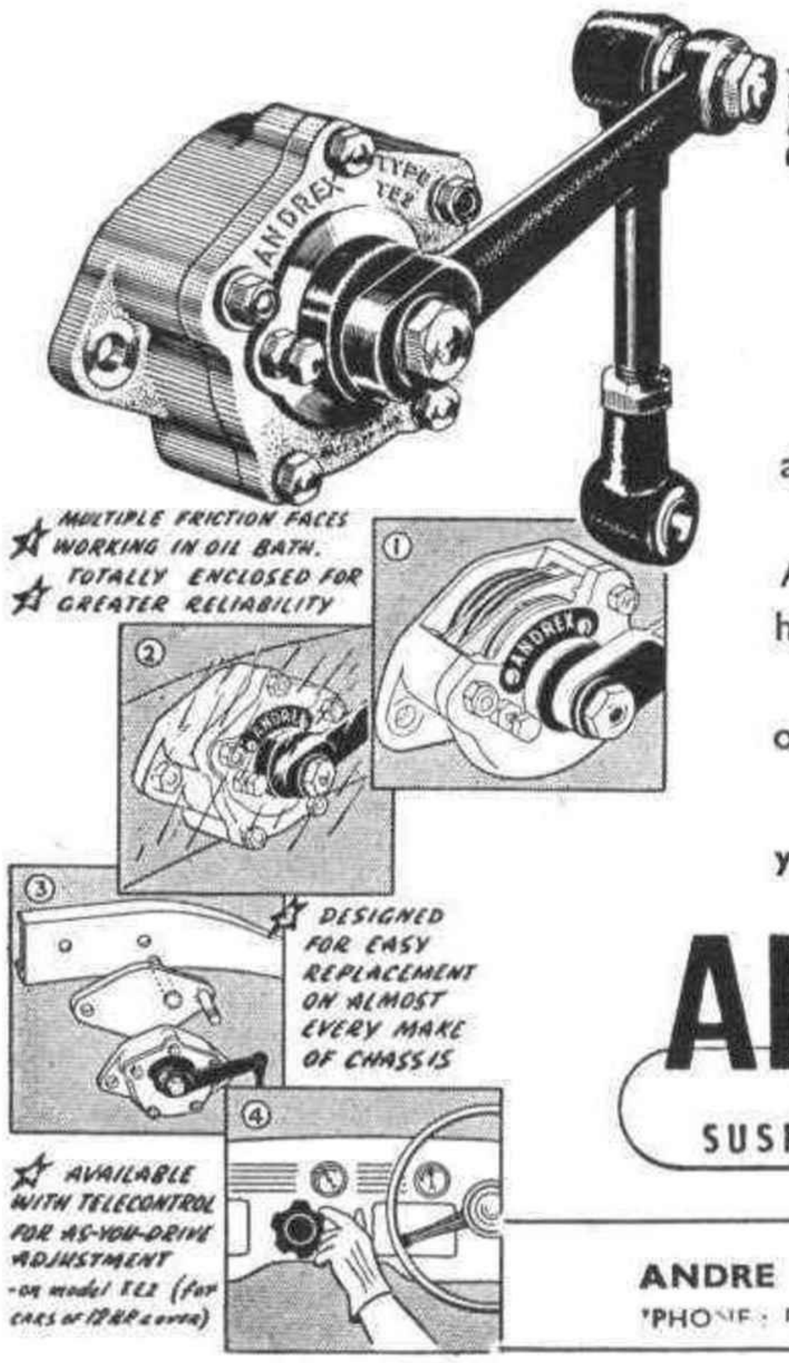
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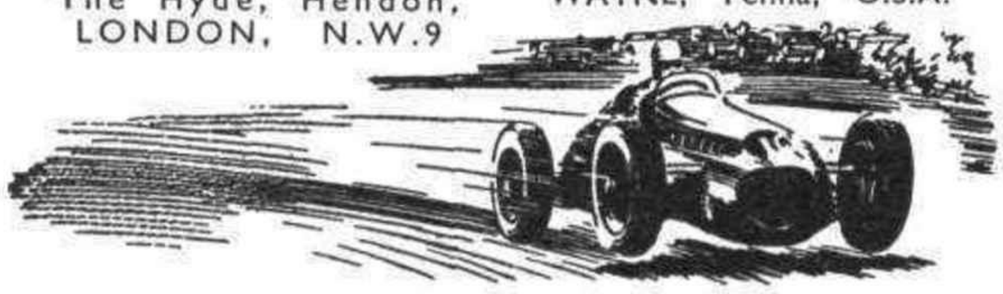
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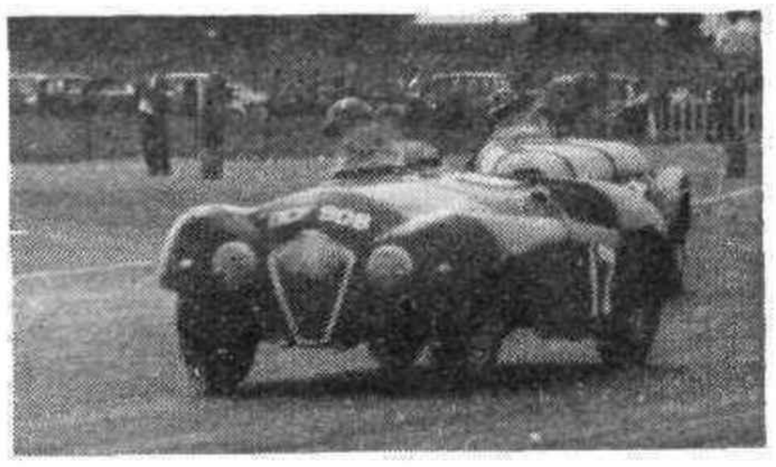
75 - 80 M.P.H.
40 - 50 M.P.G.

| | | |
|---|---|---|
| 1st | R. R. RAYNER 60.33 m.p.h. | 1,172 FORMULA RACE |
| 2nd | G. TAPP fastest lap 62.3 m.p.h. | |
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| 2nd | R. R. RAYNER | RACE 13 |
| 3rd | R. R. RAYNER | RACE 10 |
| 3rd | R. R. RAYNER | RACE 12 |

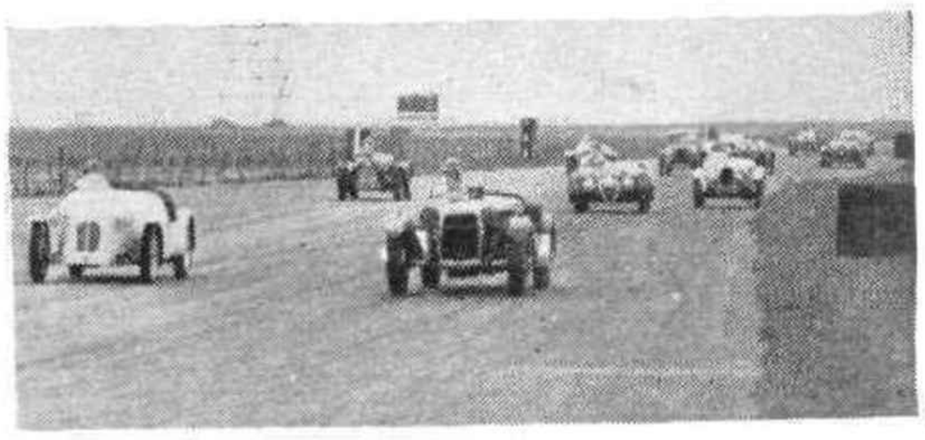
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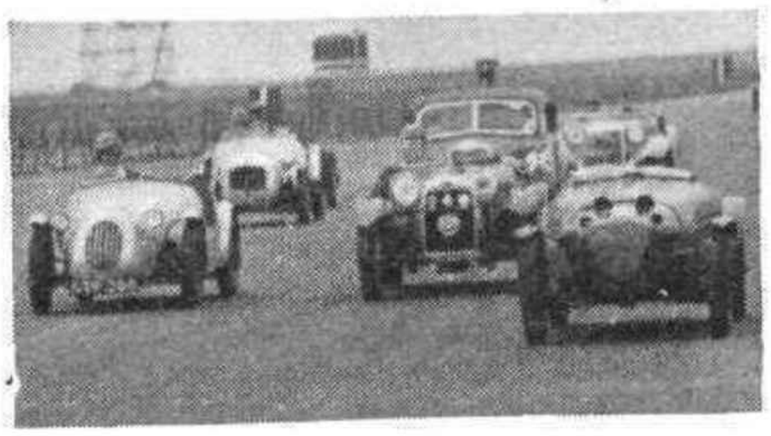
*Messrs. Rayner and Tapp — Woodcote Corner.*



*Messrs. Porteous, Rayner and Tapp approaching Becketts in company with other competitors.*



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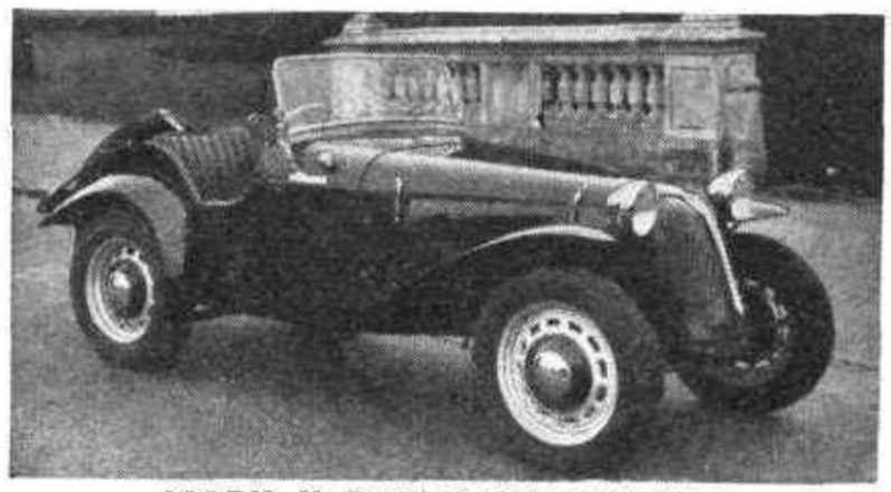
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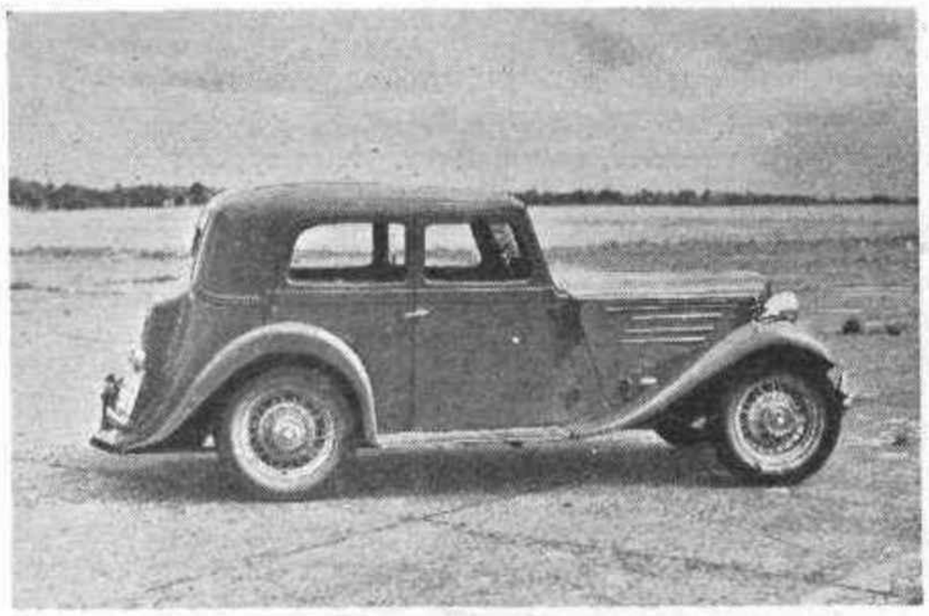
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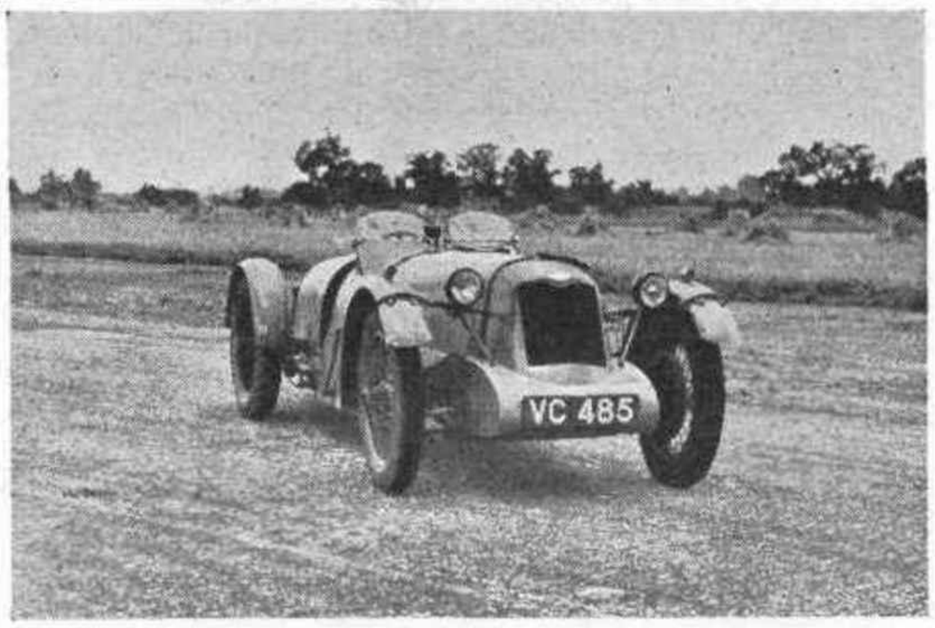
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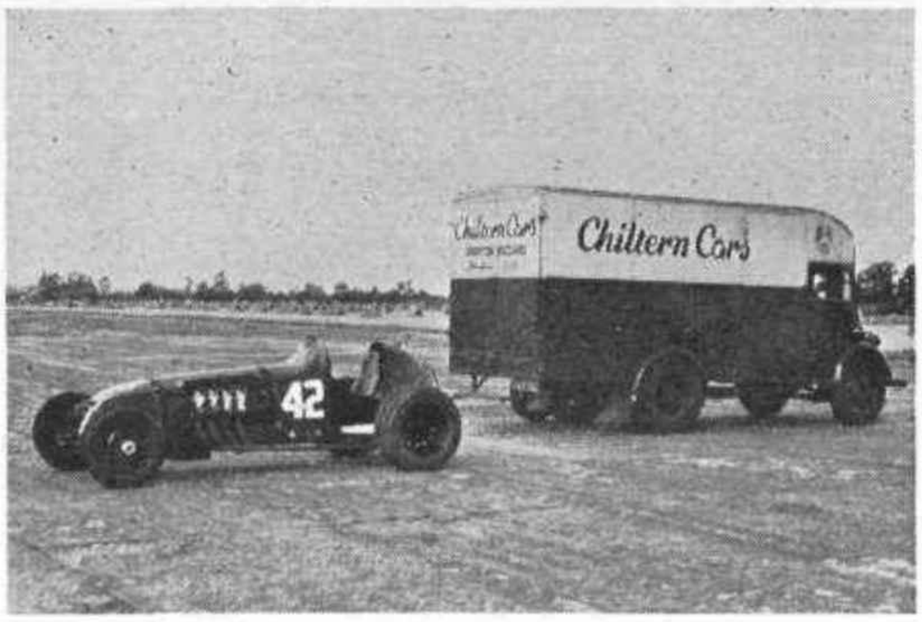
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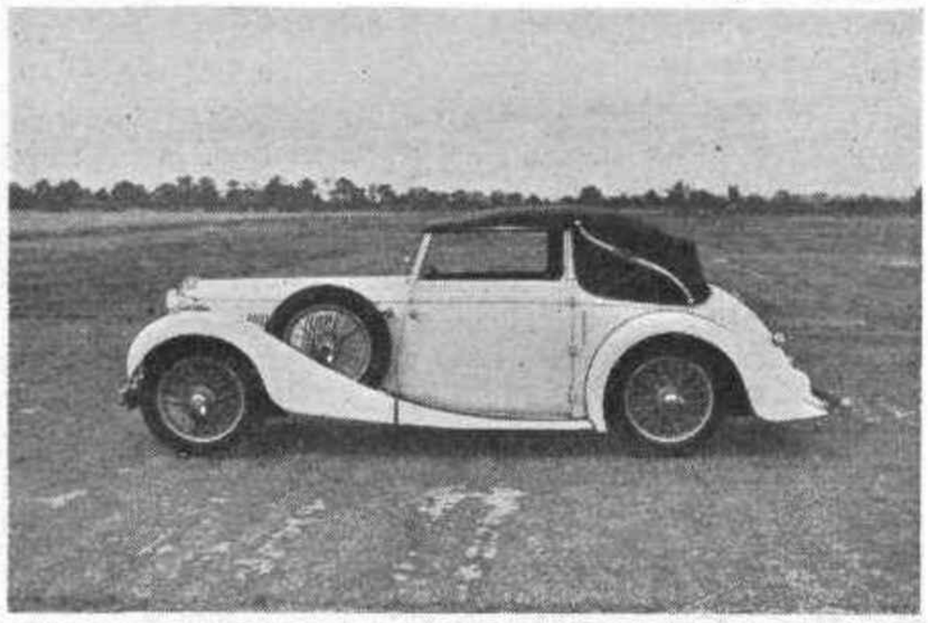
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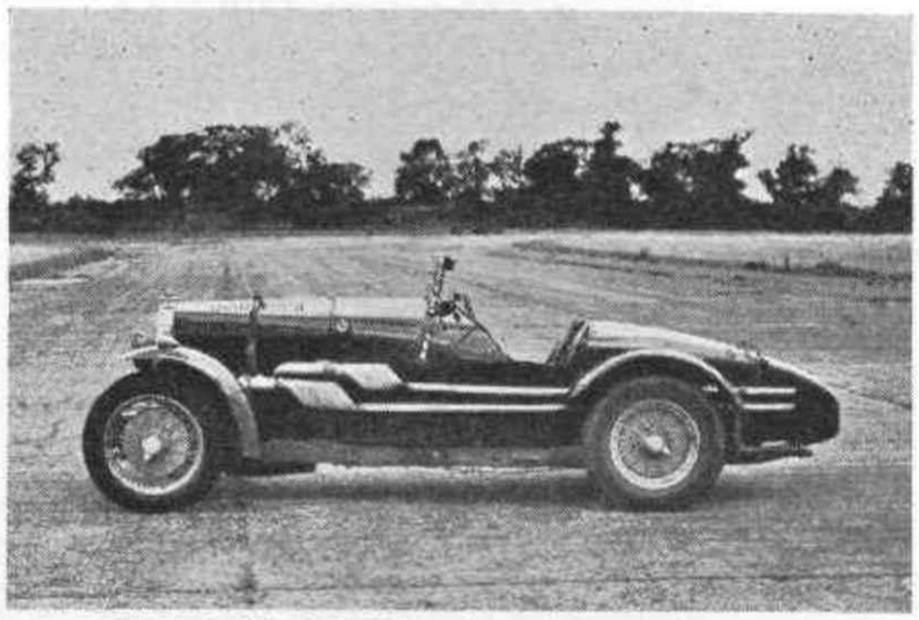

**1,089 C.C. TREEN REPLICA RILEY.** This car is sufficiently well known not to require a detailed description, but it may perhaps be noted that the specification includes a boxed chassis with tubular cross members, close-ratio manual gearbox, Lockheed brakes, big crank, four Amals (or two S.U.s if preferred), Dixon camshafts, twin aero screens, etc. Fitted with four new Pirellis, the road-holding and steering are of a high standard. On its existing pistons the car runs happily on Pool, and, as an unsupercharged 1,100 sports car running on Pool, the performance available is remarkable ... ... ... ... ... **£265**




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VOL. XXVIII No. 9 ASTON-MARTIN WINS B.A.R.C. NINE-HOUR RACE SEPTEMBER 1952

# MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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## The "Daily Mail" Festival of Motor Sport

THE *Daily Mail* can congratulate itself that its Festival of Motor Sport at the fast Boreham Circuit over August Bank Holiday week-end was a signal success. The car races, efficiently organised by the West Essex C.C. under the direction of G. E. Matthews, were so full of interest that even the heavy rain was no great distraction. There is a carefree lack of red-tape about the arrangements at Boreham which comes as a pleasant change from the "bureaucracy" experienced at certain other venues. The big crowd of some 75,000 dispersed swiftly after the meeting, and prompt Press facilities were much appreciated. Straw bales are rather too much in evidence, nor did we like the proximity of the spectators to the racers, with but a rope protection, but these things will be improved.

Highlight of the day's racing was Mike Hawthorn's prodigiously praiseworthy drive in his familiar Cooper-Bristol, which for many laps led the entire field of Formula I and II cars, which lapped the sole surviving B.R.M. *twice* before that luckless car retired, and which eventually finished third behind Villoresi's and Landi's 4½-litre Ferraris, winner of the Formula II race, his average speed only 0.61 m.p.h. slower than Luigi's in the Formula I race! This was probably regarded by Hawthorn as just another race in which, rather damply, he could enjoy displaying his undisputed prowess. But the result is more far-reaching, placing greater emphasis than ever on the splendid preparation of this particular Cooper-Bristol and a warm reflection on this combined product of the great Bristol Aeroplane Company (not afraid of utilising an engine design so successfully developed by Germany before the war) and the Cooper Car Company which arose at Surbiton out of humble but enthusiastic aims, at about the same time (another firm not afraid of adapting to its needs proven components, as witness the Fiat-style i.f.s.).

Luigi Villoresi, back in the cockpit after his unpleasant accident, pleased us all by setting a practice lap in the dry at no less than 103.45 m.p.h. in that fearsome, very powerful and awe-inspiring Indianapolis-style Ferrari with which he finally, though uncomfortably, caught Hawthorn and won the Formula I race-of-the-rains. Great credit, too, to little Chico Landi, native of Brazil, where the nuts come from, who closely pursued Villoresi into second place in his yellow Ferrari, driving extremely well, undaunted by a tyre change.

As at Silverstone, neither B.R.M. finished, with González crashing and Wharton going out after 174 miles with gearbox failure. Although this time Raymond Mays was presented with a number of ready-made excuses—González was pushed off by another driver, the rain made him crash, the immense power of world-beating machinery is of no value on such a wet course, and so on—he will be ill-advised to advance them. Neither B.R.M. ever got "into the picture," and that brilliant driver Ken Wharton found his car so tricky to handle that he was never able to stave off the better Formula II cars, let alone his Formula I rivals, in a race where the severe conditions were the same for all; save that the first four finishers in the Formula I race were "playing away"! Indeed, his lap times were pathetic, nor in practice in the dry did González get closer than 1.95 m.p.h. to Villoresi's best lap. Mays' original conception was excellent but nonsensical handling of the project and continual failure of a complex design to motor as intended, has all but obliterated that Good Intention. They failed dismally to respond to the *Daily Mail's* desire that they should have a final opportunity to prove themselves and "make their exit in a blaze of triumphant glory." B.R.M. must now be quietly disbanded—and as for a B.R.M. car for the 1954 Formula, wouldn't support from the industry and public subscription be better directed to furthering the achievements of cars already eminent in present-day Formula II racing, in which our H.W.M.s and Cooper-Bristols have been magnificent, with Connaught and E.R.A. coming through strongly?

Turning to happier things, Stirling Moss displayed perfect style in winning the big sports-car race in the XK120C Jaguar, which never faltered, and Parnell kept the 2.7-litre Ferraris at bay with the surviving D.B.3 Aston-Martin. Frazer-Nashes dominated their category and Ken Wharton their drivers, popular Jim Mayers won his private duel against the Cooper-M.G., Metcalfe's aged Fiat won *its* class, while Alan Brown's Cooper just disposed of Don Parker's Kieft in a hard-fought Formula III race, Moss third in a borrowed Cooper.

As good a day's racing as one could wish for, on which more detailed comment follows, with pictures in the centre pages.—W. B.

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*FRONT COVER FICTURE: Tom Cole, that cheerful Englishman from America, motoring strongly in his 2.7-litre Ferrari to take second place in the B.A.R.C. "News of the World" 9-Hour Race at Goodwood.*

### THE SMALLER SPORTS CARS — AND THE GREAT WHARTON/HAWTHORN DUEL

The first race was devoted to sports cars up to 2,000 c.c., divided into three classes. In the 1,100-c.c. division Le Strange Metcalfe's evergreen Fiat (only it is black, in contrast to its driver's Persil-suiting) won happily after Sparrow's Morgan 4/4 fell ailing with severe blow-by past a piston. Baker in his PB M.G. and Heath's 1,087-c.c. M.G. engaged in a duel, the former cornering wide but

Heath not quite fast enough to always pass inside at the corners. Stocks was having a brave tussle with *his* 1,087-c.c. M.G., which sported twin air-scoops on its bonnet side.

1st : C. Le S. Metcalfe (Fiat), 1 hr. 14 min. 16.6 sec. ... ... 67.85 m.p.h.
2nd : A. Baker (M.G.), 28 laps.
3rd : E. Heath (M.G.), 28 laps.

The 1,100-1,500-c.c. section saw popular Cliff Davis in his "Ferrari-style" Cooper-M.G. the contents of a Lester-M.G. sandwich, for these days Cliff's car is not quite a match for Jim Mayers' and Griffiths held third place in another Lester-M.G. Mayers passed inside Marr's Aston-Martin on one occasion at Waltham Corner and Davis held the side of his car like a 500-c.c. dicer. Likewise, Jacobs put his M.G. through inside Harewood's M.G. Ruddock never got *his* Lester-M.G. really going and was lapped by the Cooper-M.G. Allen's Consul-powered Lotus, which had a spinning-session in practice, was a non-starter due to a road accident that morning.

1st : J. Mayers (Lester-M.G.), 1 hr. 12 min. 33.2 sec. ... ... 79.39 m.p.h.
2nd : C. Davis (Cooper-M.G.).
3rd : P. Griffiths (Lester-M.G.).

The 2-litre class was a Frazer-Nash benefit, Mike Hawthorn, who had borrowed a Mille Miglia model from Beckwith-Smith, engaging in a stern battle with Ken Wharton in the Mk. II Le Mans Replica car. Wharton led from the start, but Hawthorn was doing prodigies with the wheel and picking up place by place. Even when rain made the course slippery, Hawthorn threw his car through the corners and after 12 laps he led, only to be passed by Wharton at Hangar Bend on lap 20. But on the next lap, as Wharton braked audibly at Waltham Corner for Metcalfe's Fiat, Mike came up inside Wharton and passed between the rival 'Nash and the Fiat! On the next lap Wharton did all he knew and scraped into the lead again as these two went down the straights as if tied together. Then Hawthorn's car began to slow and he was obliged to abandon it at Orchard Corner after 24 laps. Thus Wharton drove on to victory, compensation, we hope, for being B.R.M.-mounted in the big race! He was followed in by the Le Mans Replica Frazer-Nashes of Salvadori, Crook, Stoop's Mille Miglia car and Peacock's Le Mans. Wells (Riley) had a pit stop, Stocks (Lester-M.G.) retired, and Kelly (Jowett Jupiter) was delayed due to overheating.

1st : K. Wharton (Frazer-Nash), 34 laps in 1 hr. 12 min. 26.2 sec. 84.49 m.p.h.
2nd : R. Salvadori (Frazer-Nash).
3rd : T. A. D. Crook (Frazer-Nash).
*Fastest lap :* Wharton (Frazer-Nash), 87.95 m.p.h.

## THE HALF-LITRE TUSSLE

The 500-c.c. race was over only 10 laps, and was obviously going to be a fierce struggle. Moss, his Kieft unrepaired since its accident at Swansea, drove John Cooper's Cooper, an entry that so often provides a last-minute mount for luckless drivers. Halfway through the race rain began to fall but there were no accidents, although the usual retirements. The story of what befell is best told by studying the six leading positions lap by lap (as seen at Orchard Corner) :—

*Lap* 1 : Wicken (Cooper), Brown (Cooper), Parker (Kieft), Moss (Cooper), Webb (Kieft), Truman (Cooper).
*Lap* 2 : Brown, Moss, Parker, Wicken, Brandon (Cooper), Webb.
*Lap* 3 : Brown, Parker, Moss, Brandon, Wicken, Webb.
*Lap* 4 : Brown, Parker, Wicken, Moss, Brandon, Webb.
*Lap* 5 : Brown, Parker, Brandon, Moss, Webb, Leston (Cooper).
*Lap* 6 : Brown, Parker, Moss, Brandon, Webb, Leston.
*Lap* 7 : Brown, Parker, Moss, Brandon, Webb, Leston.
*Lap* 8 : Brown, Parker, Moss, Brandon, Webb, Leston.
*Lap* 9 : Parker, Brown, Moss, Brandon, Webb, Leston.
*Lap* 10 : Parker, Brown, Moss, Brandon, Webb, Leston.

On the run-in, however, Brown just pipped the Kieft, so Parker again had victory snatched from him with the chequered flag almost in sight! The Beels, Nurse's Cooper, and Wicken's Cooper retired, the last two *sans* carburetters.

1st : A. Brown (Cooper), 21 min. 27.8 sec. ... ... ... 83.86 m.p.h.
2nd : D. Parker (Kieft), 21 min. 28.2 sec. ... ... ... ... 83.84 ,,
3rd : S. Moss (Cooper), 21 min. 36.6 sec. ... ... ... ... 83.29 ,,
*Fastest (500-c.c. record) lap :* Brown (Cooper), 90.3 m.p.h.

## THE BIG SPORTS CARS—TYPE C JAGUAR SUPREME

The rain cleared and on a wet, but drying, track the bigger sports cars lined up for their 100-mile (34 laps) race. Three Type C Jaguars started and in one of them Moss led from start to finish, with never a falter, winning at the fine average speed of 88.09 m.p.h. and establishing fastest lap, at 90 m.p.h. Behind him Duncan Hamilton in the other XK120C was trying all he knew, sliding his corners, but he had to be content with second place. The Ecurie Ecosse Type C driven by Ian Stewart eliminated itself at Hangar Bend, mowing down seven onlookers in the process. After 19 laps the XK120 Jaguar of the same Ecurie blew up approaching Railway Corner and spun two-and-a-half times before it came to rest, to the consternation of Sir J. Scott Douglas, Bt. In the 2-3-litre class Tom Cole's blue and white, all-enveloping 2.7 Ferrari two-seater led for six laps before Parnell's D.B.3 Aston-Martin caught him. As the race progressed Cole was troubled by failing brakes and both Abecassis on the other D.B.3 and Salvadori in Baird's sister 2.7 Ferrari passed him. Cole momentarily re-passed the rival Ferrari but couldn't retain this lead. However, only one Aston-Martin finished, for George's retired with fuel-feed maladies. Peter Clark drove his D.B.2 Aston-Martin well—but why was he *sans* crash-hat? The overall positions over five laps were :—

*Lap* 1 : Moss, Parnell, Cole, Hull (Jaguar), Swift (Jaguar), Dobson (Jaguar).
*Lap* 5 : Moss, Cole, Parnell, Hamilton, Abecassis, Dobson.
*Lap* 10 : Moss, Hamilton, Parnell, Cole, Abecassis, Salvadori.
*Lap* 15 : Moss, Hamilton, Parnell, Abecassis, Cole, Salvadori.
*Lap* 20 : Moss, Hamilton, Parnell, Abecassis, Cole, Salvadori.
*Lap* 25 : Moss, Hamilton, Parnell, Abecassis, Cole, Salvadori.
*Lap* 30 : Moss, Hamilton, Parnell, Cole, Salvadori, Abecassis.

After Abecassis' retirement Dobson's XK120 took sixth place, or third place in the over-3-litre race. Goodhew's Lagonda was amongst the retirements, which included Swift's XK120 and Jacobs' Allard. Gale's Darracq went notably for a pre-war car, finishing fifth in its class behind Hull's XK120.

**2-3 litres :** 1st : R. Parnell (Aston-Martin D.B.3), 1 hr. 11 min. 27.6 sec. ... ... ... ... 86.35 m.p.h.
2nd : R. Salvadori (2.7 Ferrari).
3rd : T. Cole (2.7 Ferrari).
**Over 3 litres :** 1st : S. Moss (Jaguar Type C), 1 hr. 9 min. 28.4 sec. ... ... ... ... ... 88.09 m.p.h.
2nd : D. Hamilton (Jaguar Type C).
3rd : W. Dobson (Jaguar XK120).
*Fastest lap :* Moss (Jaguar), 90.0 m.p.h.

## THE BIG BATTLE—COOPER-BRISTOL AND FERRARI WIN—MIKE HAWTHORN "TRES MAGNIFIQUE"

As we ate a belated lunch in the Berkeley caravan in the Paddock the rain fell in earnest and it was obvious that it was to be "umbrellas over Boreham" all that afternoon. Obviously, conditions were going to be hectic, with Formula I and II competitors unleashed together. The Formula I race should be a fight between González in the B.R.M. and Villoresi in the wicked Indianapolis-style 4½ Ferrari. In the Formula II race Connaught hoped to be well up, for Poore's car was fast enough to win if an elusive 500 r.p.m. had been found after late night work, while it would not have to refuel, thanks to an auxiliary tank nosed in beside the engine on the near side. Downing's Connaught also had increased tankage of a different kind. The "works" Formula II Ferraris and the Gordinis were at Nurburg, while H.W.M. were regrettably absent. We missed, too, Taruffi and the Thin Wall Ferrari, it was said because Vandervell wanted £1,000 to start and the *Daily Mail* offered less (rumour said that of this £700 was Taruffi's fee). Spencer King gave the *monoposto* Rover one of its rare airings, which enabled attractively-attired Hazel Dunham to have a drive. Moss had the angular E.R.A. The Formula I field was enlivened by the 4½ Ferraris of Rosier and Landi and the Talbots of Chaboud, Cabantous (who had a car with the horizontal carburetters), Etancelin, Crespo and Levegh.

In teeming rain they got away and at Railway Corner on the first lap the leaders were : Villoresi, Rosier, Landi, González, Hawthorn, Etancelin, Moss, Brown, Poore, Crespo, Whitehead, Cabantous, Murray, Wharton, Barber, Downing, etc. González was third on lap two, but on the next round he approached Hangar Bend at enormous speed, found Rosier in his path, spun and badly damaged the B.R.M.'s rear end—he walked back to the pit but this time did not take over Wharton's B.R.M.

Hawthorn was thus fourth and quite happy in the rain, protected by his familiar gas-cape. Poore had slid off at Railway Corner on the second lap and pushed a straw bale onto the course before he got going again but was now making up time, passing Crespo's Talbot inside at Railway Corner.

The early order remained Villoresi, Rosier, Landi, with the Brazilian closing on his French rival—red, blue, yellow in the first three places.

The inevitable pit-stops began, first Graham Whitehead's E.R.A., then Barber's Cooper-Bristol, now Simpson's Alta. Rosier seemed at home in the wet on this fast circuit and pulled away from the challenging Landi. After 13 laps Villoresi, although not seeming quite himself since his accident and obviously finding the power of the latest G.P. Ferrari too much under the circumstances, lapped Wharton, who was unhappy in the remaining B.R.M., and going very carefully, at around 78 m.p.h. to about 86 of the Ferrari. Poore passed Moss in the E.R.A. to take second Formula II place behind Hawthorn, although later the Connaught left the road and bent its nose, a pit-stop being necessary to tear away trailing metal.

Then it happened—and the drenched spectators forgot their discomfort. Hawthorn in the healthy-sounding Cooper-Bristol overtook

Landi, then passed Rosier at Orchard. Moreover, he pulled out some unexpected speed as he left the two big Ferraris well behind and went in pursuit of Villoresi. The Connaught stop and trouble with the E.R.A., which had slowed, put the Cooper-Bristols of Brown and Brandon second and third in the Formula II race, whereupon Brandon lost 2 min. 14 sec. refuelling! The E.R.A. began to improve again, as Landi, in the Formula I race, threw a tyre tread, but retained third place by a lightning tyre change—a coming man, this Landi! It happened!—Hawthorn's 2-litre passed Villoresi's 4½-litre going into Orchard and got a decent lead on the big Italian car. Round the packed circuit smiles appeared beneath dripping hats and umbrellas! The dark green Cooper-Bristol carrying No. 4 steadily drew away from Villoresi, who was unable to use the full power of No. 17 Ferrari. Brandon's stop and Moss' loss of power put Baird's Ferrari into third Formula II place, but Dobson's Ferrari had called at its pit and Loens' Cooper-Bristol was out.

Gaining 5 sec. a lap on the Ferrari, Hawthorn led by no less than 41½ sec. after 42 of the 67 laps—stupendous! Admittedly they were in separate races, but whereas a win brought £500, second place was worth but half that. And Villoresi, wet through, wiping his vizor with one hand, had other worries—Rosier was closing on him, and Landi on Rosier. Luckily the rain eased, then stopped, improving visibility if not the surface. So Villoresi set about going faster, gaining 5-6 sec. a lap on Hawthorn, doing fastest lap at 88½ m.p.h. to Hawthorn's 83. At 50 laps he was only 20 sec. behind, lapping 2 sec. faster than the impudent English car. Rosier still held off the strongly challenging Landi, and Etancelin's Talbot stuck to its hard-won fourth place. At 43 laps Hawthorn had *lapped the B.R.M. for the second time*! Wharton, indeed, was never higher than ninth place and had stopped after about 85 miles to refuel.

Landi was doing all he knew to catch Rosier, sliding badly at Tower Bend, and Moss was chasing Baird's four-cylinder Ferrari. After 52 laps Landi passed the veteran Rosier and a lap later Villoresi got by Hawthorn, who impudently re-passed! That was too much for Luigi, who went ahead again at Tower Bend. Still the Cooper-Bristol worried him for a time on the corners, but along the straights the Ferrari's speed was naturally superior. Landi was excelling himself, doing a lap at 89.6 m.p.h. on the still very wet course. With seven laps to go Landi's yellow Ferrari went past Hawthorn out of Orchard. But the flying Brazilian couldn't quite catch Villoresi and finished 10 sec. behind him, notably as the leading Ferrari made fastest lap, at 90.15 m.p.h. Lap 58 saw a disgruntled Wharton abandon the B.R.M.—they called it gearbox trouble. It was pushed away from what could be its last public engagement, its record disgraceful.

Enormous excitement as Brown kept just ahead of Moss, in the light-alloy E.R.A. with its special Bristol engine, and it was over—the *Daily Mail's* daring and interesting experiment. Regarded as a single race, Villoresi was first, Landi second and Hawthorn third, the Cooper-Bristol only 66 sec., or 0.62 m.p.h., behind the winning 4½ Ferrari after 201 miles—as we have said, magnificent!

**Formula I :**
1st : L. Villoresi (4½ Ferrari), 2 hr. 25 min. 36 sec. ... 82.83 m.p.h.
2nd : F. Landi (4½ Ferrari), 2 hr. 25 min. 46 sec. ... ... 82.74 ,,
3rd : P. Etancelin (4½ Talbot), 66 laps at 81.41 m.p.h.
4th : Rosier (Ferrari), 66 laps; 5th : Crespo (Talbot), 63 laps; 6th : Cabantous (Talbot); 7th : Kelly (Alta), 62 laps; 8th : Chaboud (Talbot), 60 laps.
*Fastest lap :* Villoresi (Ferrari), 90.15 m.p.h.

**Formula II :**
1st : M. Hawthorn (Cooper-Bristol), 2 hr. 26 min. 42 sec. 82.21 m.p.h.
2nd : A. Brown (Cooper-Bristol), 66 laps at 80.62 m.p.h.
3rd : S. Moss (E.R.A.), 66 laps at 80.61 m.p.h.
4th : Baird (Ferrari), 65 laps; 5th : Brandon (Cooper-Bristol), 64 laps; 6th : Whitehead (Ferrari), 63 laps; 7th : Murray (Cooper-Bristol), 8th : Poore (Connaught), 62 laps; 9th : Cortese (Ferrari), 10th : Downing (Connaught), 61 laps; 11th : Dobson (Ferrari), 60 laps; 12th : King (Rover), 13th : Bryde (Cooper-Bristol), 59 laps.
*Fastest lap :* Brandon (Cooper-Bristol), 86.81 m.p.h.

# RACING AT THRUXTON (August 4th)

Deprived of their Castle Combe circuit by "foot-and-mouth" the go-ahead Bristol M.C. & L.C.C., in conjunction with the Sporting O.D.C. and the Wiltshire School of Flying, Ltd., staged the first car race meeting at Thruxton on Bank Holiday.

The 1.89 mile circuit has been the scene of successful motor-cycle racing, in which the lap-record stands at 82.24 m.p.h. The runways, even when reduced by lines of cans, are amply wide, if bumpy and sprouting grass, and there are some interesting corners, including a fast "S" on the back-leg. It was not the fault of the organisers that half a gale and torrential rain beat about the Thruxton plateau. Considering the conditions the crowd was no mean size.

The first 6-lap race saw Beauman in the ex-Hawthorn Riley Nine snatch the lead (watched by Mike himself, present in his father's Alfa-Romeo relaxing after his great drive at Boreham) from Watling Greenwood, only to have "an episode" and vanish. So the R.W.G. (which has an overhead inlet 1,090-c.c. Ford engine with remote header tank, light-alloy S.U. fuel pump and ignition distributor, P-type M.G. gearbox and other interesting features and weighs just 9 cwt) won at 57.84 m.p.h., although the Riley had lapped fastest, at 60.4 m.p.h. Tapp's Buckler, with neatly cowled radiator and twin 1¼ in. S.U. carburetters was second, Stokes' Riley Nine third. The first heat of the 500-c.c. race was an easy victory for Bueb's Iota, which lapped at 65.63 m.p.h., from Clarke's C.B.P. and Fenning's Cooper. The 6-lap race for blown sports-cars up to 1,200 c.c., unblown ditto up to 1,500 c.c. saw many of the "likelies" spin round, including Davis in the Cooper-M.G. In the end Gammon, who also indulged in rotations on the soaking course, won in his effective TC M.G. Special by 2.4s. from the Cooper-M.G., the Weber Special third. Gammon also did best lap, at 66.03 m.p.h. Coombe's Cooper took the second 500-c.c. heat, with a lap at 66.3 m.p.h., from Nurse's Cooper and Moore's J.B.S.

There followed the 6-lap race for sports-cars up to 2½ litres (or 1½-litre s/c.) in which Salvadori held off Ken Wharton, the Frazer-Nashes of these two fine drivers being separated by no perceptible time-gap as they went over the line! Salvadori was deemed to have won, but Wharton lapped faster, at 70.86 m.p.h. Peacock's Frazer-Nash was third, Walton's fourth.

The final for the 500s, over 10 laps, was a procession, led by Coombes, whose Cooper won comfortably from Clarke's C.B.P., after lapping at 75.13 m.p.h. Moore held third place throughout in the J.B.S. but Fenning (Cooper) swopped fourth place with Richard's J.B.S. about half-way through, after Issard-Davies' Cooper-Triumph and the Arengo-J.A.P. had retired.

The 10-lap race for unlimited sports-cars occasioned a surprise, for Walton's Frazer-Nash led Salvadori's for 5 laps. At this stage Wharton's was fourth behind Oscar Moore's H.W.M.-Jaguar and so determinedly did Walton drive that Wharton was unable to catch him. Salvadori lapped at 76.08 m.p.h. to win by 9.4 sec. from the H.W.M.-Jaguar. As the programme was well on time in spite of the weather an invitation race for the 20 fastest sports-cars was staged, but only five runners elected to compete, so Salvadori pursued his winning habit, coming home 2.2 sec. ahead of the H.W.M.-Jaguar, in spite of Oscar Moore having set a car lap-record of 77.2 m.p.h. on the drying track. Wharton was third. Behind, a J2 Allard demonstrated understeer at the expense of its rubber and Gammon unconcernedly took to the grass now and then as his M.G. left Windy Corner.

Thruxton has great possibilities, especially if the full 2.4 mile perimeter could be used and enthusiasts living near Andover should note that motor-cycles will race there again on October 4th. However, it is asking a lot of the Bristol Club to operate some 80 miles from home, so we hope their National Meeting on their own circuit, also scheduled for October 4th, will be possible.

# SMALL FRY AT PRESCOTT

ON July 27th there was an International Fixture at the Bugatti Owners' Club Prescott Hill. All the Pressmen wore passes decked with gay ribbons, entitling them to cocktails in the Stewards' enclosure, and a small assembly of spectators enjoyed a fine day's sport, run off with traditional B.O.C. efficiency.

At first we were puzzled by the excellent times for, if the twisty course was dry, all the Bugattis (save Peter Stubberfield's, which did some demonstration runs—best time 46.61 sec.) appeared to be on one cylinder and of types unknown to us. Eventually it dawned that this was a meeting confined to half-litre cars of non-Ettore origin. We were then able to take a proper interest in the proceedings and observe the extreme excellence of Les Leston's climbs in the Cooper-Norton, which repeatedly went up in under 46 sec., setting a new 500-c.c. record of 45.27 sec. Moss drove Annable's Kieft, because his own had been damaged at Swansea the previous day, and was second fastest, in 46.24 sec. Third fastest time was made by Leigh's Cooper, in 46.28 sec. Parker had a J.A.P. engine in his Kieft as more suited to Prescott than his Norton. Alas, Clive Lones was unable to defend his lost record, for he crashed in practice and had to have 14 stitches in his head. Wicken also pranged in practice.

The International element was provided by two Beels-J.A.P.s, of which only one ran as the other had a broken cog-box, Pim Richardson showing greater skill than Beels, and the Scampolo-D.K.W. of Duetz which arrived on a very clever single-tube trailer behind a B.M.W. It has a rear-placed, water-cooled two-cylinder, four-piston, rotary inlet-valve, two-stroke engine (which makes a delightful noise!), swing-link independent rear suspension, transverse leaf spring i.f.s. and a tubular frame. It was very consistent but no faster than its 35 b.h.p. suggested.

# REPORTS of RECENT EVENTS

## FOREIGN RESULTS

### EVIAN MONT BLANC RALLY

**General Category :** Pouderoux-Quincien (Citroën).
**Up to 750 c.c. :** Besson-Seytre (Dyna-Panhard) ; **750-1,100 c.c. :** Georges (Porsche) ; **1,100-1,500 c.c. :** Monier (Peugeot) ; **1,500-2,000 c.c. :** Pouderoux-Quincien (Citroën) ; **2,000-3,000 c.c. :** Hebrard (Salmson) ; **Over 3,000 c.c. :** Moffet (Jaguar XK120).

### COMMINGES F II G.P. (Aug. 10th)

1st : Ascari (Ferrari) ... ... ... ... ... ... 137.1 k.p.h.
2nd : Farina (Ferrari)
3rd : Behra (Gordini)
4th : Whitehead (Alta) ; 5th : Graffenried (Maserati-Platé) ; 6th : Cabantous (H.W.M.).

### LIEGE-ROME-LIEGE TRIAL

1st : Potensky/Schlutter (Porsche) ; 2nd : Laroche/Radix (Jaguar) ; 3rd : Stasse/Hermand (Porsche).

### ZANDVOORT F II G.P. (Aug. 17th)

1st : Ascari (Ferrari) ... ... ... ... ... ... 130.6 k.p.h.
2nd : Farina (Ferrari)
3rd : Villoresi (Ferrari)
4th : Hawthorn (Cooper-Bristol) ; 5th : Duncan Hamilton (H.W.M.).

#### 500-c.c. Race

1st : Moss (Cooper), 121.0 k.p.h. ; 2nd : Wicken (Cooper) ; 3rd : Habin (Leston Special).

### BOULEY BAY SPEED HILL-CLIMB (July 24th)

**F.T.D. :** K. Wharton (Cooper 1,000 s/c.) ... ... ... ... 55.4 sec.
**Sports Cars up to 2 litres :** J. Lyons (Connaught) ... ... ... 67.6 sec.
**Sports Cars over 2 litres :** Lord Louth (Jaguar) ... ... ... 64.4 sec.
**Racing Cars up to 1,100 c.c. :** K. Wharton (Cooper) ... ... 55.4 sec.
**Racing Cars, 1,000-2,000 c.c. :** B. E. Boadnack (Cooper 1,100 ... 61.2 sec.
**Racing Cars over 2,000 c.c. :** F. Le Gallais (L.G.S.) ... ... 56.2 sec.

### WELSH M.R.C. RACE MEETING, FAIRWOOD (July 26th)

**500 c.c. Championship of Wales :** G. Wicken (Cooper) ... ... 73.9 m.p.h.
**Invitation 500 c.c. :** A. Brown (Cooper) ... ... ... ... 74.7 m.p.h.
**Sports Cars up to 1,500 c.c. :** M. R. G. Llewellyn (M.G.).
**Sports Cars, 1,500-3,000 c.c. :** P. Griffiths (Aston-Martin).
**Sports Cars over 3,000 c.c. :** O. Issard Davies (Allard).

### ASTON-MARTIN O.C. SILVERSTONE MEETING (July 26th)

**10 Lap Race :** A. Randall (Riley Nine) ... ... ... ... 57.4 m.p.h.
**Ladies Five-Lap Handicap :** Mrs. B. Stapleton (Aston-Martin) ... 63.33 m.p.h.
**Inter-Club Relay Race :** 750 Team (Stephens, Allen, Taylor) ... 57.78 m.p.h.
**St. J. Horsfall Trophy Handicap :** B. Baxter (2-litre Aston-Martin) 62.9 m.p.h.
**MOTOR SPORT Trophy Handicap :** C. M. Sears (Frazer-Nash) ... 64.49 m.p.h.

### BENTLEY D.C. SILVERSTONE MEETING (August 2nd)

**3 litres, Scratch :** D. McKenzie ... ... ... ... ... 57.6 m.p.h.
**4½ litres, Scratch :** P. Woozley... ... ... ... ... ... 62.65 m.p.h.
**4½ litres, Short, Scratch :** G. C. McDonald ... ... ... ... 63.02 m.p.h.
**4½ s/c., 6½ and 8-litre, Scratch :** G. M. Crozier (8 litre) ... ... 61.08 m.p.h.
**Any Bentley, Five-Lap Handicap :** J. A. Williamson ... ... 54.41 m.p.h.
**Any Bentley, 10-Lap Handicap :** J. A. Williamson ... ... ... 56.67 m.p.h.
**Approved Makes Handicap :** W. B. Seaman (Riley) ... ... 56.86 m.p.h.

### TENBY M.C. LYDSTEP SPEED HILL-CLIMB (August 2nd)

**Racing Cars, 500 c.c. :** D. Boshier-Jones (Kieft) ... ... ... 35.56 sec.
**Racing Cars, 500-1,100 c.c. :** C. G. Arengo (Arengo) ... ... 33.96 sec.
**Sports Cars, 750-1,100 c.c. :** W. Lloyd Edwards (Ford Special) ... 38.31 sec.
**Sports Cars, 1,101-1,500 c.c. :** C. H. Threlfall (Tojeiro-J.A.P.) ... 36.61 sec.
**Sports Cars, 2,000-3,000 c.c. :** K. N. Rudd (Healey) ... ... 37.56 sec.
**Sports Cars over 3,000 c.c. :** D. Peatfield (Peatfield Special) ... 35.77 sec.

### 500-c.c. M.R.C. OF IRELAND NEWTOWNARDS RACES (Aug. 2nd)

**Open Scratch Race.**—S. Durbridge (Newpark Special) ... ... 57.47 m.p.h.
**Open Handicap.**—A. T. Carroll (A.T.C. Special) ... ... ... 56.44 ,,

### BERKHAMSTED & D.M.C. TEWIN WATER SPEED TRIALS (August 4th)

**Racing Cars, 500 c.c. :** R. Diss (Cooper) ... ... ... ... 15.7 sec.
**Racing Cars, 1,100 c.c. :** S. B. Sowery (Cooper 1,000) ... ... 14.06 sec.
**Racing Cars, 1,500 c.c. :** S. B. Sowery (Cooper 1,000) ... ... 14.1 sec.
**Racing Cars, 2,000 c.c. :** S. B. Sowery (Cooper 1,000) ... ... 13.7 sec.
**Racing Cars, Unlimited:** S. B. Sowery (Cooper 1,000) and J .Goodhew (Alfa-Romeo) ... ... ... ... ... ... 13.5 sec. (*Course Record*).
**1½-litre Saloons :** R. Butler (Vauxorrin) ... ... ... ... 23.1 sec.
**Unlimited Saloons :** G. F. Hulbert (M.G. s/c.) ... ... ... 21.2 sec.
**750 Formula :** R. Lowe (Lowe Special) ... ... ... ... 21.7 sec.
**750 c.c. Open :** L. Williams (Austin s/c.) ... ... ... ... 18.2 sec.
**Sports Cars, 1,300 c.c. :** D. Moore (M.G.) ... ... ... ... 17.8 sec.
**Sports Cars, 1,500 c.c. :** D. W. Davis (M.G. s/c.) ... ... ... 16.6 sec.
**Sports Cars, 2,000 c.c. :** L. Potter (Frazer-Nash) ... ... ... 15.9 sec.
**Sports Cars, Unlimited :** W. Coleman (Jaguette) ... ... ... 15.6 sec.
**XK120 Class :** J. H. Sarginson... ... ... ... ... ... 16.0 sec.
**Vintage Award :** J. Goodhew (Alfa-Romeo).

### CRAIGANTLET SPEED HILL-CLIMB (Aug. 9th)

**F.T.D.**—K. Wharton (s/c. Cooper 1,000) ... ... ... ... 80.2 sec.
**Closed Cars up to 1,300 c.c.**—C. E. Robb (Hillman Minx) ... ... 120.8 ,,
**Closed Cars over 1,300 c.c.**—Dr. G. Houghton (Sumbeam-Talbot) ... 108.2 ,,
**Standard Open Cars up to 1,300 c.c.**—B. McCaldin (TD M.G.) ... 104.2 ,,
**Standard Open Cars over 1,300 c.c.**—R. Baird (Ferrari) ... ... 85.2 ,,
**Non-s/c. Non-racing Cars up to 1,300 c.c.**—E. T. McMillen (Nufor) ... 90.4 ,,
**Non-s/c. Non-racing Cars over 1,300 c.c.**—J. D. Titterington (Allard) 84.4 ,,
**Open Cars, Unlimited.**—K. Wharton (Cooper) ... ... ... ... 80.2 ,,
**Handicap.**—R. Baird (Ferrari) ... ... ... ... ... 85.2 + 13 ,,

### CRIMOND RACE MEETING (Aug. 9th)

**Unlimited Sports Cars.**—J. Stewart (Jaguar XK120C) ... ... 63.82 m.p.h.
**Sports Cars up to 1,300 c.c.**—J. N. Lawrence (Cooper-M.G.) ... 58.75 ,,
**Formula III.**—N. Sanderson (Cooper) ... ... ... ... 66.70 ,,
**Sports Cars up to 1,600 c.c.**—J. N. Lawrence (Cooper-M.G.) ... 58.55 ,,
**Sports Cars up to 2,500 c.c.**—J. H. Walton (Frazer-Nash) ... 62.04 ,,
**Formule Libre.**—R. Flockhart (E.R.A.) ... ... ... ... 65.70 ,,

### MORGAN 4/4 ROAD RALLY (August 10th)

1st : T. F. Hawes, Bourton ; 2nd : S. G. Dyke, Newcastle ; 3rd : Miss A. M. Jervis, Leamington Spa.

### V.S.C.C. PRESCOTT HILL-CLIMB (Aug. 16)

**Vintage Sports Cars, 1½ litres.**—B. E. Brown (Frazer-Nash) ... ... 54.06 sec.
**Vintage Sports Cars, 1½–3 litres.**—H. O. Jones (Bugatti) ... ... 58.14 ,,
**Vintage Sports Cars, over 3 litres.**—J. A. E. Marsh (Invicta)... ... 53.71 ,,
**Edwardian Handicap.**—C. W. P. Hampton (Bugatti " Black Bess ") 63.07 ,,
**S/c. Vintage Cars.**—A. K. Haworth (Bugatti) ... ... ... 52.60 ,,
**Vintage Racing Cars, 1½ litres.**—J. W. Broad (Austin Seven) ... 51.21 ,,
**Vintage Racing Cars, 1½–2 litres.**—Dr. W. A. Taylor (Caesar Special) 49.20 ,,
**Vintage Racing Cars, over 2 litres.**—P. J. Stubberfield (Bugatti) ... 48.02 ,,
**Vintage and Historic Racing Cars.**—P. J. Stubberfield (Bugatti) ... *F.T.D.*

### AUGUST QUIZ

The August Quiz picture attracted a smaller " entry " than usual, so obviously the old car depicted proved a teaser. We admit to being puzzled ourselves ; fortunately " Baladeur's " office is but a brief walk from MOTOR SPORT's and he decided for us that the car must be an Ariel Simplex. Scott Moncrieff sent the photograph with the following explanation :

" A 1908 ' Grand Prix ' Ariel four-cylinder 60-h.p. As far as I can make out this particular car was built for and exhibited at the Motor Show, to be bought by anyone who fancied taking up G.P. racing, rather than as a works entry. The late Frank Bolton, a copper tycoon, thought, with some justice, that it would make a lovely fast-touring car. So he designed a tonneau to replace the bolster tank aft with which the car was originally delivered. You see him here, with the car, looking, and with reason, very proud of it. He raced it once or twice at Brooklands, but although the car did a very creditable lap speed of over 90 m.p.h., he never succeeded in breaking the handicappers to a place. The Ariel car was made in Coventry, and would appear, at that time, to have been in a pretty fair way of business. An old fitter who worked at Daimler then tells me that they were " built in a shed about the same size as that of the Rover people."

I am, Yours, etc.,
BUNTY.

Frank Bolton certainly raced the Ariel, which was the British version of the Mercédès of that era, at Brooklands, but no lap times were published in 1908.

To return to our Quiz, the greatest credit is due to those readers who recognised the make correctly—L. B. Frost of Winchelsea, W. A. Scott Brown of Aberdeen, A. W. F. Smith of Mayfield, H. C. Howman of Bletchley (although the last-named also suggested Gobron-Brillé), and C. E. Milner of Birmingham.

Others saw incorrectly (or guessed) : Opel, Hupmobile, " Bugati," Bentley, Humber (very popular), Hutton, Mercédès, Star, Napier (extremely popular), Darracq, Benz, Panhard, Rolls-Sunbeam, Cadillac, Lancia, Matheson, S.P.A., Peugeot, S.C.A.T., Itala, Nazzaro, Mitchell, Hotchkiss, Straker-Squire, etc.

Wild horses of the most hairy-legged variety will not drag the names of these readers from us—better luck to them with next month's Quiz.

The next round of the MOTOR SPORT Clubs Trophy contest will be fought out at the M.C.C. Silverstone Meeting on September 13th, when a very fine day's sport should be seen. Those already eligible for the MOTOR SPORT race are : C. M. Sears (Frazer-Nash), R. Stainforth (Aston-Martin), F. Taylor (Ford-Nippy), A. M. R. Mallock (Austin Seven), R. Green (H.R.G) and Mrs. N. M. Mitchell (Allard). The leaders on points for the MOTOR SPORT Trophy and £80 in cash prizes are C. M. Sears 11 pts, F. B. T. Taylor 8 pts., L. Gibbs and A. S. Friend 6 pts. each, and the concluding race will be run off at the Peterboro' M.C. Silverstone Meeting on September 20th

# GOODWOOD BY LAMPLIGHT

## *Peter Collins/Pat Griffith Aston-Martin DB3 Wins "News of the World" 9-Hour Sports-Car Race. Privately owned Ferraris 2nd & 3rd in Dramatic Finale. Type C Jaguars in Trouble.*

EVER enterprising, on August 16th the B.A.R.C. very effectively turned Goodwood into an excellent representation of the Sarthe for the 3 p.m. to 12 midnight sports-car race sponsored by the *News of the World*. Pits, illuminated after dark, were erected before the Paddock, lights twinkled on the stands and, behind the pits, refreshments were served in true Le Mans style. This, the first race with a night-spell to be run in England, was voted excellent training for Le Mans. Entries were limited to 30 and the Continental element must be written down as disappointing—it was confined to Levegh's famous Talbot and Hollming's XK120. What a race it could have been with Mercédès-Benz, Ferrari, Alfa-Romeo and Gordini sending "works" entries! Perhaps next year? Actually, the only British *manufacturers'* team entries were those of Aston-Martin and Jaguar. But a novelty is always pleasing and that a great race resulted cannot be denied. The organisation was truly first class, with continuous commentary, illuminated scoreboards, and the corners not only picked out by lit signs but by yellow/blue lamps used in lieu of flag signals—Lucas did a splendid job in this sphere of the illuminations. The prizes, including 1,000 gns. for the winner, were presented by Mrs. W. Emsley Carr under floodlights, with fireworks lighting the night sky. All very much in the John Morgan tradition—and we hope for a 12 or 24-hour race next year. This year's race could hardly have been better staged, or more interesting to the very end. The starters were :—

**Up to 1,500 c.c.:** Mayers/Keen, Ruddock/Peacock, Leston/Line (Lester-M.G.s) Davis/Coombs, Leonard/Annable (Cooper-M.G.s), Gibbs/Heal, Blakeley/Findlater (Le Mans H.R.G.s). **1,500-3,000 c.c.:** Parnell/Thompson, Abecassis/Poore, Collins/Griffith (Aston-Martin D.B.3s), Clarke/Faulkner (Aston-Martin D.B.2), Baird/Salvadori, Cole/Whitehead (2.7 Ferraris), Gerard/Clarke, Mitchell/Scott-Russell, Stoop/Wilson, Crook/Jacobs (Frazer-Nashes), Meyer/Fotheringham Parker (H.W.M.), Lamb/Going, Boston/Shattock (Silverstone Healeys). **Over 3,000 c.c.:** Moss/Walker, Rolt/Duncan Hamilton, Whitehead/Stewart (Jaguar C.s), Hume/Thomas, Curtis/Fairman (Allards), Levegh/Etancelin (4½ Talbot), Swift/Heath, Hollming/Laurent, Bosbier/Black (Jaguar XK120s), Goodhew/Wright (1935 4½ Lagonda). The Parnell D.B.3 was a 2.9, Curtis took the Le Mans Allard, Hume's Allard had gauze bonnet sides and four intake "funnels," Hollming's Jaguar was left-hand drive.

After a torrential cloudburst had left the scene damp, and the track wet, rain fell sharply again as the drivers lined up for the Le Mans-type start. Clearly a test lay ahead for the Resmat cold asphalt surface of the Goodwood circuit!

Moss handed his goloshes to "Lofty" England, the Union Jack fell, and they were away :—

The three Type C Jaguars were in line, followed by the Le Mans Allard, rapidly passed by Parnell, then Levegh, Hollming, Collins and the rest—save Abecassis, whose Aston-Martin faltered. At the end of lap one the order was : Rolt, Moss, Parnell, Whitehead, Levegh, Fairman, Collins, Cole, Swift, Gerard, Crook, Hume a gap, then Stoop, Hollming, Lamb, Mayers, Mitchell, Baird, Leston, Abecassis Meyer, Davis, Boshier, Ruddock, Goodhew, Clarke, Leonard, Blakeley, Gibbs Boston.

Next time round Parnell's short-tailed 2.9 D.B.3 was second, and very soon he led Rolt, Moss and Abecassis, averaging 73.75 m.p.h. after three-quarters of an hour. Hume stopped to tighten the Allard's bonnet-strap. After only 20 minutes Lamb's Healey (with strip wings) retired with a run big-end. Gibbs mowed down lots of the *chicane* fence with his H.R.G., Baird was going great guns, Swift had run onto the grass once at Woodcote, and Parnell was doing his best to draw Rolt and Moss into high-speed lappery.

**4 p.m.**—1st : Parnell (Aston-Martin), 74.06 m.p.h.; 2nd : Rolt (Jaguar); 3rd : Abecassis (Aston-Martin).

Leonard's Cooper-M.G. sat at its pit, while the steering column support was repaired. Hollming was slow and, puzzled by Wisdom's vigorous blue-flagging, actually stopped by the *chicane*. Moss grazed the *chicane* wall. The gallant old Lagonda lost time while a new water pump was fitted. Abecassis rammed the D.B.2 but both continued. The compulsory changes of driver took place, Collins handing over to Griffith and 15 gallons of fuel going into the D.B.3. The Hollming Jaguar required attention to its throttle linkage and had clutch slip. As Clarke took over Gerard's Frazer-Nash ten gallons were put in. Hume stopped at Madgwick, and here Jaguar suffered their first blow, for Peter Whitehead crashed badly, escaping injury but damaging the Type C and a spectator. Line took over Leston's Lester-M.G., five gallons of fuel and some oil going in calmly in 67 sec. Poore had damaged the front of his D.B.3 but seemed untroubled.

**5 p.m.**—1st : Moss/Walker (Jaguar), 76.23 m.p.h.; 2nd : Rolt/Hamilton (Jaguar); 3rd : Parnell/Thompson (Aston-Martin).

With two out of the nine hours run the pits began to receive more custom. Findlater took over Blakeley's H.R.G. after five gallons of fuel had been put in, and Jacobs likewise took over Crook's Frazer-Nash after it had been oiled and fuelled. Same again as Black took Boshier's Jaguar. Claps came from the packed stands as Leonard completed repairs to the scrutineers' satisfaction and his Cooper-M.G. resumed. The Le Mans Allard retired at Lavant with a broken drive-shaft, and Stoop's Mille Miglia Frazer-Nash shed a wheel at Madgwick. The short, tiring circuit was taking its toll! Levegh had been slow in the rain and wasn't really fast now, with the course dry.

Findlater found oil pressure failing and limped in with the hard-sprung H.R.G., and the other Allard required a front wheel aligning and its wing wired up at the change-over. The Lagonda was going again, Wright finding its light tail even more unmanageable than its owner does. At 5.45 p.m. poor Levegh was out, the Talbot breaking a half-shaft. The two remaining Type C Jaguars had pulled out two laps lead over the Parnell D.B.3, which sounded a little unwell, when Thompson brought the car in to hand back to Reg. A mechanic refuelled it with more enthusiasm than discretion and it caught fire in a big way. Parnell jumped clear, Thompson scrambled out, but John Wyer, Sopp and Lownes were removed with bad burns. The blaze destroyed the car before an ugly situation was got under control with small extinguishers and sand. A bitter blow—and we are surprised Aston-Martin did not know how much fuel to put in without filling the funnel, did not use a support for the funnel, and did not have their own fireman standing by. Did they not rehearse refuelling by churn? Somehow the ambulance was got across the course and Parnell took charge of the pit in Wyer's absence.

**6 p.m.**—1st : Rolt/Hamilton (Jaguar), 77.55 m.p.h.; 2nd : Moss/Walker (Jaguar); 3rd : Baird/Salvadori (Ferrari).

The Aston-Martin situation looked none too healthy, for here was the red Baird Ferrari leading the class by a clear lap, to a high-pitched scream of tyres on the corners, with Abecassis fourth, but Cole's blue and white Ferrari fifth ahead of Collins' Aston-Martin. Moreover, at 6.13 p.m., Abecassis' car, taking on five gallons, was delayed by a jammed starter. In the 1,500-c.c. class Mayers' Lester-M.G. had two laps lead over Davis' Cooper-M.G., with Leston's Lester-M.G. third on the same lap. Gerard resumed his Frazer-Nash at 5.21 p.m. after five gallons had gone in, the resolute Alta-engined H.W.M. took 46 sec. off for some oil, and Collins took over from Griffith at 6.27 p.m., 15 gallons of fuel being put into the D.B.3. The toll-taking continued—Leonard's Cooper-M.G. stopping amidst the stubble after shedding a wheel. It eventually resumed, only to break a piston. Moss blew his horn, Collins passed inside the H.W.M. into Woodcote Corner, tyres screaming, and Boshier's bonnet uncatched and his XK120 suffered from front-wheel patter. Baird had nasty moments when a wheel jammed on its hub during a change of all wheels, and replenishment of all fluids, including 15 gallons of fuel. Boston's Healey needed much oil, Mayers resumed after seven gallons of fuel and other fluids had been put into the neat green Lester-M.G., these cars running for the Team Prize, mostly quite easily in top gear, giving way impeccably to faster cars at the corners. Ruddock's took rather more fuel than Mayers'. Blakeley's H.R.G. threw a rear-tyre tread, which folded up the wing. This was patched, both rear wheels changed and the car resumed. Now Walker came in for Moss to take on the leading Jaguar, 3 min. being lost while the rear wheels were changed and 26 gallons of fuel and fresh oil were put in. Mitchell's Frazer-Nash was so enthusiastically re-oiled that some had to be drained out! The other Type C Jaguar stopped, also for 3 min., as rear wheels were changed and 33 gallons poured in. The broken headlamp on Gibbs' H.R.G. was replaced before he took over from Heal.

This period was mainly one of routine refuels and changes of driver, preparatory to speeding up as much as possible before the light went.

**7 p.m.**—1st : Moss/Walker (Jaguar), 77.3 m.p.h.; 2nd : Rolt/Hamilton (Jaguar); 3rd : Collins/Griffith (Aston-Martin).

The Lester-M.G.s now dominated their class. Delayed by the jammed wheel, the Baird Ferrari now lay third in its class, Collins and Cole ahead of it. Poor Hollming lost 4 min. 40 sec. while his XK120 was treated for clutch slip, Boston's Healey developed an oil leak, the front tyres of Blakeley's H.R.G. were now changed. Mayers, leading his class from his team-mates, had a rear wheel changed after inspecting all tyres. The surviving Allard stopped for 3 min. 5 sec. for front brake adjustment, and 15 gallons of fuel and oil. Goodhew got back into his grand old Lagonda. Still Hollming's clutch slipped. Then another casualty—Crook's Frazer-Nash retired with a broken back-axle casing. This handed the Team Prize to the Lester-M.G.s, providing they all finished !

**8 p.m.**—1st : Moss/Walker (Jaguar), 77.87 m.p.h.; 2nd : Rolt/Hamilton (Jaguar); 3rd : Collins/Griffith (Aston-Martin).

Davis was in trouble with the Cooper-M.G. but a half-shaft from Leonard's retired car saved the situation and the compact silver car eventually resumed. The Lagonda needed fresh front tyres and the opportunity was taken of inspecting its water pump. Gradually the light faded, the fairy-lamps twinkled round the grandstands and one by one headlamps came on, in this setting so novel to Britain. One of the first to " switch on " was Gibbs, whose yellow lamps bobbed up and down, a reminder that his H.R.G. is definitely " cart-sprung."

The race now seemed to be something of a foregone conclusion, the Jaguars safe for first and second places, Aston-Martin leading the 3-litre class, the Lester-M.G.s the 1½-litre category. In actual fact, drama lay ahead, and there were immediate complexities to mar this complacent picture. Thus, as Poore took over the D.B.3 its clutch was useless and the same trouble assailed Mayers' Lester-M.G., only less serious in his case as he was remaining mostly in top gear. Indeed, gearbox failure eliminated the D.B.3 at 8.35 p.m., leaving only one David Brown entry intact. Rolt's Jaguar had its front wheels changed, Hamilton taking over, and 14 min. later a plug-lead fell off and had to be replaced. Salvadori was going great guns in the Ferrari, back in third place, flames jabbing from its twin exhausts in the dusk, and Cole was pouring on the coal, giving way to no one through the *chicane*, in the other Ferrari. After much work Mitchell's Frazer-Nash rejoined the race but was merely touring to finish. The Allard called for three more wheels, fuel and oil.

**9 p.m.**—1st : Moss/Walker (Jaguar), 77.87 m.p.h.; 2nd : Rolt/Hamilton (Jaguar); 3rd : Baird/Salvadori (Ferrari).

Gibbs' H.R.G. stopped to rectify a sticking cut-out as real darkness cloaked the B.A.R.C.'s gay scene. Cole changed his front wheels, replenished, and set Graham Whitehead to pursue Collins' D.B.3, the Ferrari sounding extremely healthy, whereas the Aston-Martin emitted odd noises from its exhaust and was far slower at this stage than the Baird Ferrari. Baird now took over, a lamp having to be repaired as well as fresh fluids put in. Soon Salvadori was on again—all credit to Baird for using the faster driver in the dark. Thirty seconds sufficed for Leston to repair his tail-lamp, a job also done on Blakeley's H.R.G.

Now drama, fate, call it what you will, took a turn. The Rolt/Hamilton Jaguar failed to come round. Yes, axle trouble had set in, a back wheel had fallen off and caused retirement.

**10 p.m.**—1st : Moss/Walker (Jaguar), 77.66 m.p.h.; 2nd : Baird/Salvadori (Ferrari); 3rd : Collins/Griffith (Aston-Martin).

Then, scarcely had the spectators digested the fact that the rapid Ferrari was second than a horrid scrunch came from the Moss/Walker Jaguar and it slowed at once, to limp round at a mere crawl in the darkness. Consternation ! The car which had been first or second for 224 laps, in trouble ! " Lofty " England stood stolidly out before the pit, board to mark position, hoping for Stirling to appear. The car did so, after an interminable delay. The " A "-bracket of the special Type C suspension had broken. That from the crashed car was removed and fitted to Moss' machine but that cost Jaguar 36 minutes, during which the surviving D.B.3 and both Ferraris were burning up the miles. Griffith came in, 15 gallons went in and a front wheel was changed and Collins roared off, the car seeming to be faster than it had been. A. G. Whitehead paused for 54 sec. to hand over to Cole, after a rear-wheel change. The closing hours were going to be exciting.

How exciting we did not know ! For at 10.23 p.m. Salvadori stopped, a lap in the lead from Collins, who was three laps ahead of Cole, to change rear wheels. Whether the battery was abnormally tired or whether a hot V12 is tricky to start, the fact remains that not until a new battery was installed could Baird continue. The lead passed to Collins' D.B.3, compensation for loss of A.M.'s biggest car and injury to their team manager early on, as the spectators were quick to appreciate. Poor Baird waited for the Ferrari to fire; when he did get away, to hand back, in 7 sec., to Salvadori a lap later, the car was three laps behind the D.B.3 and only just ahead of Cole. Hume was getting an oil bath from the Allard, the Lagonda's front brakes needed further adjustment, and Hollming had further trouble with the Jaguar's throttle linkage. Salvadori, going all he knew how, spun off at Madgwick and apparently needed outside help to restart. Cole came past, reversing the Boreham positions of these Ferraris, although, as at Boreham, Cole was almost without brakes.

**11 p.m.**—1st : Collins/Griffith (Aston-Martin), 75.72 m.p.h.; 2nd : Cole/Whitehead (Ferrari); 3rd: Baird/Salvadori (Ferrari).

Mayers was managing well *sans* clutch, continuing to lead his class. The Allard drivers found oil a bad thing on a vizor at night and Gibbs' H.R.G. split a water pipe and had to stop for $H^2O$. A last minute worry for Mayers was a broken lead to the rear lamp, which delayed him 5 min. 10 sec., but still he led his class, these Lester-M.G.s an object lesson in how to go motor-racing on a comparatively moderate expenditure. The two privately-owned Ferraris had shown up remarkably well too, but could not catch the smaller D.B.3,

*Continued on page* 99



MOTOR SPORT wishes to express sympathy to those affected by the Devon flood disaster, which has had such sad consequences in an area well known to motoring tourists and sportsmen and for which " Lands End " competitors have a particular affection.

* * *

**ECONOMY**

In case anyone was sceptical of the fuel consumption figures quoted last month for the Buckler Special, we took the opportunity of making another check. The car was in the same trim as before except for two 1⅛ in. S.U.s on the new Buckler manifold ; it used a mild petrol/benzole mixture, Essolube oil and did 0-50 m.p.h. in 11.2 sec.

At an average of 40 m.p.h., the m.p.g. was 48. At an average of 46 m.p.h., the m.p.g. was 40.

*A B.R.M. STUDY.—Published by kind permission of* Picture Post *and without comment!*

*By permission of Picture Post Library*

which, sounding a bit "popply," nevertheless came by as regularly as clockwork. Gerard had his Frazer-Nash in fourth place and, drive as he did, Moss couldn't catch it.

John Morgan, deservedly satisfied with a highly successful experiment, held out the chequered flag at midnight and the crowd, bigger than at the start, proclaimed young Peter Collins, ably partnered by Pat Griffith, winner of our first day/night race. To the *News of the World* goes every credit for making possible this delightful spectacle and instructive event.

1st : P. Collins/P. W. C. Griffith (Aston-Martin D.B.3), 283 laps ... 75.42 m.p.h.
2nd : T. Cole/A. G. Whitehead (2.7 Ferrari), 281 laps ... ... 74.80 ,,
3rd : R. Baird/R. F. Salvadori (2.7 Ferrari), 278 laps ... ... 74.09 ,,
4th : Gerard/Clarke (Frazer-Nash); 5th : Moss/Walker (Jaguar); 6th : Mayers/Keen (Lester-M.G.).

**Class Results :**

**Up to 1,500 c.c. :** 1st : J. C. C. Mayers/M. J. Keen (Lester-M.G.), 250 laps ... ... ... ... ... 66.65 m.p.h.
2nd : G. A. Ruddock/R. F. Peacocke (Lester-M.G.), 250 laps.
3rd : L. Leston/T. Line (Lester-M.G.), 244 laps.
*These cars won the Team Prize.*

**1,500–3,000 c.c. :** 1st : P. Collins/P. W. C. Griffith (Aston-Martin), 283 laps ... ... ... 75.42 m.p.h.
2nd : T. Cole/A. G. Whitehead (Ferrari), 281 laps.
3rd : R. Baird/R. F. Salvadori (Ferrari), 278 laps.

**Over 3,000 c.c. :** 1st : S. Moss/P. Walker (Jaguar), 267 laps ... 71.09 m.p.h.
2nd : J. B. Swift/C. Heath (Jaguar), 247 laps.
3rd : S. J. Boshier/W. B. Black (Jaguar), 238 laps.

*Retirements :* Lamb (Healey), 9 laps, big-end; Leonard (Cooper-M.G.), 24 laps, piston; Whitehead (Jaguar), 56 laps, crash; Fairman (Allard), 56 laps, driveshaft; Stoop (Frazer-Nash), 61 laps, lost wheel; Clarke (Aston-Martin D.B.2), 65 laps, engine; Levegh (Talbot), 81 laps, half-shaft; Parnell (Aston-Martin D.B.3), 92 laps, fire at pit; Meyer (H.W.M.), 147 laps, split oil tank; Crook (Fraser-Nash), 152 laps, split axle-casing ; Abecassis (Aston-Martin D.B.3), 162 laps, clutch; Rolt (Jaguar), 206 laps, axle.
*Still running :* Hollming (Jaguar), Hume (Allard), Goodhew (Lagonda), Mitchell (Frazer-Nash).

* * *

### NINE-HOUR NATTERS

Although the race was shorter and run at a lower speed than Le Mans, there was a high proportion of retirements. Goodwood is obviously a tough circuit for cars and drivers, and brakes and transmission had a thorough testing. The winning Aston-Martin relied on Mintex-lined Girling brakes with Al-fin drums, and was using the David Brown five-speed gearbox.

* * *

We owe a great deal to the big newspapers which sponsor motor-races. This *News of the World* race was spectacular as well as interesting and the 1,000 gns. prize something of a record. Mr. Asher of the *Daily Express*, Wm. Courtnay of the *Daily Mail*, and other representatives of papers which sponsor motor-racing were present—shall we see a 12-hour Boreham race or a 24-hour Silverstone contest next year, or will Goodwood scoop on this too ?

* * *

Most of the cars used Lucas lamps of equal efficiency and reliability—it is not Lucas' fault, sir, if you motor your headlamps through pallisades and straw bales !

* * *

The commentators—Tony Curtis, Nevil Lloyd, James Tilling and C. S. Watkinson—contributed much to the enjoyment of the meeting *via* the Antone equipment. Raymond Baxter did an exciting series of broadcasts for the B.B.C., which continued after midnight for the purpose. Raymond kept his own lap-chart—good show !

* * *

Minor grumble—pit-work was invisible from the Press-box roof.

* * *

The Falkner D.B.2 carried a ciné-camera on its back shelf, firing through the passenger's side of the windscreen. It also had a "fly-deflector" on its bonnet. The car left the road on several occasions before the engine packed up. The stark H.W.M. went well until Fotheringham Parker drove it into the Paddock and retired with a split oil tank.

* * *

This was surely the world's first motor race with electric "flag marshal" control.

The light signals were designed, constructed, wired and installed by Joseph Lucas Ltd. The signals were based on a couple of standard headlamp light units, one coloured amber and the other blue.

Lucas also sponsored the 114 track markers with reflex reflectors. Lucas lighting and electrical equipment was fitted on all the winning cars except the Baird/Salvadori Ferrari. In the case of Tom Cole's Ferrari Lucas changed the foreign lamps to Lucas DF 770 Headlamps and auxiliary driving lamps, after Cole complained of being unable to see on the first night's practice.

Lucas also supplied a lot of "lighting sets" (headlamps, etc., with batteries and switchgear) which the B.A.R.C. used to light up and floodlight various things, such as scoreboards, etc.

# CHAIN CHATTER

*by*

"CARROZZINO"

THERE is little doubt that first line road-racing of today has reached a pitch far higher than ever before and naturally this brings more and more problems into the game. One of these, that this year has had far-reaching effects, is the problem of the team manager on deciding when and where his riders should compete. For the small time private-owner competing in International events the matter is easy, he pleases himself where he races, whether it be for profit or pleasure, but the "works" rider is under factory control and the team chief decides when and where.

Obviously all the G.P. events have to be covered by the complete team and in addition any big International event that can be counted as a near classic, but there is little point in sending men and machines to small out-of-the-way events. However, this is not always agreeable to the riders as many of them feel they must race regularly to keep their hand in, but against this the team chief is unwilling to risk his runners for a small gain.

This season the whole outlook on the World Championships has been altered, due to this problem. At the beginning of the season everyone tipped Alfredo Milani to win the 500-c.c. Championship, with Duke as nearest rival and in the sidecar class Eric Oliver was expected to repeat his succession of victories, but now things are greatly altered. First Milani fell off his Gilera Four in a small Italian race and injured his hand and in consequence has been unable to put up any sort of show since ; then Eric Oliver crashed at Bordeaux, a small circuit meeting, and consequently missed the Swiss G.P., though he did make up for it by winning the Belgian, but a retirement in the German has ruined his chances for the Championship. At the Schotten races before the German G.P. Geoff Duke fell off and put himself in hospital for some weeks, so his chances for the 500-c.c. Championship are spoilt. That is three potential World Champions badly handicapped by accidents in relatively small unimportant meetings which is indeed a high price to pay. Whether team chiefs should restrict their rides to G.P. races or not is a problem that must be worrying all the factories. If they don't they risk losing their runners, if they do the riders may lose the edge off their form through lack of continental racing, for there is no doubt that a man who races every weekend is going to be better than one who races once a month, for his mind and reflexes are bound to be kept at concert pitch the whole time and with the present-day standard of competition a "works" rider has got to be 100 per cent. on form.

The problem is one for riders and managers to sort out between them, but from either angle it is a difficult one to which no real answer is available.

* * *

In the regulations for the Italian G.P., the category B is for vehicles with three wheels, which normally means sidecar outfits, but it is interesting to reflect that Monza, where the race will be run, is a circuit on which a three-wheeler as distinct from a sidecar could more than hold its own. Admittedly there are four 60 m.p.h. corners at Monza, but with a sidecar lap speed approaching 90 m.p.h., it is obvious that a device with a single central wheel in front, driver and passenger lying prone either side of a 55 b.h.p. four-cylinder engine and the whole properly suspended on all three wheels, with hydraulic brakes, and streamlined to the ninth degree could make a normal racing sidecar outfit look silly.

* * *

I viewed with interest the recent bout of record-breaking by Noel Pope with his 1,000-c.c. Comerford-Pope sidecar outfit, which looked very pre-war and Brooklands, and full credit is due to Noel for driving the distinctly hairy monster around Montlhèry at over 110 m.p.h., but the idea of breaking the world's record with such a machine does seem a little antiquated. While I am the first to admire a record machine that still looks like a motor-cycle, my appreciation of the ruthless march of progress, under which we must all suffer at times, does demand the application of science as well as brute-force to gain speed and streamlined shells, properly designed, are a tribute to science and a sure way of gaining vital m.p.h. To my mind the smooth cleaning of the air with an "egg" on a motor-cycle, is far more praiseworthy than a "bitzy" and unshapely monster forcing its way through by sheer power. However, full power to the Pope twist-grip and if he can better 180 m.p.h. with his "rorty" monster I shall be pleased, if only to muse upon how much faster he could have gone in fully streamlined form.

# On the Road with an A.C. Buckland Sports Tourer

## *A 2-litre Six-Cylinder Open Car of all round Merit and Decided Individuality*

WE have often wondered what would happen if an enterprising manufacturer re-introduced a famous vintage car and planted it down on his stand amidst the modern exhibits at the Earls Court Exhibition. To some extent an answer is provided by the post-war sales-success of the A.C., for this is a car which in some respects follows in the vintage tradition.

For instance, its six-cylinder engine is basically similar to that designed for A.C. by John Weller at the close of World War I, although it has been improved materially in detail since those far-away days and was, in any case, of such advanced o.h. camshaft, light-alloy, wet-liner construction in 1919 that it remains a very fine power unit today. Further, A.C. retain non-independent leaf-spring suspension, while the gear-lever is of the good "old fashioned" sort. And the Buckland sports-tourer is one of the few fully-openable five-seaters still in production. The result is an interesting car, which we were naturally anxious to try, if only to get its individuality into proper perspective.

Mr. E. J. Bailey, of Buckland Body Works, Buntingford, who makes the open sports tourer on the A.C. chassis, recently permitted us to drive his prototype demonstrator, which changed our curiosity into respect. As he handed the car over to us, Mr. Bailey quietly instilled some A.C.-enthusiasm. "This Buckland sports-tourer," he explained, "has covered over 30,000 miles, including two long Continental tours, and apart from one routine removal of the head, no major work has been required, so I don't suppose you will have any trouble. So far as the rigid front axle on its ½-elliptic springs is concerned, try cornering at 70 m.p.h. before passing comment." Mr. Bailey also remarked that the first set of tyres lasted 20,000 miles, which is far more than you expect from tyres on independently suspended wheels. To which we readily conceded that the absence of pivots and linkages (which must inevitably develop wear and thereafter function less efficiently) appeals to us, and that what was good for a certain talented French designer works very well on the A.C.

In view of these preliminary remarks, the handling qualities of the car were our first concern. There is a rather "dead" feel about the ride and steering, reminiscent of cars of the later-vintage era when chassis had become stiffer but springs had yet to become softer. There is no denying that in the A.C. one is conscious both aurally and physically, when a wheel strikes a pot-hole, but, conversely, the ride is not hard; indeed, soft up-and-down motion is present over uneven surfaces and on the car tried a sudden change of direction or quick negotiation of a double bend resulted in distinct roll oversteer. The latter may have been due to tired springs or dampers and certainly round normal corners the A.C. steered accurately at high speeds, although with an oversteer tendency, which resulted in some concentration being necessary also along the straights.

With growing acquaintance of the car we grew to like these rather "vintage" handling characteristics, particularly as the A.C. can be cornered very fast indeed without the disconcerting "front-end lean" of many i.f.s. systems and without early breakaway of back or front wheels.

The steering is heavy, although less so as speed increases, but it has the pleasant attribute that, acting against strong castor-action, it is devoid of lost motion. It is also "quick" steering, geared 2⅓ turns lock-to-lock, and very little return-motion is transmitted back to the driver's hands, although bad roads can promote very considerable scuttle-shake which naturally affects the steering column. Indeed, under extreme conditions the wheel can be snatched from a light grasp.

As the column is adjustable an ideal position can be achieved with the long, rigid central gear-lever coming nearly up to the wheel-rim, and the instruments readily visible through this 16 in. leather-bound Bluemel "Brooklands" spring steering wheel, the driver feels in full command. Admittedly it took us some time to get used to the reclining driving position (incidentally, the front seats adjust like a bench-seat, but have separate, folding squabs) nor is there much parking space for one's clutch foot, but these criticisms are mitigated by the splendid visibility, through the single-pane fold-flat screen, of both raised front wings, although even so it took us some time to become acclimatised to the width of this A.C.

Before setting about analysing the A.C.'s performance characteristics and abilities, we paused to admire the many practical features of its sports-tourer body. The design is most arresting and the car we tried, black with fawn upholstery and hood, called forth much favourable comment, including that of a retired Army officer within the first 40 miles of "ownership"—this gentleman expressed himself as "lost in admiration," not wholly, we hope, because amongst badges displayed was that of the British Field Sports Society! There is no denying it, this Buckland A.C. is indeed a very smart motor car, as our illustration shows.

Sensible detail treatment is found throughout the car. The wide doors, one on each side, and absence of running boards render entry to front or back seats extremely easy. There is ample room for three adults or four juveniles on the back seat and this open A.C. constitutes an ideal car for the family motorist, for the door handles are out of reach of back seat occupants, body sides are high and there is ample protection from the hood even if the rear side-screens are not erected, while the hood sticks, a further safeguard against disobedient youngsters projecting themselves into the road. The high-grade hood is easy to raise and stow and when fully folded disappears into the body, with a cover over it and bags to conceal its sticks; in this form, and with screen folded flat, the A.C. is in excellent trim for rallies and other competition events. The hood clips are fully adequate to the speed of the car. On the other hand, in closed form the Buckland is entirely weatherproof and as snug as a saloon.

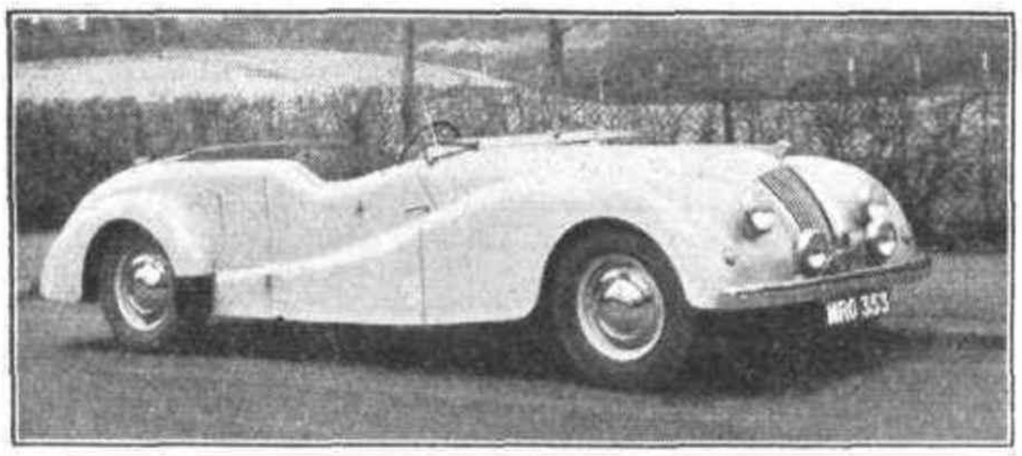
The rear boot is of generous capacity, its lid is light and locks, and the side-screens stow behind a panel out of harm from the luggage. The rear Perspex panel to the hood allows the effective anti-dazzle rear-view mirror full scope. The doors have single pulls, usefully wide pockets, push-out ash-trays and wind-up Perspex windows. The window slides and front panels detach easily so as not to mar the clean lines of the car when it is fully open.

The facia and screen-sill is leather-covered to match the upholstery, the Smith's instruments comprising three main dials—rev.-counter (red mark at 4,200 r.p.m.), 100-m.p.h. speedometer with trip, and combined thermometer, ammeter, oil gauge and fuel gauge. The light switches are sensible and "un-fussy," and equipment includes heater, radio, screen-sprays and self-cancelling direction indicators.

Another very good feature is the hand-brake which, although of the current "umbrella-handle" variety, protrudes from the centre of the floor at a convenient angle, and holds securely. The A.C. is low-built, necessitating a propeller-shaft tunnel, but this does not unduly inconvenience the back-seat occupants.

The slim engine is revealed by lifting centrally-hinged rubber-sealed bonnet top-panels; battery, fuse-boxes, oil-can, etc., are well to hand on the facia-shelf, and plugs and dip-stick (very hot!) are reasonably accessible. We noted the big Fram oil filter, and an air-cleaner on each of the triple S.U. carburetters.

No performance figures were taken, but it may be remarked that the engine goes very easily to its limit of 4,500 r.p.m., which represents genuine maxima on the indirect gears of approximately 25.43, and 59 m.p.h. We were told that the top-gear maximum approaches 90 m.p.h., and with screen erect 3,500 r.p.m. in top (67 m.p.h.) is frequently reached along ordinary roads; 60 represents an easy cruising gait of 3,000 r.p.m.



*FULLY OPEN.—The A.C. Buckland sports-tourer is seen ready for fine-weather fun. It can, however, be easily converted into a snug closed car, in which form it remains rattle-free, the hood does not "drum" and visibility remains good for all occupants.*

*DATA*

*Car :* A.C. Buckland sports-tourer.
*Loaned by :* Buckland Body Works, Buntingford, Herts.
*Speedometer reading :* 30,700 miles.
*Engine :* Six-cylinder, 65 by 100 mm. (1,991 c.c.); o.h.c. 6½ to 1 compression-ratio; 74 b.h.p. at 4,500 r.p.m.
*Gear ratios :* 1st, 15.42; 2nd, 9.01; 3rd, 6.22; top, 4.55 to 1.
*Tyres :* (three Goodyear "Super Cushion," one remould) 6.70-16 on Dunlop bolt-on disc wheels.
*Oil :* Essolube.
*Sparking Plugs :* Lodge.
*Weight :* (without occupants but with one gallon of petrol) 24 cwt. 3 qr.
*Steering ratio :* 2⅔ turns, lock to lock.
*Fuel capacity :* 11½ gallons, range approximately 230 miles.
*Wheelbase :* 9 ft. 9 in. *Track :* Front, 4 ft. 7 in.; rear, 4 ft. 8 in.
*Maximum speeds at 4,500 r.p.m :* (Approximately) 1st, 25; 2nd, 43; 3rd, 59; top, 86 m.p.h.
*Price :* £1,254 (with purchase tax £1,952 3s. 4d.).

There is some noise from engine and gears when accelerating, but the five-bearing six-cylinder unit is remarkably smooth and quiet, so that only the hum of the "Super Cushions" and noise of the rev.-counter drive intrudes at normal speeds, allowing the Motorola to give of its best. When idling the engine is almost inaudible and the rev.-counter has to be observed to ensure correct throttle opening for a smooth take-off; although rubber mounted the only tremor is *via* the clutch pedal. The transmission is in keeping, for on the over-run the car proceeds so effortlessly that, had it not been for the rev.-counter reading, we should have attributed this easy progression to a free-wheel.

Oil pressure varies from 10-80 lb./sq. in. with engine speed and the normal water temperature is 75 deg. C., the heater having to be in operation before the thermometer gives a true reading. The gear lever is stiff, but delightfully positive to operate, the synchromesh works well, and reverse calls for firm lifting action, obviating unintentional engagement. To achieve good acceleration calls for proper use of second and third gears, as would be expected of a 24¾ cwt. car, the under 2-litre engine of which pulls a 4.55 to 1 axle ratio. The Girling 12 in. hydraulic brakes worked admirably, under firm pedal pressure, although fading somewhat from high speeds; incidentally, both brake and clutch pedals have pivotted foot-plates. The ½-elliptic front springs resist the new-fangled curtsey. 20 m.p.g. was habitually obtained, and, although the engine "pinks" on "Pool," it starts extremely easily and does not "run-on." Some heat was conveyed to the front passenger's feet. The lamp dipper foot-switch is badly placed.

As we became more fully acquainted with the car we found we could get it round corners most effectively; if anyone has any doubts about this we would remind them of Jim Mayers' drive during the *Daily Express* Production Car Race, when he got a saloon round Silverstone faster than a 2-litre i.f.s. car costing over £1,500 more than the A.C. Incidentally, our test embraced 737 trouble-free miles, during which no fall was observed in the Essolube or cooling-water levels.

The Buckland body has been in production for some years, and its makers have profited by experience; thus the current model has improved winding windows, an enlarged locker, new radiator grille and Perspex rear window. Any colour can be supplied to customer's choice and the parts normally plated may be had in bronze if desired; a car so finished will be shown at Earls Court.

We like the general conception of this A.C. and consider that it would constitute an ideal car for those who feel unwilling to acquiesce the squidgy refinements of the average modern car, but who find a vintage vehicle not wholly suited to their every day requirements. There is no denying the attraction of an open car even in this damp island (where, however, it does not rain as continually as we tend to imagine—ask your typist how many days this week she has brought her umbrella to the office without opening it!) Also, on account of its refreshing individuality, the A.C. should continue to command a ready sale in American and other hard-currency countries.—W. B.

## LONDON CAMEO

Just after we had been confronted the other day by Stirling Moss recommending Shell X-100 oil from a London Transport bus, we glanced to the left and saw a fine display of *Times* photographs devoted to the British Grand Prix, which, you will recall, was promoted by the *Daily Express*!

# New Lap Record at Brands Hatch

THE August meeting opened with a threat of indifferent weather but apart from one heavy shower there was virtually no rain. John Bolster should be congratulated upon his excellent commentary of the racing on the broadcast system. The band of the Royal Artillery were given a very big hand on the occasions in which they filled in the various intervals.

The first heat of the August Sprint Race was won by J. K. Brice in a J.A.P.-engined Cooper in the time of 5 min. 13.4 sec. at an average speed of 57.44 m.p.h. Second was Gray and third was Westcott. The relatively slow average was caused by the one and only heavy rainstorm of the meeting which made the track very treacherous. The second heat was won by G. Wicken driving a Norton-engined Cooper at an average speed of 60 m.p.h.—time 5 min. Second was Leston, third was Emery. The third heat was won very comfortably by W. J. Whitehouse who drove a magnificent race in his Norton-engined Cooper at an average speed of 63 m.p.h. Second was N. Gray, and third was A. Loens.

The last heat resulted in Parker in a Kieft-Norton beating Stirling Moss in a similar car at an average speed of 66.77 m.p.h. Moss, apparently, was having a certain amount of gearbox trouble, but for all that Don Parker drove a very fine race.

In the final of this August Sprint a colossal battle was fought out again between Parker and Moss. However, after Parker, Moss and Whitehouse had fought a terrific battle in the opening laps, Parker again came in first at an average speed of 68.34 m.p.h. Stirling Moss broke the lap record with a speed of 71.8 m.p.h. Bill Whitehouse was third.

The heats for the *Daily Telegraph* International Trophy Race took place at high average speed. In the first heat Don Parker in his Norton-engined Kieft came in first with an average speed of 66.73 m.p.h. closely followed by Truman in a similar car and R. G. Bicknell in third place. This race was unfortunately marred by a nasty accident in the first lap when J. Gregory had the misfortune to somersault three times at 80 m.p.h. He was eventually thrown clear and the car finished up on its four wheels. Gregory, though appearing to be badly injured, was allowed home after treatment. In the second heat Whitehouse who was the favourite only managed to get fourth place, Brise in his Cooper-J.A.P. being first at an average speed of 66.62 m.p.h., Bray second and Webb third. In the third heat Stirling Moss motored in an easy winner at 67.90 m.p.h. with Headland and Wicken second and third respectively. The last heat was won by P. R. Emery in his Norton-engined Emeryson at an average speed of 68.3 m.p.h.

The Consolation Race was won by Daniell and second was Habin. This race produced a fairly good entry and those who had finished lower in the preceding laps certainly put up a very good show.

We were then treated to a demonstration run by John Cooper in the Cooper-J.A.P. record-car, which did 100 kilometres at 92.13 m.p.h. at the Montlhéry track near Paris.

The final of the *Daily Telegraph* International Trophy Race was won by Don Parker in his Norton-engined Kieft at an average speed of 67.92 m.p.h. It appeared during the early laps that Stirling Moss was all set to be the eventual winner as he gave a masterly display of driving; however, due to engine trouble and the old gearbox trouble he had to retire about half-way through the race. This gave Parker a comfortable lead and although hotly pursued by Loens and Wicken they were unable to catch him, and consequently finished second and third respectively. This race was especially notable for a very thrilling scrap fought out between four of the cars in the lower numbers of the field.—J. C. M.

## THE POWER OF PETROLEUM

The telephone rang in Shell-Mex House, London, at 4 o'clock on a Tuesday afternoon. A voice from the Montlhéry track, nearly 400 miles away, near Paris, announced that the bronze XK120 Jaguar coupé had completed its seven-day and seven-night run at an average speed of 100.31 m.p.h.

During this run, in which 16,851.73 miles were covered, the Jaguar and its team of drivers, headed by Leslie Johnson, and assisted by Stirling Moss, Jack Fairman and Bert Hadley, captured four world records and five international Class C records (subject to confirmation). Special arrangements made by the Communications Department of Shell-Mex and B.P. Ltd. provided a "news-room" service throughout the endurance test. Fixed-time calls were booked to the Montlhéry track at 10 a.m. and 4 p.m. each day. Each telephone conversation was recorded on plastic tape by the Inter-recorder system, so that a permanent record was available for checking.

Mr. Nevil Lloyd, Press Secretary, British Racing Drivers' Club, flashed each bulletin to the Press Association. A total of 150 papers and periodicals were also fed by stencilled Press releases. Bulletins were also transmitted over the country-wide teleprinter network of Shell-Mex and B.P. Ltd. to the headquarters of each of the company's ten provincial divisions. These in turn broadcast the progress of the Jaguar test to the newspapers in their areas.

# RUMBLINGS

**ALPINE RALLY**

The rather innocent title "Alpine Rally" in fact implies one of the most strenuous tests there is of the modern motor-car. The Alpine Rally is, to the summer, what the Monte Carlo Rally is to the winter, in this respect. Only the necessity to close last month's issue for press before results could be obtained has reduced the amount of coverage MOTOR SPORT would otherwise give to this valuable, strenuous contest. Just how strenuous it is can be appreciated from the 62 retirements! Certainly this run over eternally twisting gradients to a very high speed schedule took toll of cars normally able to cover tens of thousands of faultless miles—thus do the world's designers learn lessons and, we hope, subsequently do their homework.

To discuss a few at random, Goff Imhof coveted an Alpine Cup, tried really hard, but had the back-axle of his Allard fail within a mile of the finish. Nancy Mitchell was robbed of the Coupe des Dames because her Sunbeam-Talbot elected to discard its off-side front wheel about the same distance from success. A little Dyna-Panhard similarly sheared its distributor drive with but a short distance to go and an Alpine Cup to collect. A Jupiter retired with gearbox failure, another with the brake drums cracked. Two Morgan Plus Fours lost wheels, the third jammed its final drive. Clutch trouble beset one XK120, a Sunbeam-Talbot threw a rod, likewise a little Renault, another Renault was eliminated through steering failure, and a Frazer-Nash lost its torque arm. A Javelin blew a gasket, a Renault continually overheated, another seized its gearbox, as did an Aronde, and a Lancia's brakes failed. An XK120 broke a main-spring leaf, a Sunbeam-Talbot suffered fuel-feed trouble. And so on . . . Also, crashes eliminated or delayed many competitors, fortunately only one with serious personal results and none involving fatalities.

All praise, therefore, to the outright winner, Falkenhausen with a pre-war 328 B.M.W., Ian Appleyard, who gained the Gold Cup for his third successive Alpine Cup performance, and to the "works" Sunbeam-Talbots, driven by Moss, Hawthorn and Murray Frame, which was the only team to get through intact, and with no loss of marks at that! Others who deservedly secured the coveted Cups were :—Gatsonides (Jaguar XK120), Fabre (Dyna-Panhard), Regibus (Renault), Picon (Renault), and Gatta (Lancia Aurelia).

These marques have proved their stirling worth, while the outstanding performances of the Jaguars and Sunbeam-Talbots, following the Allard victory in the last Monte Carlo Rally, set British prestige at a high level throughout the world.

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**FRAZER-NASHES**

The Frazer-Nash embodies the very essence of private-owner competition motoring in its make-up, a legacy from the days when the chain-driven cars from Isleworth swept most awards onto their drivers' sideboards. Today, as then, the Frazer-Nash is pre-eminently a competition motor-car and it still possesses the embarrassing habit of beating cars of greater engine capacity than itself.

New models have recently been introduced by High Priest Aldington—recently transferred from holding that office for the Chain Gang to fulfilling it on behalf of the Single-Tube-Chassis Cult.

The range now comprises the following models :—

*Le Mans Replica Mk.II :* 1,400 lb. 125 b.h.p. Frazer-Nash "Competition" engine. Al-fin brake drums. £3,112. 12. 3 with p.t.

*Mille Miglia :* 1,850 lb. 100 b.h.p. Bristol engine or 125 b.h.p. Frazer-Nash "Competition" engine. £3,501. 0. 0 with p.t.

*Unnamed, smooth-sided all-enveloping two-seater :* 1,850 lb. 100 b.h.p. Bristol engine or 125 b.h.p. Frazer-Nash "Competition" engine. £3,034. 16 8 with p.t.

*Formula II single-seater :* 1,175 lb. 125-130 b.h.p. Frazer-Nash racing engine. Al-fin brake drums. £3,112. 12. 3 with p.t.

The Le Mans Replica model has been improved in many ways, notably in respect of a lighter, slimmer two-seater body with a hinged tail housing the spare wheel, lower cockpit sides, a new double-three exhaust system with twin tail pipes, lighter battery and no passenger's door. The brake lining area is greater by 29 sq. in. The Mk.II is 200 lb. lighter than the Mk.I and bolt-on steel wheels are optional in place of the original, heavier centre-lock wheels.

The Mille Miglia model has improved body lines, greater interior width and very generous luggage space, while being as sleek as before and 60 lb. lighter. The new two-seater is a snug touring two-seater of all-enveloping type, from which it is intended to develop a 125 b.h.p. version 110 lb. lighter but £300 more costly. The new two-seater has been ordered by Briggs Cunningham and Errol Flynn. The FII single-seater has a radiator grille which is now common to all models.

One basis chassis frame is now used for all models, based on that evolved for the racing car. The side members are 14G. steel tubes of 4 in. dia., united by three tubular cross-members. The wheelbase is 8 ft. The transverse leaf spring i.f.s. (now with a rate of 80 lb./in.), the torsion-bar rear suspension incorporating the famous "A" locating-bracket and the rack-and-pinion steering are, of course, retained. Detail improvements have been effected to the suspension at both ends. All bodies are panelled in 16G. alloy sheets on tubular steel framework.

The Aldingtons have a most attractive range of some of the quickest competition cars on this earth. To the many readers (mostly overseas) who beseech us to publish a Frazer-Nash road test report we can but regret that so far we have been unable to prise one of these delectable cars away from the Isleworth synagogue.

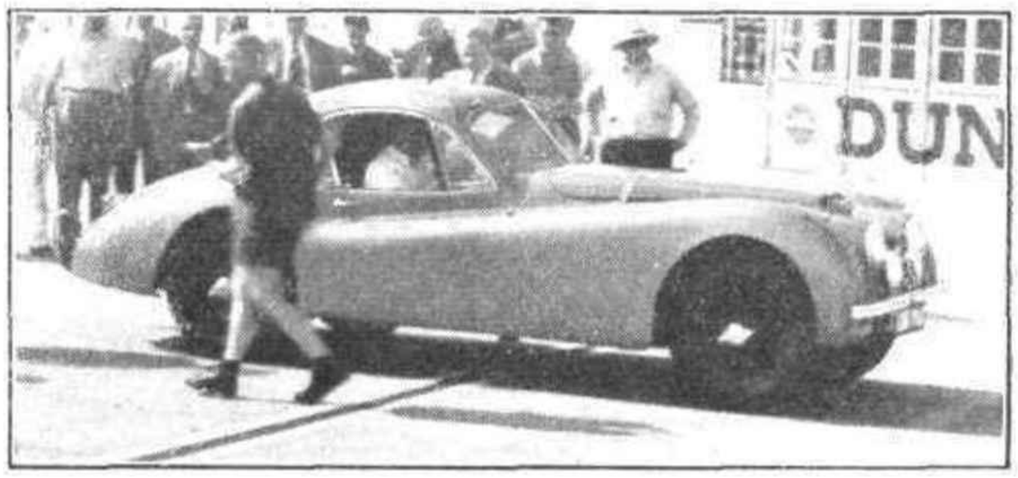
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**OVER 100 M.P.H. FOR A WEEK**

One of the most sensational runs for many years has been set up at Montlhéry by a normal "hard-top" Jaguar XK 120. The idea originated in Leslie Johnson's fertile brain and as co-drivers he took a redoubtable trio—Stirling Moss, Jack Fairman and Bert Hadley.

Anyone who knows Montlhéry's post-war surface will not be surprised to hear that after two days a back spring broke. As a spare spring was not on the car no further International records could be attempted, for the rule is that such spares shall be carried on the car. Moreover, some four hours were lost replacing the spring, but the Jaguar contrived to conclude successfully what it had been set to do—it averaged 100.31 m.p.h. for seven days and nights, covering in that time over 16,851 miles. After which LWK 707 ran as well as at the start . . .

This is a performance which will go down in motor-history with Edge's 24-hour run in 1907 and Lambert's first "100 in the hour" of 1913. The greatest praise is due to all concerned, and especially to Johnson for sponsoring the attempt, Moss, Fairman and Hadley for so ably backing him up in his monotonous, dangerous bid, to Desmond Scannell, aided by Joan Scannell and "Mort" Morris-Goodall, for managing the run and to Jaguar Cars for making such an astonishingly fast and durable standard closed carriage. On one occasion Johnson sat nine hours at the wheel, keeping up the average with the broken spring, refusing to involve his co-drivers in the added risk.




The Jaguar ran on reliable Dunlop tyres (fitted by "Dunlop Mac"), breathed Shell fuel through S.U. carburetters (watched over by Leslie Kesterton), used Champion plugs, was arrested when required by Ferodo-lined Lockheed brakes, was lubricated by Shell X-100 oil, greased by Tecalemit and had the fearful shocks from the track smoothed out by Girling dampers on the Salter springs. Lucas electrical equipment stood up to all the big demands made of it, the Hardy Spicer prop. shaft and Salisbury gears gave no trouble, the engine was cooled by a Marston radiator, the drivers sat on Connolly upholstery, held a Bluemel steering wheel, watched Smith's instruments and communicated effectively with the outer world *via* Pye radio checked-over by K. Custerton. The Jaguar mechanics Thompson, Sutton and Potter were present to service the car, and Chief Engineer Haynes adds another very large feather to a hat which is already overladen with plumage!

That the Jaguar took the following records lends additional merit : World's and Class C 72 Hours (105.55 m.p.h.), Class C 10,000 kilo (107.031 m.p.h.), World's and Class C four-day (101.17 m.p.h.), World's and Class C 15,000 kilo (101.94 m.p.h.). The sheer speed of this XK 120 on a mere 8 to 1 compression ratio was indicated early in the run, when Moss did a lap at 121.28 m.p.h., bumps notwithstanding. Formidable!

# XV GROSSER PREIS VON DEUTSCHLAND

## PRACTICE NOTES

ONE interesting point about the Nurburgring is its excellent concrete Paddock, with lock-up garages around the sides and the majority of teams take advantage of this, consequently there is always much of mechanical interest to be seen during the practice periods. Of the three works Ferraris, Ascari and Taruffi were using the new engines with the magnetos mounted in front of the cylinder block, while Farina had the earlier model with the magnetos in the scuttle. On the new engine a drive is taken from the nose of the crankshaft, through spur gears in a bolted-on aluminium casing on which the two four-cylinder magnetos are mounted. Originally the main fuel pump was driven from this point and with the modifications it has been moved to a higher position driven off the idler gear which drives the inlet camshaft. It seems that the magnetos in the old position under the scuttle ran too hot, even though cool air was ducted on to them. Fischer had his rear axle ratio changed on his four-cylinder Ferrari and at the same time attended to brakes, shock-absorbers and clutch, so that the car was stripped to the bare chassis frame at the back.

Another car that had its rear end exposed was Cantoni's Maserati A6G, not to change the ratio but to correct a nasty clicking noise. Like the Gordini, the Connaught and the Veritas, the Maserati has no chassis frame extending beyond the rear axle centre line, the fuel tank being over-hung and the oil tank bolted on to the back of it. Clearly the Formula II Maserati is a hybrid born of the old 4CLT and the 2-litre sports A6G, for the rear end is still hung on splayed ¾-elliptics and is a normal single piece axle, but with a reduction gear from the prop.-shaft and an anti-roll bar behind the axle. Double-wishbones in conjunction with coil springs and an anti-roll bar look after the front, while the engine which is set to the near-side a little is a double overhead camshaft six-cylinder coupled to a 4CLT-type gearbox and the prop.-shaft runs at a slight angle to the centre line of the car. Cantoni and Bianco, on identical cars, formed the Escuderia Bandeirantes, representing Brazil, while Bonetto was driving the latest works car designated an A6GCM, which a wit suggested might mean "con motore." Outwardly this car was similar to the Brazilian car, with the exception of solid rubber blocks in the centre of the front suspension spring coils. Undoubtedly it was different inwardly as it was a lot faster and its crisper note indicated a higher compression and more exciting valve timing. It was interesting that this new six-cylinder contrived to make the same flat exhaust note as the old 4CLT when being pushed-started and before the revs. got up above 3,000 r.p.m.

Among the other private-owners of Italian cars the Belgian-owned four-cylinder Ferrari, a "production" model that only goes to 6,500 r.p.m., had a piece of inlet valve break off so that a first-rate view of the interior was to hand when it was dismantled. Impressive were the size of the rods, the slimness of the timing gears, the vast diameter of the inlet valves and the beautiful high-lift cams operating the hairpin-spring controlled valves through rollers and tappets. Ferrari's kindly lent one of their men to do the assembly.

The H.W.M. team arrived very late for practice and with none of the cars ready to run, due to having been racing at Caen in a French National event the week before. Paul Frere was the only one to put in any real practice, Peter Collins breaking his car before completing a lap and consequently not being allowed to start, and Claes qualifying only by reason of having raced on the "Ring" before. It was obvious that John Heath was trying to do too much with insufficient equipment; cars and mechanics were all sadly in need of a slight break from working virtually non-stop since the beginning of the season. This insufficiency of preparation has been noticeably mounting up during the season and obviously the H.W.M. programme requires twice as many mechanics and another two or three cars to fulfil all its engagements in first-class order. Tony Gaze was running his privately-owned 1951 H.W.M. fitted with the engine and gearbox from his Alta, having bought the H.W.M. as a chassis, the Formula II Alta chassis having a Jaguar engine fitted to make a sports-car. After running in some new bearings he motored quite effectively, getting himself in the fourth row of the start alongside Paul Frere. Bill Aston had fitted Allard-Steyr cylinder heads to his Butterworth engine with a new carburetter layout and was motoring fairly contentedly.

Of the French cars the three Gordinis were all running well, but could not hope to challenge the Ferraris from the driving point of view, Manzon was doing his best, as was Trintignant, but Behra was still sore after his crash and the Nurburgring is not a good place to recommence racing before being 100 per cent. fit. There was also an odd-looking French vehicle that slightly resembled a Gordini, but had a B.M.W. engine, which had been constructed by its owner, Marcel Balsa. Many of the German cars also had B.M.W. engines, the A.F.M.s of Hecks and Niedermayr, the former being the fastest German using a B.M.W. The two-seater Veritas of Ulmen, Riess, Peters and Helfrich were all B.M.W. powered, but Pietsch and Klenk were using the o.h.c. Veritas engine in their single-seaters, the former experimenting with Weber carburetters in place of the normal Solex.

Among the sports-cars the main interest lay in the Mercédès camp, for first of all they had two 300 SL cars fitted with superchargers and designated 300 SLK and secondly four of the cars had the little saloon tops cut off and all unnecessary Le Mans luxuries removed. The saloon tops had literally been cut off with tin-snips and the welding in of extra panels was most beautifully carried out. The drivers' door remained the same shape as the Le Mans car, but with no upper portion and opened forwards and upwards. By removing the passenger seat, upholstery, roof, windscreen, wipers, electric motors, windows, speedo, clock and fitting smaller dynamos the weight had been reduced by 100 kilogrammes and, of course, for a twisty circuit like the Nurburgring visibility was greatly improved. On maximum speed they were 16 k.p.h. down on the saloons, due to the drag of the open cockpit-hole, but they made up on lap times by increased handling ability.

The 300 SLK, while having more power and being faster than the 300 SL was no faster on lap times, due to having too much power for the twisty parts of the course, a fact Mercédès-Benz learnt in 1939 with the 3-litre cars against the 1937 5.6-litre cars. The supercharged model was tried out on two occasions, but it ran rather hot so the blower was removed and Kling ran in the 3-litre category with his team-mates. Not only was the blower removed, but the K on the rear name plate was cut off also. It was interesting that the front and rear axle weights on all four open cars varied slightly, but in each case there was more weight on the rear than the front when fully loaded. At the end of practice Kling and Lang had recorded third and fourth fastest times, respectively, only Ascari and Farina being faster with the works Formula II Ferraris. Mercédès were not very worried that Moss did not arrive with the XK120C, but they were glad there were no DBIII Aston-Martins entered.

Impressive as the Mercédès-Benz equipe was, the little 2.3-litre Gordini driven by Manzon, overshadowed them by its fantastic speed, and in the race it lay second for four laps until gearbox trouble caused its retirement. On maximum speed the 2.3-litre sports-car is faster than the Formula II single-seater and it uses normal fuel against the single-seater's alcohol fuel; its lower race speeds are attributable to the poorer handling qualities, especially on left-hand bends, as it has a normal two-seater cockpit with right-hand drive.

In celebration of the 25th anniversary of the Nurburgring, the finest "driver's-circuit" in Europe, a display of past German glory was arranged at the entrance, consisting of a 1922 Targa Florio Mercédès, a 1937 Grand Prix car, a 1939 Grand Prix car, all from the factory museum and the original Auto-Union chassis that was built as a Show model and exhibited in Berlin in 1934. In the face of such mechanism the 1952 Formula II cars appeared as toys and many was the enthusiast who would have willingly foregone the Formula II Grand Prix just to hear the 5.6-litre eight-cylinder Mercédès-Benz in full song once more, but it was not to be and silent tears were shed for the greatest period motor-racing has ever known, or probably ever will know, when Mercédès battled with Auto-Union for world honours, and one felt a patronising sorrow for those newcomers to the greatest of all sports to whom the name Auto-Union was not even history, while Mercédès meant 300SL.

## THE RACE

On August 3rd the Nurburgring celebrated its 25th anniversary and at the same time held the 1952 German G.P., which was confined to Formula II cars, in accordance with most of the Grands Prix this year.

Before the main event a series of sports-car races were held in which the new open versions of the 300SL Mercédès gave an impressive demonstration, the other categories being rather dull in comparison. The Formula II event was held over 18 laps of the tortuous circuit, a total distance of 410.58 kilometres, and an impressive field of 31 starters left the line. However, the first 22.8-kilometre lap caused violent havoc, for Bonetto spun the new six-cylinder

*Continued on page* 425

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# THE JACKAL SPECIAL

## *A Car well-known in Scottish Competition Events, described by its constructor, J. McCubbin*

MY interest in " specials " was first aroused by reading of other people's efforts in MOTOR SPORT and in 1938 I made my first attempt to produce such a car. I started off to help a friend who was working on the remains of a " Cup Model " Austin Seven. When we were about half-way through, we realised that there were things about body-building which were far beyond us. To look at the car frightened us, without even sitting in it ! We had two other surprises, the first when we discovered that we had omitted some formality in assembling the clutch. It was permanently " in," so we had to take the engine to pieces again. The next was when we went out for a trial run before we had tracked the steering. The car came to rest all in one piece, I am happy to say. . . . . .

From then on for the next few years, we had other things to occupy us, but my interest in specials never really died, and when Alex. Reid, of Omega fame, invited me to act as " ballast " for him, it boiled up all over again, and we spent two very successful seasons together. During this time, I saw so many queer things masquerading as motor cars, and, strangely enough, doing things which made a normal car look silly, that I decided that I would build my own special, but with two differences, the work would be properly done and the result would look like a car.

Reid's Omega was one of the most versatile specials ever built. It was handled with skill and dash, and performed handsomely in every kind of contest. It won cups, tankards and medals in sprints, hill-climbs, sand-racing, circuits and trials, so I decided to base my special too, on the Frazer-Nash-B.M.W. I finally found one in amazing condition. The amazement arose, not from the fact that it ran so well, but that it ran at all. For example, the whole of the steering-control was held to the chassis by two bolts, but only one had a nut. This was typical of the rest of the car. It took nearly a fortnight to break up the body. It reminded us of the sinking of the Bismarck, and we felt that some of the same steel had been used. At last, we got down to a chassis, which weighed just under 9½ cwt., whereupon we started to throw things away. A tangle of wires and pulleys, acting as brake gear, was replaced by some neat pipes and a set of two-cylinder hydraulics from an Austin A40 took their place. With Al-fin drums, these are real anchors when needed.

While Alex. was doing things to the engine, and renewing the whole of the front suspension, we were moving the box section centre-bracing back 9 in. This move was a success, giving, as it did, a better distribution of weight. There is no need to go into all that was done to the engine but everything which could be lightened was lightened. Even the flywheel was turned down until there was only enough of it left to carry the clutch and starter ring and when all was put together again, the chassis weighed 9 cwt. Then the real problem started ; we entered the tricky field of body-building. The framework was, and still is, square section 16G. steel tubing with the cockpit outlined in round 1 in. dia. tube. This tube is easily curved or bent to pattern, cold, with the help of a wooden block and rubber-headed hammer. All the welding is gas. The long and the short of this part of the story was Jackal Mk. I ; a vehicle which strongly resembled the famous Old Lady's shoe with no room for any of her many children. Indeed, there was hardly enough room for my knees !

Here I must hand out the " credits." The inspiration and finance were mine. The ideas, some original, some frankly stolen, were mine. Help, advice and guidance were generously given by Alex. Reid. In working on the car he gave me the benefit of all his experimental work on the Omega and he produced all the bits and pieces we needed. The work was carried out in my Engineering Works, by my own man, John. He has had so much to do with the car that it is more his than mine. I am often called Jake or Jack and Jack and Alex. gave me Jackal, hence the car's name.

Ewart McCartney gallantly promised to drive this contraption at Bo'ness and " The Rest " in 1950. The less said about this the better. The radiator, without the help of a fan, could not cope, and the journey to Bo'ness required 8 gallons of water, and a new hose when the old one melted and finally burst. On the first run up the hill, Ewart selected third gear 10 times and the car rejected it as many, and that was that. From the one Saturday till the following Friday, Alex. performed miracles on the gearbox and the car was coaxed to Arrochar for " The Rest." Here again Ewart did his " Reginald Foort " act and took the car up the hill twice in a fair time, but that sounded the death knell of the gearbox and its attendant stick of rhubarb which was the standard method of selecting a gear. It certainly added an air of novelty to a snappy gear-change, as you often were presented with a gear other than the one which was desired or required.

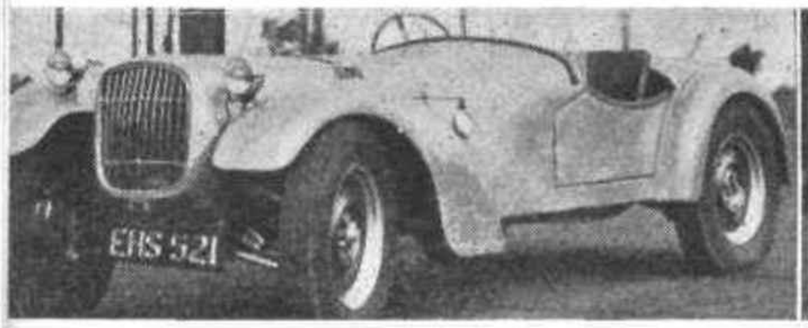
The obvious thing was to copy the Omega and fit a pre-selector box and one was found, reconditioned and fitted. At this point the rest of the flywheel was turned off and only the starter ring left. A shaft from the gearbox to the engine was connected by a Layrub coupling and the back of the box was fixed to the old B.M.W. prop.-shaft. Here again we copied the Omega. The overheating trouble was cured by fitting a deeper radiator, and cowling it in, to give direction to the air stream. By the way, in all this I have only painted a fairly broad outline of all that was done. While we drew fairly heavily on our works facilities in the way of welding and turning shop, there was nothing which could not have been done by anyone with some engineering knowledge, skill and ingenuity.

In this form the car was seen at Bo'ness in September 1950 and returned a time of about 54 secs. and we started off on our winter modifications content that we had made it go.

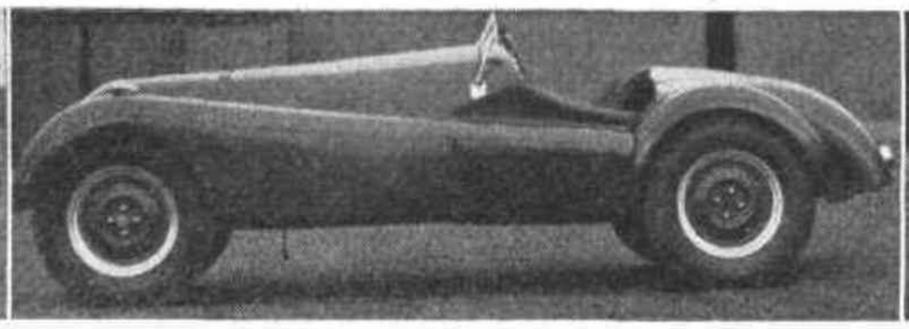
The back-axle had been producing somewhat ominous sounds, so it was pulled down and we found a condition which indicated that the further outlook was uncertain. Having seen others using Ford rear-ends, we decided to follow suit. For a very humble sum I bought a great deal more Ford than I expected, or needed. Under the dirt, it was all in good condition and the two axles were laid out on the surface table. The casings were cut at the points where the taper would fit, and give us the B.M.W. track, and welded up again. The Ford half-shafts were tapered to fit the B.M.W. hubs and the whole reassembled. This turned out very well, but we have not been too clever with the meshing of the crown and bevel, as there is a slight whine on the over-run. It is not very noticeable and can be cured.

This being done, we set about the front part of the body. In consultation with a body-building friend, we rebuilt the tubular framing and found we only needed about half our first quantity. Fancy bits of metal shaping were done by our friends, and we went to the Turnberry Sprints with Mk.II. The performance was poor. It only kept ahead of a TD M.G.; so out came the engine and in to the dynamometer. All our good work had only given an extra 13 b.h.p. even with 3 S.U.s. A day's work here did more than a week on the road. Adjustment of carburetters and ignition, and experiments with various mixtures of fuel, brought out 79 b.h.p. This made quite a difference at Bo'ness in June and September and " The Rest " in July, and thus ended our 1951 season.

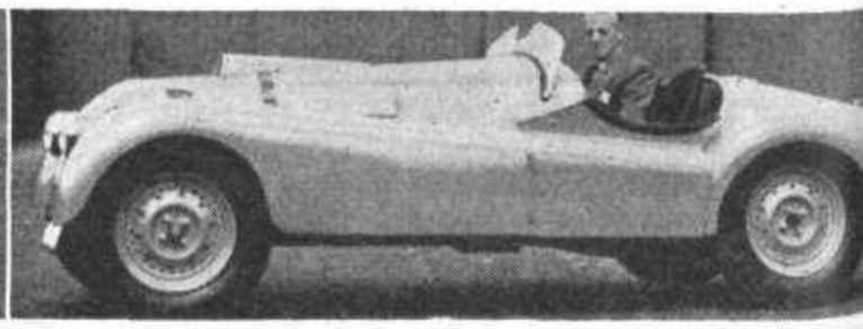
During the winter, Alex. found a 328 B.M.W. engine which gave 96 b.h.p. and this fitted, exactly, the mountings for the old engine. Our coach-building friend produced the boot-door from a Rover P.4 and around this was built a new tail which is very shapely and completes Mk.III. This final effort gives a thrilling performance and the Bo'ness time came down to nearly 45 sec. Certainly a long way behind Jack Walton, but I was pleased. In the hands of somebody younger, and with more dash, I know that it would do much better, but I have achieved my ambition ; I have a " special " built to my own standards. It has faults but it looks like a motor-car and it can go. I also have a road-worthy vehicle with a performance near that of a motor-cycle but with some comfort.




*JACKAL PROGRESS.—Mk. I*



*Mk. II*



*Mk. III*

# CARS I HAVE OWNED

by Brian Shawe-Taylor

**Brian Shawe-Taylor needs absolutely no introduction. He is best remembered as a very successful and worth-watching E.R.A. exponent, first with his B-type, later with the ex-Harrison B/C type. He is recovering splendidly from his nasty accident at Goodwood last year. That he has had fun with other cars besides his E.R.A.s, this contribution clearly indicates.—Ed.**

AS readers will probably be aware, the cars referred to in this series do not include racing cars, otherwise I should certainly have included a few words on the two E.R.A.s which I have owned, as the marque is, in my opinion, a very wonderful one. The E.R.A. was certainly the most reliable racing car ever built or likely to be built and bears great tribute to the skill of Peter Berthon and the late Murray Jamieson who designed it, and the generosity of Humphrey Cook who made it possible.

The vehicle on which I taught myself to drive was a 9/20 Humber of 30'ish vintage popularly called the Humber Light Car. These cars were extraordinarily solidly built and would run all day at their maximum of 50 m.p.h. without any ill-effects. A curious feature for an English car was that the steering was very low-geared, but George Bainbridge, who covered many miles in this old car, and I evolved a sure technique of overcoming this defect. When a hefty sideslip was encountered, either voluntarily or involuntarily, we used to spin the steering wheel to the required amount of lock and catch it at the appropriate moment. This early training has stood me in good stead, as I have since done precisely the same thing with the E.R.A., whose steering (for a racing car) is definitely on the low-geared side.

The first car I owned, at the age of 22 or 23, was a 12/22 Lea-Francis. This had a two-seater open body with an upholstered dickey for two. The body was, I believe, the same as that of the first 12/40 two-seaters, and was like the later models but somewhat higher. The engine was also very similar, being a push-rod 1½-litre Meadows, but differing from the 12/40 (speaking from memory) in having a two-bearing crankshaft, steel connecting-rods, and a less lively camshaft. The performance with this engine was not very great and, in fact, the car was hard put to it to do 60 m.p.h. and vibrated considerably at this speed.

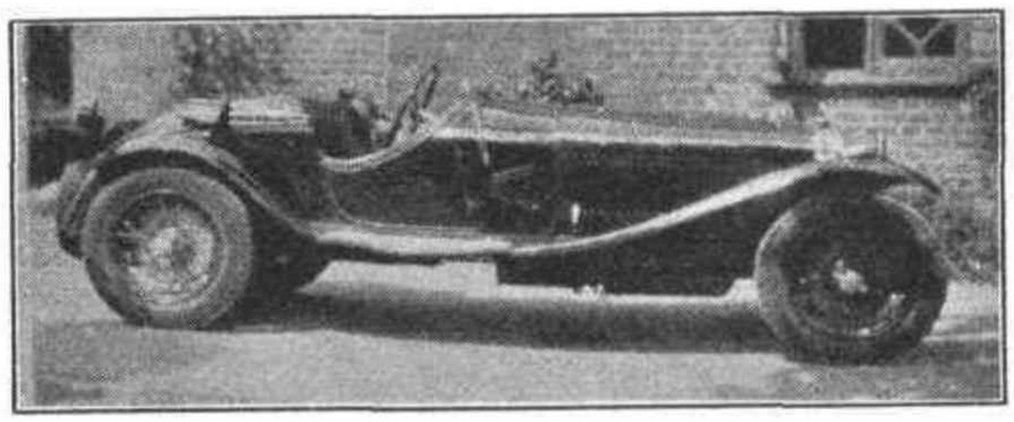
I learnt that a 12/40 engine would fit into the 12/22 chassis without modification, so I kept a sharp look out for one in local scrap dealers' and breakers' yards. Sure enough, in due course I ran across one in Stratford-on-Avon. *The car, a 12/40, had been involved in a shunt* with a Fisher & Ludlow's lorry and was a write-off, but the engine was unharmed and in good condition. I bought the lot for £5 and George and I proceeded to install the 12/40 engine on my mother's lawn (much to her annoyance), this being a particularly convenient place for lying on one's back underneath the car.

With the new engine the Lea-Francis was transformed. The weight, again speaking from memory, was about 17 cwt. and the b.h.p. presumably 40, so that even by modern standards the power-to-weight ratio was good. The car could now do a genuine 70 m.p.h. and was very lively. It had no particular vices except a tendency to develop front wheel patter or tramp on sharp slow bends. It was altogether a delightful car and I would not mind owning it today. Incidentally, while in 12/22 trim, I took it to Hamburg for a Continental tour with my brother, minus any form of tool—not even a jack. We had one puncture somewhere in Germany and, nothing daunted, I got some locals to lift the car up bodily while I changed the wheel. After a year or two I traded the Leaf (or "Perrins" as it was always called by George and I, *c.f.* the well-known sauce) for a blown Ulster Austin Seven. On its last trip to London with a local garagiste and enthusiast Bernard Thorpe, the Leaf unaccountably threw a rod on the Great West Road. This time we had a bag of tools, so we pushed the car into the Tecalemit Factory and proceeded to drop the sump and remove the broken rod and piston. We taped up the big-end and oil hole, refitted the sump, and proceeded merrily on three cylinders. Unfortunately, we omitted to remove the plug-lead from the idle cylinder, the sump gradually filled with petrol and air mixture, and sure enough the inevitable occurred. There was a sudden and violent explosion, followed by a cloud of blue smoke and a large dent on top of the bonnet. We stopped to investigate and found that the mixture in the crankcase had exploded and blown off the oil filler cap, which accounted for the dent in the bonnet. Otherwise the car was unharmed and we proceeded on our journey.

The blown Ulster was a charming little car, but very prone to shed bits and pieces and it had a nasty habit of not starting. It was useless trying to start it on a slope as its light weight (7 cwt.) meant that it gathered no speed unless the hill was very steep. When I first had the car it used to develop a most appalling wheel patter at 60 m.p.h. and above. I tried in vain to find the cause of this without success. Eventually I discovered that the plate rivetted to the chassis which held the ball on which the front axle radius arms swivelled was loose. We rivetted it and and the cure was complete. The car, with screen lowered, would do a genuine 80/85 m.p.h., and 6,000 r.p.m., which were safe and easily attainable, gave 40 in first, 60 in second and a theoretical 94 in top. The brakes, although I relined them, followed usual Austin Seven practice of that date, being practically non-existent; but as the weight was so low, wind-resistance rapidly brought the speed down to reasonable proportions. I did quite a lot of work on this car and bored and sleeved the engine, etc., and eventually sold it for a song after a minor shunt in the village where I lived.

My next acquisition was a "T.T. Replica" Meadows-engined Frazer-Nash. This car had an excellent performance and sound brakes and road-holding. It was, in fact, quicker from point to point than anything I have since owned, bearing in mind the increased traffic since those days. It had a rough engine owing, I imagine, to the high-compression and somewhat primitive unbalanced crankshaft. It had the two-carburetter head and reasonable ratios; by that I mean that it was not quicker in third speed than in top, *as I believe many "Frashes" were. The steering was good, but* definitely too high-geared. You merely leant on the wheel to go round corners and it was a job to keep straight on a bumpy road. The acceleration was excellent, it had a marvellous lighting and starting equipment (Bosch) and a top speed of about 90 m.p.h. One day I was innocently entering a built-up area at about 35 m.p.h. when there was a very expensive noise and the engine locked solid. On investigation I found that the crankshaft had snapped and put paid to the engine. I realised that the Meadows engine was almost exactly the same as that fitted to the 12/40 Lea-Francis so I resolved to look out for one. Sure enough, in due course, I found one, again for £5. I proceeded to install it, fitting the twin-carb. head and changing all cover plates, etc., that were inscribed with the magic words "Frazer-Nash." With the new engine the car went as well as ever, possibly with a little less snap, but much more smoothly, due, I imagine, to the fact that the 12/40 engine had alloy connecting-rods and the original engine steel rods.

Shortly afterwards I swopped the car with Jack Bartlett for a blown twin-cam 1,500-c.c. Zagato two-seater Alfa-Romeo. I had



always loved Alfas and had determined one day to own one. In appearance both car and engine were practically indistinguishable from those of a 1,750 c.c. model. For its date (1928 I believe) it was a classic and most beautiful design, and it was unbelievably smooth, rather like a dynamo. I remember when getting it I was a bit worried about unreliability and lack of spare parts. Jack Bartlett merely said "never exceed 4,700 r.p.m. on this model and you should never have any serious trouble." I never did.

The brakes were good and steering and road-holding proverbial. Maximum speed was about 85 m.p.h. and acceleration very good, and it did 18-20 m.p.g., driven hard. I used this car on Active Service in England until petrol rationing came to an end, without ever putting a spanner to it, and it stood out in the open in all weathers and usually started on the self-starter. This Alfa-Romeo was, I believe, one of three monoblock 1,500 c.c. models imported into

England and run in the Phoenix Park race of 1927 or thereabouts. All this gen I got from A. W. K. Von der Becke, who lives near me, and who, funnily enough, once owned the car. He it was who fitted it with an S.U. carburetter instead of the original twin-choke Memini carburetter. On the day petrol rationing ended I was returning home after a week's leave with friends in Bristol to lay the car up for the " duration," when I ran into the back of a parked taxi on the triple-lane road entering Cheltenham from Gloucester. To this day it mystifies me how this happened. I was very short of petrol and economising by running at about 40 m.p.h. and that was my undoing. I remember seeing an Anson coming in low over the road to land, and seeing that the road was clear I proceeded to watch the plane. Suddenly there was a terrible rending noise and I found myself upright in the ditch. I had overlapped the stationary taxi by about four inches. The Alfa was indeed a sorry sight and I was desolate and could spare little sympathy for the justifiably irate taxi driver in his Lanchester. Eventually the police were summoned, but meanwhile a worried captain emerged from the War Office (where the crash occurred) demanding his taxi. I said " I am very sorry, but I have just run into it." " Damn bad luck, old man," he replied, and eventually we all piled into the taxi, which was a runner, and proceeded to Cheltenham. A curious incident eventually followed. I was sent abroad and asked my bank to pay a Cheltenham garage so much quarterly for the keep of the wreck. This letter apparently never arrived and the garage was never paid. When I came home to be demobbed some three or four years later, Bill Becke rang me up to say that he had seen an announcement in the *Birmingham Post* that an Alfa, the property of the late Mr. B. N. Shawe-Taylor, was being offered for sale to cover the cost of unpaid garaging. I hastened to Cheltenham to reclaim my property and found that the car had been pretty thoroughly stripped. Soldiers (it was stored in a Dutch barn shared by them) had even chiselled off the Alfa badge, stolen the cushions and removed the spare wheel and plugs. Luckily the engine needed reboring so that the rust in the bores did not matter. I brought the wreck back to George Bainbridge's garage at Shipston-on-Stour, where I then worked, and vowed one day when things were quiet to rebuild it. This I eventually did, with the aid of several bits and pieces from Thompson and Taylor. The chassis and front axle were effectively straightened by Rubery Owen. The crankcase was welded-up by Barimar and I rebored the engine. The bodywork was knocked out and eventually the car was ready for the road. By this time I had a garage of my own in Cheltenham, to which I brought the car and resprayed it Alfa red.

I ran it in carefully and eventually sold it to a local enthusiast who still runs it. The new owner had a great deal of ill-luck with the car ; first a valve stem broke and dropped in, then the crank broke ; luckily he had some warning and stopped the engine. All these mishaps were, I think, attributable to old age and metal fatigue. Happily the present owner has acquired a secondhand crankshaft and the car is now motoring as happily as ever. After rebuilding it I took it one day to Silverstone where I was running with the E.R.A. and where the Alfa team was also present. On leaving, or trying to leave, the Paddock after the meeting I got next to one of the Alfa lorries in the traffic jam. The Alfa mechanics crowded around the car and were full of enthusiasm. They called me one of *cliente nostri* (which I liked) and were particularly impressed by the tick over—*Comme une montre* were the words used.

After the Alfa-Romeo I had a very cheap Riley Nine saloon for a time. It was an excellent single carburetter car with no startling performance, but excellent steering and road-holding. Eventually the clutch thrust-race disintegrated and I sold it to a breaker in Bristol.

My present mount, and likely to be so for some time, is a Lancia Aprilia, which I think Ken Hutchison said was one of the most perfect cars ever built. Small maddening things often happen, such as jamming doors, rattles, leaking water-pump, etc., but, these aside, the car is completely reliable and gives an outstanding performance. The all-up weight is 16 cwt., the b.h.p. 47, so that performance is above average. What is so desirable is that, driven hard, the petrol consumption is 28-30 m.p.g. The Lancia will cruise comfortably all day at an indicated speed of 70 m.p.h. on about half-throttle and even at that speed does 28 m.p.g. Verily this design was 10-15 years ahead of its time. I believe like all independently-rear-sprung cars, it will, if "diced" round a bend at racing speeds, do a sudden sideways hop at the rear, but at all normal speeds the road-holding is perfect and it is virtually impossible to make it slide in the dry, so large is the tyre section in relation to the weight.

There is only one car which I would swop the Aprilia for and that is a DB2 Aston-Martin, and even that is limited by having no room for a proper rear seat. The road-holding of the DB2 is, in my opinion, unbeatable. A great deal of talk goes on these days about over- and understeer. The DB2 does neither. The front and rear (at racing speed) break away equally, so that the whole car shifts bodily across the road according to the speed at which a bend is taken. The steering wheel can be turned to a fixed amount and then left alone. Perfect !

The Lancia Aprilia is one of the few cars I know into which one can get and, without dicing or taking any risk, know that you will be 45 miles away in one hour's running on today's roads—truly a very fine performance. A last thought—if I could obtain a " Grand Tourismo " Lancia Aurelia (but I can't afford it !) I would certainly do so.

# BOOK REVIEWS

**" Rallies and Races,"** by William Leonard (*Foulis, 7, Milford Lane, W.C.2, 191 pp., 18s. 6d.*)

This is the English translation by W. Walther of William Leonard's book about the rally and race exploits of the well-known driver Maurice Gatsonides, which was published in Holland in 1950. Commencing with those legendary pre-war Monte Carlo Rallies (1936-1939), it continues with accounts of Gatsonides' adventures in various Rome–Liège–Rome trials, Alpine Rallies, the 1947 Lisbon Rally, besides various sports-car races at Zandvoort, Leeuwarden and Le Mans.

The author's style is " racy," avoiding extreme technicalities. Gatsonides drove Hillman Minx, Riley Kestrel Sprite, Ford, Studebaker Champion, Opel, Humber Super Snipe, Sunbeam-Talbot, Aero-Minor, besides 1½- and 4-litre cars of his own construction. It is his adventures and experiences with these cars which Leonard describes, and anyone who competed in the same events or contemplates doing so in the future will value this account of rallies and races, well known to us, seen from the " foreigner's " angle. The book is produced and illustrated in the high-class style for which Foulis are noted.—W. B.

**" 1952 Mobilgas Economy Run "** (*Floyd Clymer, 1268 S. Alvarado St., Los Angeles. 63 pp. 1.50 dollars.*)

This is yet another of those vastly comprehensive Clymer paper-cover books telling the reader all, and probably far more than he or she can possibly wish to know, about the event from which the title is derived. There are scores of clear illustrations. With interest growing in this country in fuel-economy contests this book comes into sharp focus.

**" Floyd Clymer's Catalog of 1952 Automobiles "** (*80 pp. 2 dollars.*)

This is a pretty breath-taking publication, both in respect of the pin-up girls whom American P.R.O.s set up round their firm's automobiles (most attractive, those of Nash, the car that sleeps three) and the amount of detail given in respect of the automobiles themselves, of which all the U.S. makes are there (and almost all versions illustrated) including Allstate, Le Sabre, Buick XP-300, Cunningham, Muntz and King Midget.

The amount of technical data is stupendous ; dimensions all ways, valve lift, size, seat angle and timing, pressure of valve springs, tappet settings, piston ring dimensions, bearing sizes, rocker ratios—the whole design and servicing gambit, so that our " Buyer's Guides " are pretty poor things in comparison.

Of course, the contents might be briefly disposed of as a " vomit volume," that is if you have vintage leanings, in which case after a flip through the pages you will never wish to own anything built this side of 1931, from the States or elsewhere. But the lines of modern Americans can be conveniently studied in this book—one aspect becomes obvious—the American designer is troubled by where to stow the spare wheel and in at least three instances (Kaiser, Nash, Packard) it sticks up to mar the curves of the complete automobile. A very useful reference work, this.—W. B.

**" Continental Sports Cars "** by W. Boddy (*Foulis, 7, Milford Lane, W.C.2. 2nd. edition. 136 pp. 12/6d.*)

This book sets out to provide histories and details of the outstanding technical features of Continental sports cars. The new edition is right up to the minute with descriptions of the 300SL Mercédès-Benz, 4.1 Ferrari, V8 Fiat and Z102 Pegaso, etc. In addition, many famous vintage cars are covered, and the author not only goes to considerable pains to make clear the detail variations between different series, such as the 5th, 6th, 7th and 8th series Lancia Lambdas for example, but in several instances includes servicing data. In all, 73 different marques are covered, ranging alphabetically from Adler to Voisin ; under " Bugatti " will be found a full list of types, from Type 13 to Type 102, with notes of their distinguishing features. Another useful reference work, and inexpensive at that.

# CLUB NEWS

**WE HEAR**

Interesting " finds " in respect of old cars continue to be reported. Thus a 1919 9.5 Standard two seater has come to light in Herefordshire, and a 1914 12/16 Sporting Sunbeam in Scotland. C. H. Peacock has another Gwynne Eight which he hopes to build up and North o' the Border two Sunbeams have come to light, one a late-model 14/40 with a 1932 Croall fabric saloon body which was one of two surplus to the Scotsman project when that concern became defunct, the other of 1914 vintage and possibly one of the rare 12/16 Sporting Sunbeams. Sub. Lt. Foster-Hall has found yet another Gwynne Eight, a 1925 tourer, in very splendid original condition, having been used all its life by an old lady now in her 76th year. This, says Peacock, makes about 14 known survivors of this sprightly marque still with us. In Dorset some motorcycles of 1921-24 vintage, including Royal Ruby, Coventry, Premier and a Sunbeam combination, await new homes.

The B.B.C. put on a very good feature recently about the life of Sir Henry Royce, Bt. Lt. P. Ferry, R.A., has completed a fascinating wooden replica, 13 in. long, of a 1909 model-T Ford two-seater.

An early Cluley light car has been acting as tender-car to a Welsh race-course.

**R.A.C. TRIALS FORMULA**

The Competitions Committee of the Royal Automobile Club has now given full consideration to the many discussions and suggestions concerning the proposed alteration to R.A.C. Regulations for Vehicles taking part in Trials and Rallies, which were issued in 1949 and have been in force since that date. They will, of course, remain in force until at least December 31st, 1952.

The recommendations of the Competitions Committee, which has agreed to propose a new formula for vehicles taking part in *trials only*, must now be ratified by the Committee of the R.A.C. The Committee of the Club has had the proposals before it and has given them consideration, but still needs further technical information on the proposals before coming to a decision, and to this end they will be placed on the Committee's agenda again at its next meeting to be held in August, after which meeting its finding will be made known to all concerned.

Since the R.A.C. has taken every possible step to ensure that any changes in regulations governing the trials of the future shall incorporate every desirable feature, it is hoped that all concerned will appreciate that the subject is being very fully investigated by the R.A.C. before issuing any future regulations.

**RE-TREADING AND RE-MOULDED TYRES**

The R.A.C. has issued the following statement :—

" It may resolve some of the misunderstanding which at present appears current in regard to the ban upon the use of those tyres in racing and speed events, if you would point out to your readers that the present position is that the R.A.C. understands that not all

## FIXTURES FOR SEPTEMBER

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

3rd.—Newry & D.M.C. Driving Tests, Cranfield Airfield. *C.*
Hagley & D.L.C.C. Evening Trial, Broncegrove. *C.*

4th.—N. Cornwall M.C. Autumn Trial, Launceston. *C.*

6th.—Leicestershire C.C. Bowmaker Night Trial, South Coast. *C.*
N. Ireland M.C. Trial, Londonderry Dist. *C.*
Cheltenham M.C. Rally, Cheltenham. *C.*
M.G. C.C. (S.W. Centre). Driving Tests, S. Wales. *C.*
**BRIGHTON AND HOVE M.C. SPEED TRIALS, BRIGHTON.** *I.*
S.U.N.B.A.C. Race Meeting, Silverstone. *CI.*
Redditch M. & C.C. Rally and Concours, Worcester. *CI.*
Yorkshire C.C. Sprint, N. Yorkshire. *CI.*
**I.M.R.C. WAKEFIELD TROPHY RACES, CURRAGH, 3.45 p.m.**

7th.—Veteran C.C. Rally, Scarborough. *C.*
Cornwall V.C.C. Driving Tests, Davidstow. *CI.*
B.A.R.C. (S.W.). Hill Climb, Brunton. *CI.*
Coventry and Warwick S.C. Trial. *C.*
North Mid. M.C. Test Trial, North Notts. *C.*
Grimsby M.C. Day Trial, Grimsby. *C.*
Herefordshire M.C. Hill Climb, Colwall, Malvern. *C.*
Exmoor M.C. Main Road Event, Exmoor. *C.*

11th.—N. Cornwall M.C. Evening Rally, Launceston. *C.*
Jersey M.C. & L.C.C. Hill Climb, Bouley Bay. *C.*

12th-14th.—E. Anglian M.C. Rally, Clacton-on-Sea. *CI.*

**13th.—R.A.C. TOURIST TROPHY RACE, DUNDROD.** *I.*
Motor-Cycling Club. Race Meeting, Silverstone. *CI.*
Bristol M.C. & L.C.C. Hill Climb, Naish. *R.*
M.G. C.C. (Scotland). Driving Tests, Edinburgh. *CI.*

**14th.—BUGATTI O.C. HILL CLIMB, PRESCOTT.** *I.*
Ilkley & D.M.C. Ilkley Trial, N. Yorks. *CI.*
Riley M.C. Hill Climb, Aberdeenshire. *CI.*
Stockport M.C. Night Nav. Test, Shropshire. *C.*
Nottingham S.C.C. Speed Trial, Hoton. *C.*
Newcastle & D.M.C. Consistency Hill Climb, Newcastle area. *C.*
Taunton M.C. Trial, Taunton area. *C.*
Gosport A.C. Speed Trial, Gosport. *C.*
Sheffield and Hallamshire M.C. Speed Trial. *C.*
Maidstone and Mid-Kent. Speed Trial, Gravesend. *C.*
Herts C.A. & A.C. Speed Trial. *C.*

19th.—Armagh & Dist. Trial, Co. Armagh. *C.*

19th-20th.—London M.C. Rally, London/Wales. *N.*

20th.—Sporting O.D.C. Rally. *CI.*
Peterborough M.C. Race Meeting, Silverstone. *CI.*
Scottish S.C.C. Hill Climb, Bo'ness. *C.*
Mid-Cheshire C.C. Sprint, Cheshire. *C.*
Morgan 4/4 Club. Hill Climb. *C.*
Grimsby M.C. Night Trial, Grimsby. *C.*
Citroen C.C. Night Trial, E. Counties. *C.*

20th-21st.—Bridlington & D.M.C. Rally, Bridlington. *CI.*
Mid-Surrey A.C. Rally, Surrey/Hants. *C.*

21st.—S. Scotland C.C. Rally, Ayrshire. *C.*
Yorkshire S.C.C. Trial, Pateley Bridge. *C.*
Caernarvonshire and Anglesey M.C. Speed Trial, N. Wales. *C.*
Falcon M.C. Rally, Herts. *C.*
Cambridge " 50 " C.C. Hill Climb. *C.*
Welsh Counties C.C. Speed Trial, Monmouth. *C.*
C.S.M.A. Rally, From Farnborough. *C.*
M.G. C.C. (N.W.). Driving Tests, Ringway, Cheshire. *C.*
Brighton and Hove M.C. Driving Tests, Sussex. *C.*
Blackpool and Fylde M.C. Driving Tests, Lancs. *C.*
Lancia M.C. Rally, Salop. *CI.*
West Essex C.C. Rally, Chelmsford. *CI.*
Cumberland S.C.C. Gymkhana, Cumberland. *CI.*
750 M.C. Rally, Slough. *CI.*
E. Counties M.C. Race Meeting. *CI.*
Half-Litre C.C. Race Meeting, Brands Hatch. *C.*
Aston Martin O.C. Race Meeting, Snetterton. *C.*
Lagonda Club Rally. *C.*
Sunbeam-Register Driving Tests, Sandhurst. *C.*

25th.—Jersey M.C. & L.C.C. Sand Race Meeting, St. Ouen. *C.*

27th.—M.G. C.C. (S.W.). Rally, Totnes. *C.*
Ulster A.C. Hill Climb, N. Ireland. *C.*
Tenby M.C. Hill Climb, Lydstep. *CI.*
United Hospitals and U.L.M.C. 24-hour Rally. *R.*
**B.A.R.C. RACE MEETING, GOODWOOD.** *I*

27th-28th.—Lancs and Cheshire C.C. Lakeland Rally, N. Wales. *CI.*
Sunbeam Talbot O.C. Rally, Scarborough. *C.*

27th-29th.—Scottish S.C.C. Heather Rally, Oban. *CI.*

28th.—West Hants and Dorset C.C. Knott Cup Trial, Dorset. *R.*
Bentley Drivers' Club. Hill Climb, Sussex. *CI.*
Torbay M.C. Rally, S. Devon. *R.*
Thames Estuary A.C. Rally. *C.*
A.C. Owners. Driving Tests, Redhill. *C.*
Kentish Border C.C. Driving Test, Kent. *C.*
Burnhope & Dist. Rally, Durham. *C.*
Plymouth M.C. Trial, S. Devon. *C.*
N. London Enthusiasts' C.C. Rally, Surrey. *C.*
Chiltern C.C. Speed Trial, Chilterns. *C.*
Riley M.C. Trial, Cleobury Mortimer. *C.*
M.G. C.C. (S.E.) Trial, S.E. England. *R.*

such tyres automatically would be considered suitable by their manufacturers for use in racing or speed events and has asked the Retread Manufacturers' Association to state which tyres produced under their aegis would be considered suitable and whether or not any restrictions in the use of these tyres would be recommended by the Association; such as distance of event, weight and type of car.

"The Association also were asked to suggest a suitable identity mark for such tyres as they would recommend.

"In reply, the Association stated that, in the present circumstances they agreed with a ban for racing and speed events, and asked for consideration of such use of these tyres to be shelved for the time being. However, it has been agreed that the matter will be kept before the Technical Committee of the R.A.C. so that suitable action can be taken in the light of any future developments."

[This surprises us. The R.A.C. was considering removing the ban on retreaded tyres for certain events and now it is the R.M.A. which has securely tied its hands, at all events for the time being. The retread ban not only appreciably puts up the cost of club competition motoring, but prevents the sale of retreads to a section of the public which would otherwise be quite prolific purchasers. So one would have expected the R.M.A. to have welcomed the R.A.C.'s desire to ease the ban.—ED.]

## CLUB AFFAIRS

Seventeen members of the Southern Jowett Car Club participated in the rally held at Balls Cross, near Petworth, on July 27th. The first event was a manoeuvrability test which involved the reversal into four rectangular parking spaces, finally reversing through two awkwardly placed stakes. Results: 1st: P. Kehl (7 h.p.), 1 min. 24 sec.; 2nd: D. E. White (10 h.p.), 1 min. 30 sec.; 3rd: N. Stranger (Javelin), 1 min. 43 sec. The second driving event consisted of driving forward and reverse over a number of tapes; this event formed an effective acceleration and braking test. The results were: 1st: R. Palmer (A40), 45 sec.; 2nd: Mrs. Rimer (8 h.p.), 52 sec.; 3rd: Mrs. Fletcher (Ford 8 h.p.), 54 sec. The ladies' competition was won by Mrs. Hadaway.

* * *

According to the chairman's report at the annual general meeting, the affairs of the Citroën Car Club have been maintained at a satisfactory level during the past twelve months. There has been a substantial increase in the membership and the past year has been one of considerable progress both from the number of competitive events that have taken place and with regard to social activities. All the officials were re-elected and several new members will now act on the standing committee. The competitions secretary reported that arrangements for forthcoming major events are well advanced and that details will be announced shortly in the monthly bulletin, known as "The Dip-Stick,"

The Albert Hotel, Kingston Hill, Kingston-on-Thames, is now the club's official headquarters, where present and new members will meet for the monthly "get-together" socials. The appointment of a well-known Citroën car expert as technical consultant to the club is an innovation that should prove most valuable to keen Citroën owners. The summer issue of "The Citroënian," shortly to appear, will contain much information of technical value as well as articles of general interest to club members.

Mr. John Layton, 103, Kingston Hill, Kingston-on-Thames, will be pleased to send particulars of club membership to all motorists who own Citroën cars.

* * *

His very many friends will be sorry to learn that Mr. T. B. N. (Bruce) Leadbetter, the popular and energetic hon. competitions secretary and council member of the Bugatti O.C., is sailing for South Africa at the end of August to take up an important post for his company in that country.

As Bruce Leadbetter will no longer be able to deal with the B.O.C. International Meeting at Prescott on September 14th, the duties of clerk of the course and secretary of the meeting have been taken over at short notice by L. J. Roy Taylor, chairman of the B.O.C., to whom all inquiries should be directed.

* * *

A social rally was held recently by the Mercédès-Register in celebration of Le Mans at the King's Arms Hotel, Hampton Court. The meeting was well attended and a wide range of models filled the car park. Notable examples were a 540K roadster in immaculate condition, some very fine 38/250s and 36/220s, two 37/220s fitted with diesel engines and numerous smaller cars, amongst which was a very rare 170V two-seater sports. Announcement was made of the formation of a Mercédès-Benz Club, details of which will be sent to all 80 members of the Register before the next meeting., Secretary: R. H. Johnson, Chequer Trees, Limpley Stoke, near Bath.

* * *

Commencing on Wednesday, September 3rd, the S.E. Section of the Alvis O.C. will hold a regular Noggin and Natter at the Osterley Hotel, Great West Road, 8 p.m. onwards, on the first Wednesday in each month.

Details: B. Connelly, Paddington Hospital, Harrow Road, W.9.

* * *

The M.C.C. has changed its address from 26, Bloomsbury Way, W.C.1. to 76, Kinnerton Street, Knightsbridge, S.W.1 (Sloane 9087).

* * *

Nina Imhof tells us she can still accept a few entries (up to September 6th) for the London M.C. London Rally of September 19th/20th with starting points in Croydon and Leeds. Details from Nina at Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.

* * *

On September 20th and 21st, 1952. the S.O.D.C. is holding a 24-Hour Rally commencing from the Club's headquarters at the London Gliding Club, Dunstable at 12 noon on the 20th.

After Rally-type tests at the start, competitors will cover a 300 mile road section, which will include a timed ascent of Prescott Hill, observed sections in North Devon, terminating in a ten-lap Reliability Trial at Thruxton Aerodrome.

* * *

Tunbridge Wells Motor Club have much pleasure in announcing that plans are now laid for yet another of those delightful events known as a Night Navigation Trial. There is a welcome awaiting any member of the following clubs: Hants and Berks M.C., A.C. Owners' Club, V.S.C.C., London M.C., Brighton and Hove M.C., M.G. Car Club (S.E. Section) and Cranleigh and District M.C. and C.C., who can now obtain the regulations and entry forms from the Club Secretaries, or from the Event Secretary: W. J. A. Donnelly, 1, Calverley Park Gardens, Tunbridge Wells, Kent.

The date is October 25th/26th, and the start and finish is at the Kings Head, Wateringbury, Kent. The course is covered by maps 171/172 of the 1 in. Ordnance Survey.

This will not be entirely a cross-country scramble by the poor benighted search party, so put on your best navigational intelligence and come along.

## VETERANS AT DORKING

If the worst weather of the year is traditionally laid on for the Brighton Run, it seems that the Veteran Car Club can count on the best for its Dorking Speed Hill-Climb, and on July 26th the day was just as hot and fine as it was last year.

For the oldest cars with one or two cylinders, the ascent is more in the nature of a test-hill than a sprint, but none failed to make the climb, and G. A. Upton with the 1902 Lanchester recorded the almost indecent time of 2 min. 14.6 sec. on his second run. "The Lanchesters were always quite fast really," remarked Mr. George Lanchester who was watching the proceedings, "although they were considered slow because they made less noise than some of the others."

Members were delighted to see that their President, Mr. G. J. Allday, appeared to be completely restored to health after his recent illness, and were assured that appearances were not deceptive when he took his 1903 Mercédès up the hill in 1 min. 33.9 sec., a time which put to shame many cars ten years younger.

The centre of interest in the paddock was P. C. Waring's beautifully turned out 1910 Brush Roadster, an American veteran which was new to most beholders, and which was particularly admired for its front and rear axles made of thick polished maple-poles, and coil springs. Envy of its owner was in no way diminished by the fact that it proved even slower than the 1898 Benz.

In the absence of the 1908 Grand Prix Itala, owing to Sam Clutton's continued incarceration in hospital following his accident at Silverstone, Jack Sears was a hot favourite for f.t.d. on the 1914 T.T. Sunbeam, and he proceeded amply to fulfil expectations with a beautifully executed climb in 59.6 sec. His brother Eric, on the same car, recorded 1 min. 2.9 sec., and other very fast climbs were made by John Bolster on his 1911 Rolls-Royce (1 min. 11.9 sec.); Lord Charnwood on the 1911 Coupé de *l'Auto* Delage (1 m. 18.6 s.); G. D. Firleins on the 1914 Darracq (1 m. 20.2 s.); and Francis Hutton-Stott on the 1913 six-cylinder Lanchester (1m. 25s.).—E.K.

# "Motor Sport" Directory of Clubs

**ADDENDUM : The following particulars were received too late for inclusion last month**

| *Name of Club* | *Year founded* | *No. of members* | *Main activities* | *Headquarters (if any)* | *Times of regular meetings* | *Required qualifications or restrictions* | *Entrance fee* | *Annual Sub.* | *Secretary's name and address* |
|---|---|---|---|---|---|---|---|---|---|
| ***Alvis Register ...** | 1948 | 240 | Interchange of experience, spare parts, monthly meetings, rallies, monthly circular, quarterly bulletin, etc. | — | Monthly. | Ownership of Alvis, between 1920 and 1932. | — | 10s. | N. H. Johnson, 399, Ley St., Ilford, Essex. |
| ***Brent Vale M.C. ...** | 1951 | 61 | Navigation trials, treasure hunts, driving tests, film shows, etc. | Byron Hotel, Ruislip Rd., Greenford. | Every Tuesday, 7.30 p.m. | Committee's approval. | — | 21s. | R. H. Whincup, 42, Melbury Ave., Norwood Green, Southall, Middlesex. |
| **British Automobile Racing Club (South-Western Centre)** | 1912 | 265 | Hill-climbs, speed trials, rallies, trials, treasure hunts and social events. | Little Testwood Country Club, nr. Totton, Southampton. | Last Wednesdays at H.Q., 7.30 p.m. | — | 10s. 6d. | 31s. 6d. | A. I. Reid, 27, Church St., Shirley, Southampton. |
| **Civil Service Motoring Association (Farnborough Group)** | Group — 1949 | 700 | Competitive events for the family motorist. Navigation, average-speed trials, driving tests, etc. | R.A.E., Farnborough, Hants. | — | Open to all civil servants. | 5s. | 10s. | G. A. Parkes, "Great Oaks," Green Lane, Blackwater, Camberley, Surrey. |
| ***Company of Veteran Motorists** | 1931 | 28,000 | Safety first. | — | — | Not less than 10 years' driving with a good record. | 22s. 6d. | 15s. | H. Wood, Bush House, Aldwych, W.C.2. |
| ***De Lacy M.C. of Pontefract** | Reformed 1952 | 71 | All forms of the sport, both competitive and social. | Queens Hotel, Pontefract. | Third Thursdays, 7.45 p.m. | Genuine interest in the Sport. | 5s. | Full, 10s. Assoc., 2s. 6d. | A. E. England, "Ashdene," Carleton Rd., Pontefract. |
| **East Anglian M.C. ...** | 1950 | 163 | Trials and rallies. | The Bull Hotel, Halstead, Essex. | Second Thursdays. | — | 10s. | 20s. | C. U. M. Walther, Chalkney Mill, Earls Colne. |
| ***Fifty-One M.C. ...** | 1951 | 60 | Monthly competition, driving tests, social meetings, expeditions, annual trophy, etc. | "The Crown," Westerham, Kent. | First Sunday each month, others as announced. | Approval by committee. | — | 5s. | J. B. Mason, 19, Lake Rd., Shirley, Croydon. |
| **Herefordshire M.C. ...** | 1950 | 120 | All forms of competitive and social motoring. | "Barons Cross," Leominster. | As published in Bulletin. | — | 5s. | 21s. Assoc., 7s. 6d. | P. J. A. Wray, 5, Broad St., Leominster, Herefordshire. |
| ***Humber Register ...** | 1950 | 107 | Rallies, driving tests, register of cars and spares, etc. | — | — | Owner of a pre-1931 Humber. Assoc. members : genuine interest in such cars. | — | 10s. Assoc., 7s. 6d. | A. B. Demaus, The Lodge, St. Michael's, Tenbury, Worcs. |
| **Kentish Border C.C....** | 1934 | 123 | Trials, driving tests and rallies. | "Bickley Arms," Old Station Hill, Chislehurst. | 8 p.m. onwards on last Wednesdays at H.Q. | — | — | 21s. | H. H. Alderton, "The Cottage," Bromley Grove, Shortlands, Kent. |

**Continued from AUGUST Issue**

*** Clubs not yet recognised by R.A.C.**

| *Name of Club* | *Year founded* | *No. of members* | *Main activities* | *Headquarters (if any)* | *Times of regular meetings* | *Required qualifications or restrictions* | *Entrance fee* | *Annual Sub.* | *Secretary's name and address* |
|---|---|---|---|---|---|---|---|---|---|
| **Loughborough College M.C.** | — | 100 | Promotion of all forms of motor sport and social activities. | Loughborough College, Leics. | — | — | — | College members, 5s. Others, 7s. 6d. | J. Goddard-Watts, Loughborough College, Leics. |
| **Maidstone & Mid-Kent M.C. Ltd.** | 1936 | 250 | All types of motor sport. | 2, Upper Fant Rd., Maidstone. | — | Owners of four-wheeled cars. | 10s. 6d. | 20s. | F. G. Newman, 48, Chamberlain Ave., Maidstone, Kent. |
| **Manchester University M.C.** | Reformed 1948 | 104 | Rallies, m/c. trials, driving tests, sprints. | University Union, Manchester, 15. | First and third Tuesdays. | Past and present members of University Union. | — | 7s. 6d. | R. Dobson, University Union, Manchester, 15. |

| *Name of Club* | *Year founded* | *No. of members* | *Main activities* | *Headquarters (if any)* | *regul...* | *ed qi alifications rer rictions* | *Entrance fee* | *Annual Sub.* | *Secretary's name and address* |
|---|---|---|---|---|---|---|---|---|---|
| **Manx A.C. ... ...** | 1904 | 300 | — | — | — | — | — | — | R. T. Wetherill, Manx Automobile Club, Hill St., Douglas, Isle of Man. |
| ***Mercedes-Benz Club** | 1952 | 80 | Social rallies, pending development. | London. | Monthly. | Past or present ownership or a close association with the marque to satisfaction of Committee. | — | 30s. Overseas, 20s. | R. H. Johnson, " Chequer Trees," Limpley Stoke, nr. Bath, Somerset. |
| **M.G. C.C. ... ...** | 1930 | 3,600 | Catering for the sporting and social requirements of " one-make " enthusiasts. | Abingdon-on-Thames, and individual Centres. | Arranged locally by Centres. | Full membership : own or regularly drive M.G. car (wives or husbands). Assoc. membership: owners of other makes. | — | 25s. | A. R. Lowry, 7, Chapel St., Liverpool. |
| **M.G. C.C. (Midland Centre)** | Started again after war (1948) | 310 | Rallies, trials, general sporting and social events. | Birmingham. | — | None—M.G. owners Assoc. Members. No restrictions for events. | 40s. | 25s. Badge, 15s. | W. Hale, 29, Victoria St., West Bromwich, Staffs. |
| **M.G. C.C. (North-Eastern Centre)** | 1930 | 127 | Rallies, gymkhanas, sporting weekends. | Wakefield Garages, Market St., Wakefield. | — | — | — | 25s. Badge, 15s. | H. D. Pounder, Wakefield Garages Ltd., Market St., Wakefield. |
| **M.G. C.C. (North-Western Centre)** | 1937 | 300 | All types of sporting and social events. | None. | — | Full member : M.G. owner. Assoc. member : other makes. | — | 25s. Badge, 15s. | W. Woolley, 39, Great Ducie St., Manchester, 3. |
| **M.G. C.C. (Scottish Centre)** | 1932 | 180 | Rallies, driving tests, grass hill-climbs, trials. | 12, North Saint Andrew St., Edinburgh, 2. | — | Full members : M.G. owners. Assoc. members : other makes. | — | 25s. Badge, 15s. | D. W. Mickel, 12, North Saint Andrew St., Edinburgh, 2. |
| ***M.G. Magnette Register** | 1952 | 20 | Exchange of information and technical advice, etc. | Ludlow Way, N.2. | — | Members must be M.G. Magnette owners. | — | Not yet fixed. | H. J. Nicholls, 5, Ludlow Way, N.2. |
| **Mid-Cheshire C.C. ...** | 1950 | 94 | Trials and socials. | White Barn Hotel, Cuddington, nr. Northwich, Ches. | Last Friday. | Must be proposed and seconded, and approved by Committee. | — | 21s. | R. B. Dawson, " Glenfield," 215, Chester Rd., Hartford, Northwich, Cheshire. |
| **Mid-Derbyshire M.C.** | Reformed, 1950 | 100 | Rallies, reliability trials and social events. | George Hotel, Alfreton, Derbys. | Every Thursday evening. | — | — | Single, 10s. Double, 15s. Social, 7s. 6d. | A. Moakes, 29, Downing St., South Normanton, Derbys. |
| **Middlesbrough & District M.C.** | 1903 | 684 | Trials. Annual race meeting, Redcar Sands, cars and motor-cycles. | Clarendon Rd., Middlesbrough. | Premises open each day. | Must be proposed and seconded by a member. | 21s. | 21s. Ladies, 10s. 6d. | A. V. Buttress, 72, Harrow Rd., Middlesbrough. |
| **Midland A.C. ...** | 1901 | 875 | Shelsley Walsh Hill-Climb, rallies, gymkhana, works visits, film shows, etc. | Grand Hotel, Birmingham. | 7 p.m. | Proposed and seconded by members. | 21s. | M.A.C. only, 31s. 6d. R.A.C. Assoc. Member, 52s. 6d. | L. Wilson, 87, Edmund St., Birmingham, 3. |
| **Midlands Motoring E.C.** | 1943 | 150 | Meetings, route finding, rallies, Silverstone, and sprints. | White Swan Hotel, Edmund St., Birmingham. | First Wednesday, 7.30 p.m. | — | 5s. | 21s. | R. G. Pattison, 331, Lichfield Rd., Four Oaks, Warwickshire. |
| **Mid-Surrey A.C. ...** | 1924 | 100 | Grand Cup Trial, rally, and speed event. | Queen Adelaide Hotel, Kingston Rd., Ewell. | Third Friday. | — | 5s. | 20s. | V. H. Tuson, Little Acre, Starrock Lane, Chipstead, Surrey. |
| **Monte Carlo Rally British Competitors' Club** | 1932 | 200 | Welfare of British competitors in Rally. | — | No regular meetings. | Must compete in Rally to qualify. | — | 21s. | Major R. Gough, 2, Malcolm Ct., 38, The Avenue, Branksome Park, Dorset. |
| **Morgan 4/4 Club ...** | 1951 | 90 | All types of motor sport and socials. | National Club. | Monthly in all parts of the country. | Open to all Morgan 4/4 and Morgan Plus Four Owners. Assoc. membership for non-Morgan owners. | — | 40s. Overseas, 20s. | J. Sutton Atkins, 3, Friary St., Derby. |

(*Continued on page* 420

# Essolube

*First at the finish*

**NEWS OF THE WORLD**

## *International Car Race*

**GOODWOOD – AUGUST 16**

**UP TO 1500cc RACE**
*AND WINNERS OF TEAM PRIZE*

**1ST LESTER M.G.**
*Drivers J. C. C. MAYERS M. J. KEEN*

**2ND LESTER M.G.**
*Drivers G. A. RUDDOCK R. F. PEACOCK*

**3RD LESTER M.G.**
*Drivers L. LESTON T. LINE*

*Subject to official confirmation*



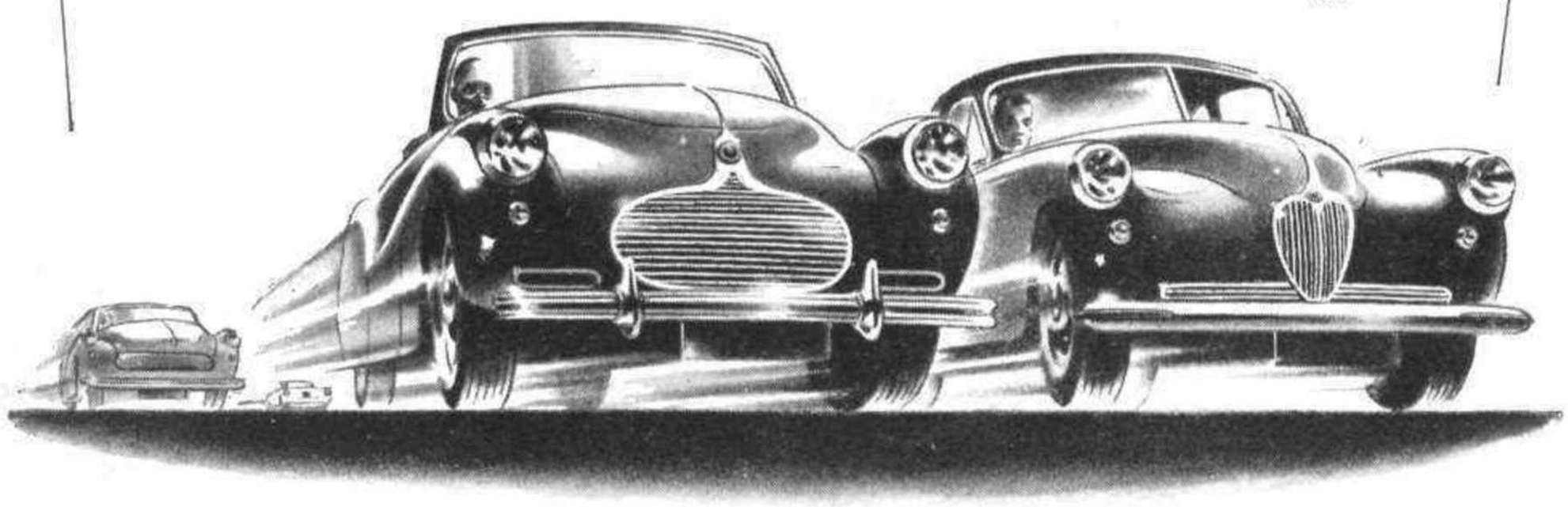

**ALL USING**

# Essolube MOTOR OIL

*Exactly the same as you can buy from your local garage*
*and, of course, they were all using Esso Fuel*

ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE LONDON, S.W.1.

# CASTROL WINS



## LIEGE - ROME - LIEGE

**3,000-c.c. Class**

**1ST**
Damonte-Matuella
(LANCIA)

**2ND**
Cestelli-Mme. Cestelli
(ALFA-ROMEO)

**750-c.c. Class**

**1ST**
Glockler-Beckers
(RENAULT)

**TEAM PRIZE · Porsche**

*(Subject to official confirmation)*

WAKEFIELD Castrol MOTOR OIL

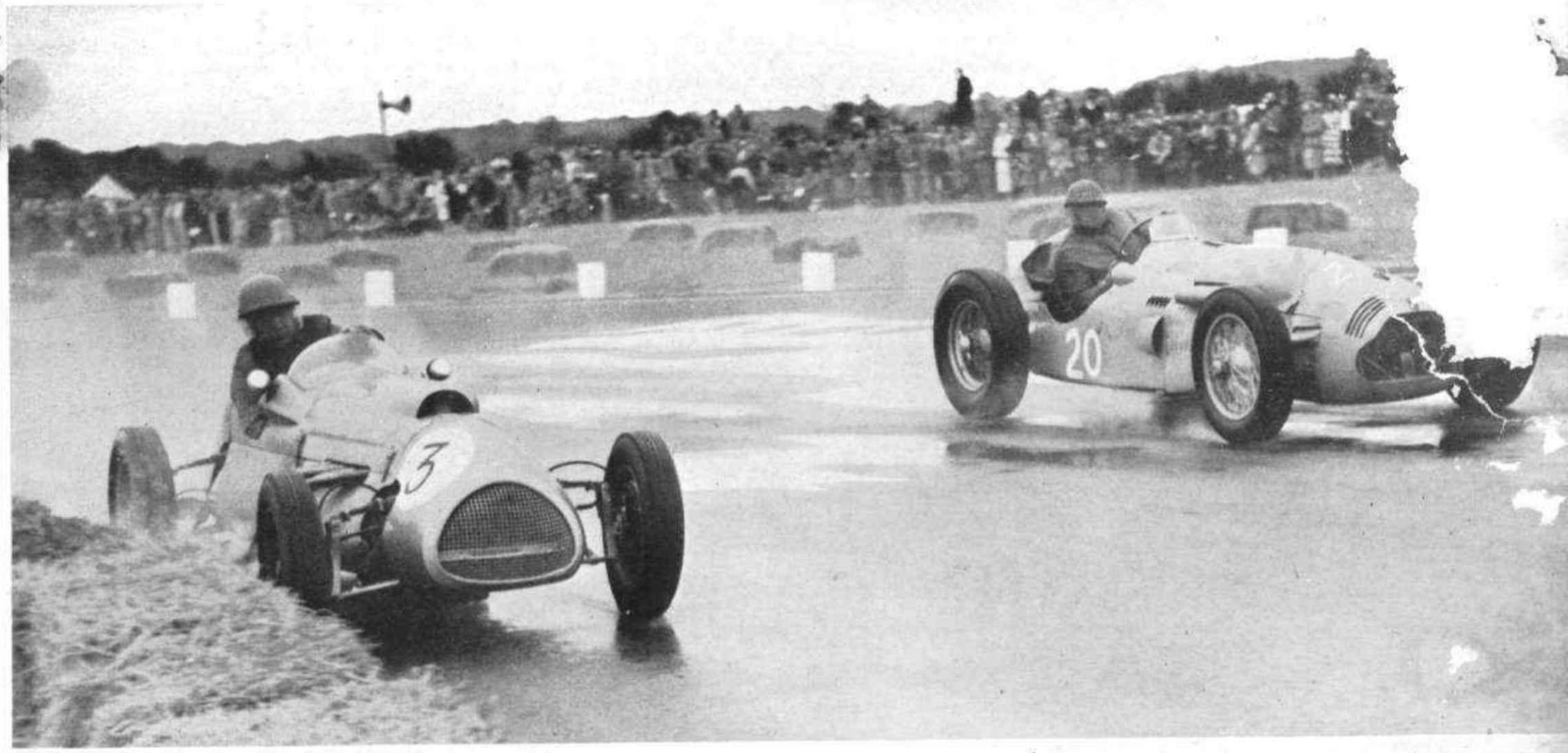
THE MASTERPIECE IN OILS

# PICTORIAL REVIEW

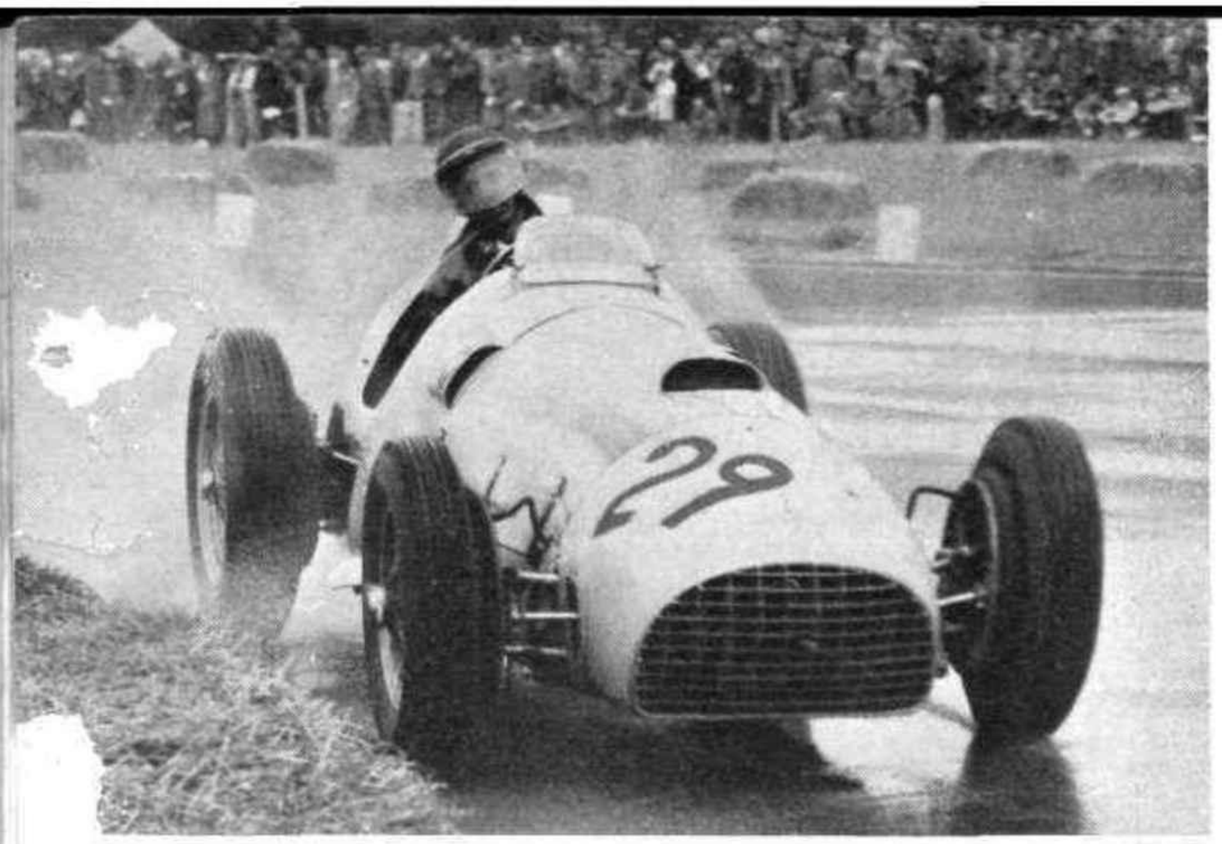
## "DAILY MAIL" WEST ESSEX C.C. BOREHAM MEETING.
## "NEWS OF THE WORLD"
## B.A.R.C. 9 - HOUR SPORTS - CAR RACE AT GOODWOOD.

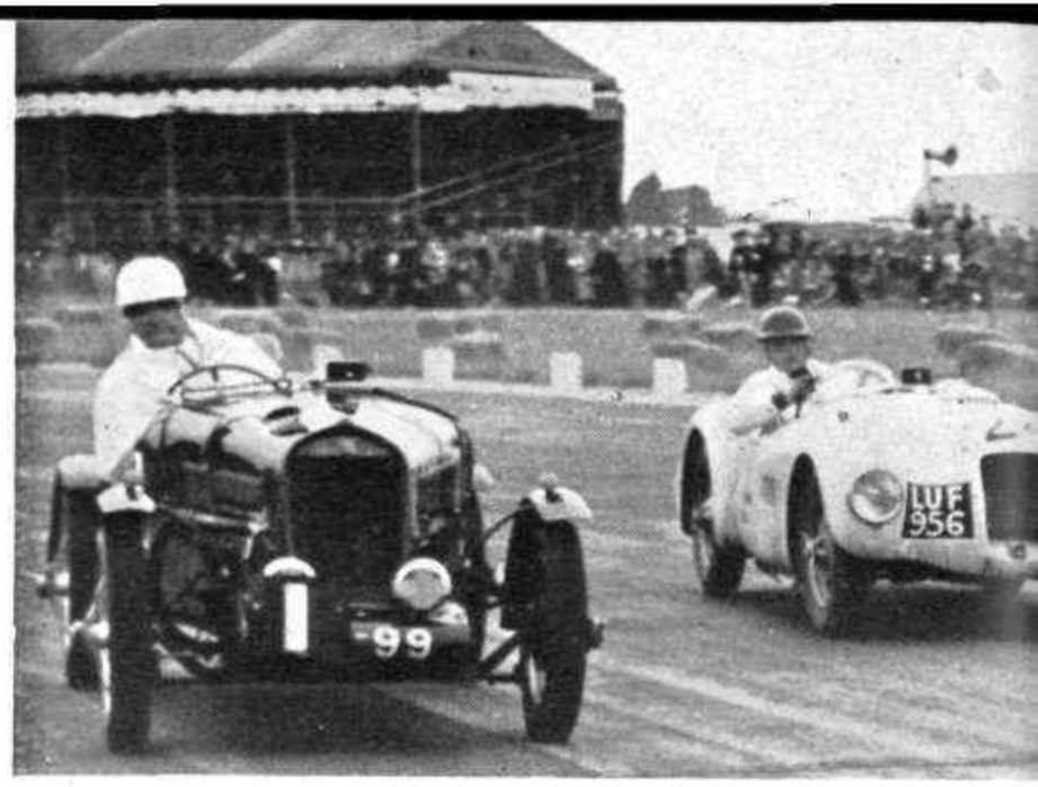
*Top : WET AT BOREHAM.—Alan Brown's F II Cooper-Bristol corners close in at Orchard Corner, while Cabantous in the Talbot takes a much w course on the rain-soaked track.*

*Bottom : JAGUAR AWAY.—Stirling Moss makes his usual "first-off" getaway from Boreham's Le Mans start of the over-2-litres sports-ca In second place comes Parnell's Aston-Martin, winner of its class, and Ian Stewart (No. 41) is drawing away. Stewart later crashed but M comfortably at 88.09 m.p.h.*

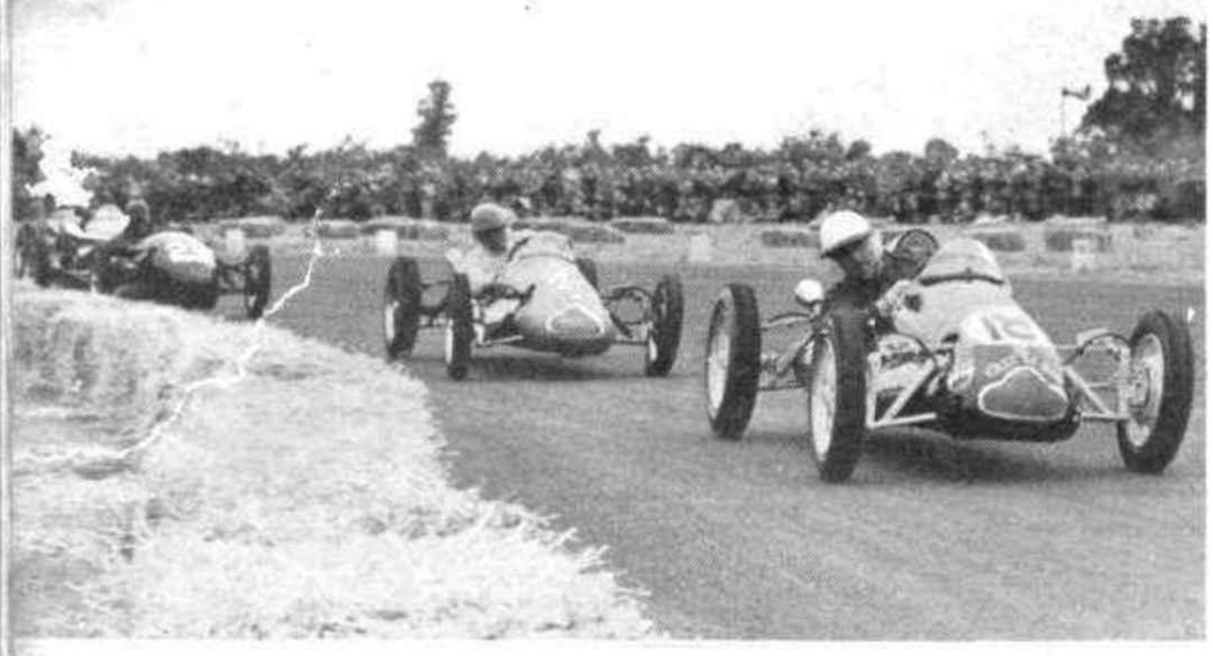





*IMMENSE BATTLE.—The under-2-litre sports-car race a Mk.II Le Mans Replica Frazer-Nash (No.22) and the one-an Nash (No.24). Hawthorn's clutch gave out. Wharton won at inside the duellists, took the 1,100 c.c. class at 67.85 m.p.h.*

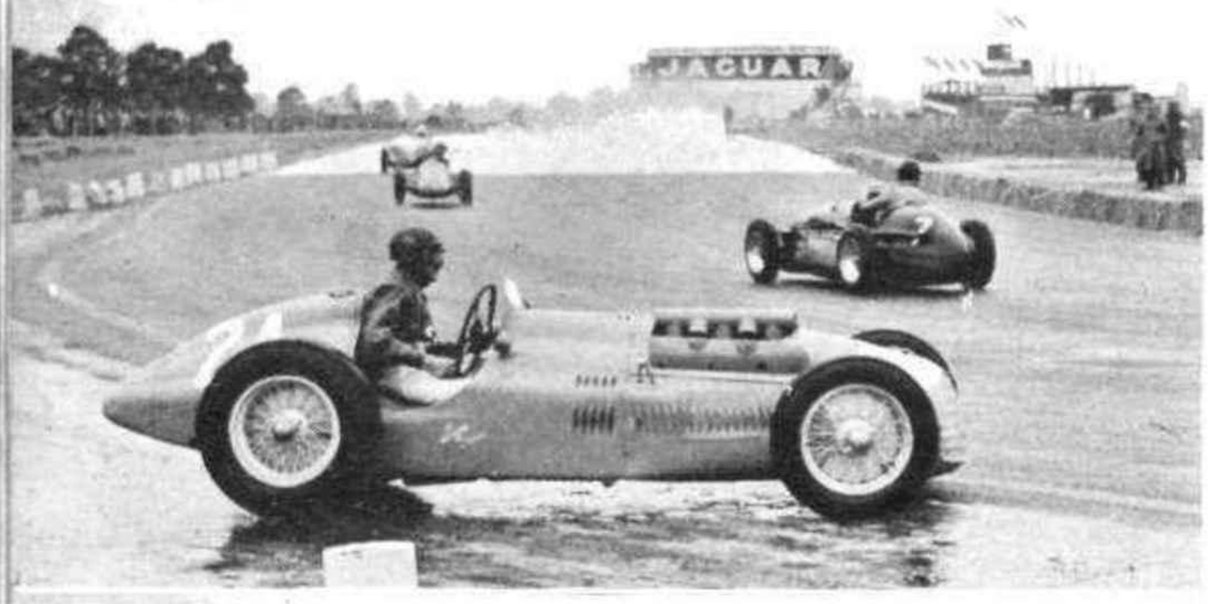


*"MOTOR-BOATING" AT BOREHAM.—The Brazilian driver, Landi, makes light of the dreadful conditions at the* Daily Mail *Meeting. He finished second to Villoresi in the Formula I race, with a 4½-litre Ferrari.*

*THE 500s AT BOREHAM.—George Wicken in his "C'Est Si Bon" Cooper leading the eventual winner, Alan Brown (Cooper). Behind comes Don Parker, in his Kieft, followed by Moss driving John Cooper's Cooper. Wicken retired and the others finished in this order.*



*A MAGNIFICENT DRIVE.—Here is Mike Hawthorn in at Boreham, and finished first in the F II race, third in genera F II car is sweeping past the much-raunted B.R.M. of Ken W*



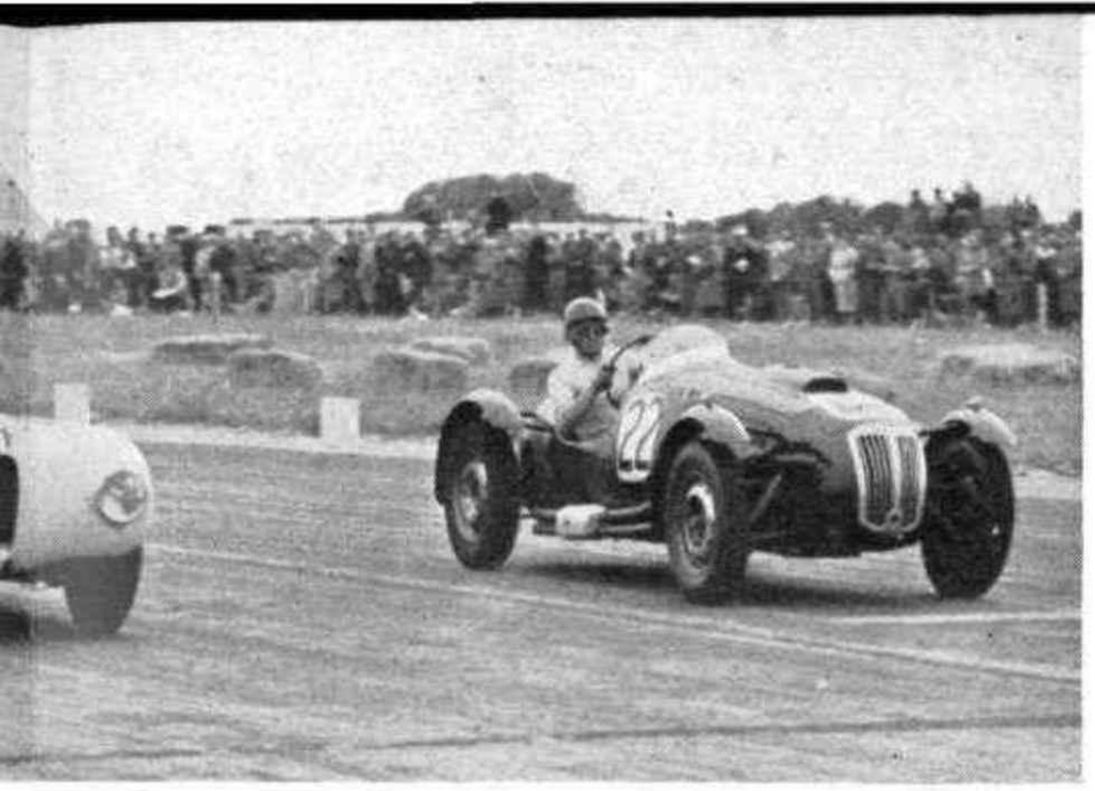

*GOOD CIRCULATION.—No doubt helped by the rain, Crespo spins in the Talbot at Boreham's Railway Corner. Going through is Dennis Poore in one of the "up and coming" F II Connaughts.*

*MATCH FOR THE FERRARIS of Salvadori and Cole, Reg. Parnell pleased the Boreham crowds by winning the 2-3-litre Sports Car Race at 86.35 m.p.h. in the DB3 Aston-Martin, after team-mate George Abecassis had retired.*

*FORMULA ONE VICTOR.—Undertaking a trying task in the rain, Luigi Villoresi making a welcome reappearance in this country, won the* Daily Mail *F I race at 82.83 m.p.h. and in practice set a new lap record of 103.45 m.p.h., in the fierce 4½-litre Ferrari.*





*t Boreham produced a grand duel between Ken Wharton in a new d-only Mike Hawthorn in Beckwith Smith's Mille Miglia Frazer- 8.49 m.p.h. and Le S. Metcalfe's splendid little Fiat, seen here*



*the familiar Cooper-Bristol, who for many laps led every other car l classification against the F1 cars, at 82.21 m.p.h. Note that the harton for the second time!*

*PRE-WAR SPEED.—Guy Gale's venerable 4-litre Darracq put up an impressive performance amongst its sleek modern rivals at Boreham. It was fifth in its class.*




*BAD-LUCK STORY.—R. Baird's 2.7 Ferrari came right through to lead the B.A.R.C. News of the World 9-hour Sports Car Race at Goodwood when the Type C Jaguars met trouble. Then, after a belated wheel change, the battery refused to turn the hot V12 engine and, do what co-driver Salvadori might, the car fell to third place.*

*FINE SHOW, JIM.—J. C. C. Mayers led his team of "Monkey Stable" Lester-M.G.s to a convincing one, two, three finish in the 1½ litre class at Goodwood, also taking the Team Prize..*

*STEADILY DOES IT.—Pressing on with his usual canny determination and precision, Bob Gerard's Frazer-Nash, driven also by D. A. Clarke, worked up to 4th place, behind the larger DB3 Aston-Martin and the two 2.7 Ferraris.*

*MOSS' BAD LUCK CONTINUES.— Stirling handled the Type C Jaguar with his usual skill and was never lower than second in the B.A.R.C.'s interesting 9-hour Sports Car Race when, with under two hours to run, the back suspension broke up, 36 minutes were lost replacing it, and Moss had to be content with fifth place.*















*...HER ONE IN TROUBLE.—Running second to Moss at Good-wo... ...ith a Type C Jaguar, victory seemingly a foregone conclusion, the Rel ...e Hamilton car shed a wheel—one had already crashed and ...was to come. Bad luck!*



*RESULT OF A PIT-STOP!—John Wyer and two mechanics were burnt at Goodwood when the 2.9-litre DB3 Aston-Martin of Parnell/Thompson caught fire while in third place (and leading its class) through being overfilled with fuel.*

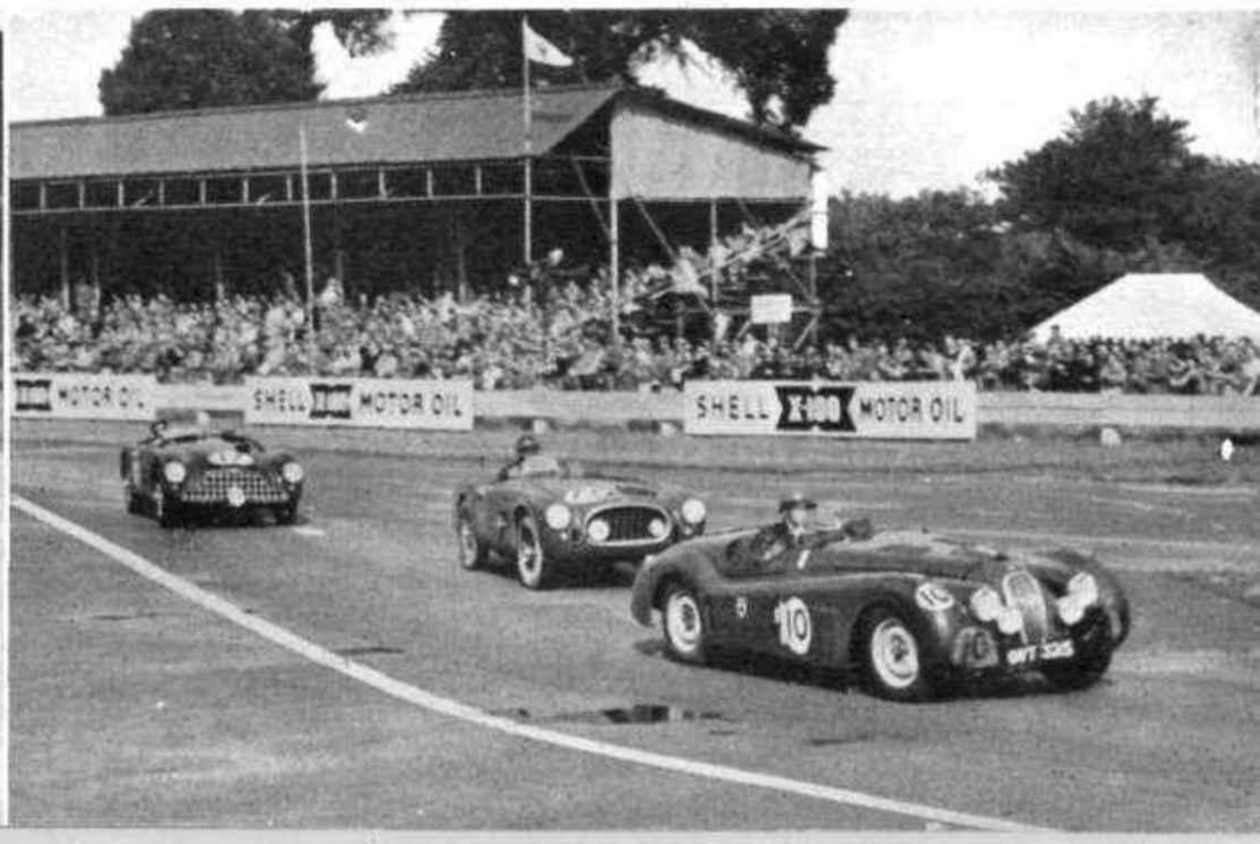



*COLLINS' DAY!—Peter Collins brings the winning DB3 through the chicane to win the B.A.R.C. 9-hour Race for Aston-Martin at 75.42 m.p.h. This young driver's victory was enormously popular. Pat Griffith shared the honour of staving-off the privately-owned 2.7 Ferraris of Cole and Baird.*

*LEVEGH AT GOODWOOD.—The big blue Talbot never quite got into its stride during the 9-hour Race and retired long before darkness fell, with a broken half-shaft.*




*IN THE CHICANE.—The Swift/Heath XK120 Jaguar, which was second in the over-3-litre class at Goodwood, is followed through this slow corner by the Baird 2.7 Ferrari and the winning DB3 Aston-Martin.*



CAR'S INSIDE STORY

# From the first gear change

So many cars are so alike today it's not always easy to know which one you're in — if you're a passenger. It's the inevitable result of mass production.

*But the Javelin is not like that.* If you have a noticing eye you can tell the difference instantly — sleek lines; very thorough finish; a functional look.

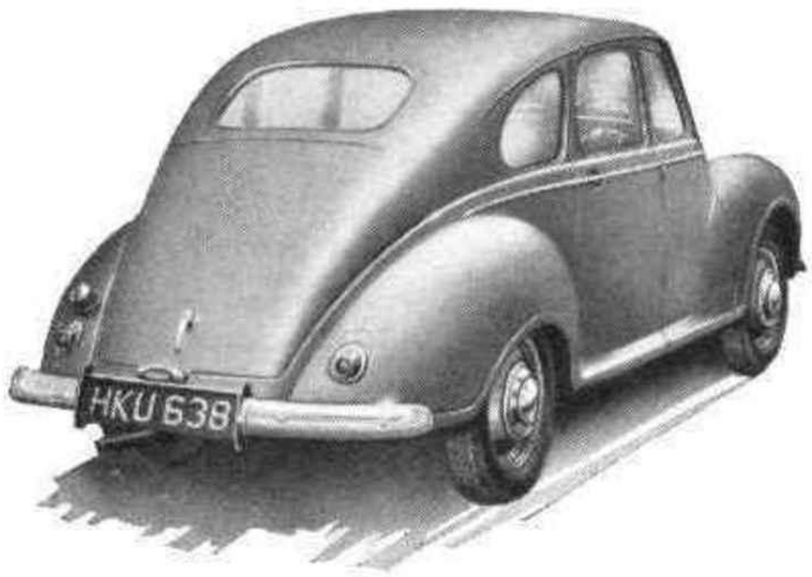
And from the first quick gear change, the car begins to tell you something — assuming you know about cars — as it settles down to its easy, eager stride.

Then you are getting those bumps converted into nothing, just nothing — only torsion bar suspension can do it that way. The Javelin's acceleration is not the old-fashioned sort; you do 60 effortlessly, in just over 20 seconds from standing — and cruise at that.

You look around and see all the leg room and largeness of the back seats and you don't believe that a 1½ litre engine will take 4 big people up to a genuine 80 — except that you've just done it.

The Javelin is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have one in your hands — real family comfort — economy — *and* performance. Incidentally, the Javelin won outright the Closed Car Section of the R.A.C. International Rally of Great Britain this year.

Best speed, electrically timed, 80 m.p.h. Acceleration 0-50 m.p.h. in 15.4 secs. ("The Motor" 1952 Road Test). Horizontally opposed flat-four engine gives 30 m.p.g.




**The 1½ litre**

# JOWETT JAVELIN

*one day — it has to be YOURS!*

★ ★ ★ 

| *Name of Club* | *Year founded* | *No. of members* | *Main activities* | *Headquarters (if any)* | *Times of regular meetings* | *Required qualifications or restrictions* | *Entrance fee* | *Annual Sub.* | *Secretary's name and address* |
|---|---|---|---|---|---|---|---|---|---|
| ***Morgan Three-Wheeler Club** | 1945 | 450 | Social and sporting. | Groups operating from London, Bristol, Birmingham, Manchester and Sunderland. | Usually first Saturday. | Vehicle must be basically Morgan. | — | 10s. | F. L. Willis, 6, Courtland Ave., Chingford, E.4. |
| **Motor Cycling Club Ltd.** | 1901 | 1,500 | Long-distance road trials and rallies. One-hour high-speed reliability trial. | Kinnerton St., Knightsbridge, S.W.1. | Committee meetings — fortnightly. | — | 10s. | Cars, 40s. M/c., 20s. | J. A. Masters, 76, Kinnerton St., Knightsbridge, S.W.1. |
| **Newcastle & District M.C.** | 1902 | 350 | All types of motor and motor-cycle events. | Kenton Bar Hotel, Ponteland Rd., Newcastle. | 7.30 pm., first and third Tuesday. | — | — | 10s. | R. E. Martin, 33, Turret Rd., Newcastle-on-Tyne. |
| **Newry & District M.C.** | Re-formed, 1948 | 210 | Hill-climb, trials, driving tests, social events, etc. | 17, Sandys St., Newry, Co. Down. | More than once monthly. | — | — | 10s. | C. E. J. Atkinson, 17, Sandys St., Newry, Co. Down. |
| ***Nomad M.C.** ... | 1933 | 92 | Social events and treasure hunts. | 3, Rectory Place, Guildford, Surrey. | — | — | 5s. | 12s. | Miss D. M. Milton, 3, Rectory Place, Guildford, Surrey. |
| **North Cornwall M.C.** | 1936 | 130 | Evening trials and driving tests. | Launceston. | — | — | — | 5s. | T. S. Hicks, Church Stile, Launceston, Cornwall. |
| **North London E.C.C.** | 1944 | 150 | Film shows, talks and stock-car events. | "The Cavalier," Russell Lane, Whetstone, N.20 | Weekly club nights. Monthly meeting. | — | 2s. 6d. | 15s. | G. Bance, 17, Elms Ave., Muswell Hill, N.10. |
| **North Midland M.C.** | 1945 | 200 | Sporting trials, standard car trials, rallies, etc. | — | First Monday evenings. | Must be a car owner. | — | 15s. | L. H. Rew, 16, Heather Lea Ave., Dore, Sheffield. |
| **North of Ireland M.C. Ltd.** | 1929 | 200 | Car trials and rallies; m/c. trials and racing. | 50, Abercorn Rd., Londonderry. | — | — | — | Car, 10s. 6d. M/c., 5s. | T. H. Buchanan, 50, Abercorn Rd., Londonderry. |
| **North Staffs M.C.** ... | 1950 | 150 | Sprints, navigation trials, etc. | — | First Monday, 7 p.m. | — | — | 21s. | J. H. Greenwood, 21, High St., Hanley, Stoke-on-Trent, Staffs. |
| **Northampton & District C.C.** | 1951 | 325 | Sporting motoring of all types and social events. | Cock Hotel, Kingsthorpe. | First and third Tuesday. | — | — | Full, 10s. 6d. Assoc., 5s. | B. J. Thorne, 69, Park Ave. North, Northampton. |
| **Nottingham S.C.C. Ltd.** | 1948 | 350 | Racing, sprints, non-sporting trials, socials. | "Five Ways," Valley Rd., Nottingham. | First Thursday. | — | — | 20s. | M. J. Andrew, Leen Valley Dyeworks, Bulwell, Nottingham. |
| ***Old Merchant Taylors' M.C.** | 1951 | 46 | Navigation rallies and treasure hunts. | "Durrants," Croxley Green, Watford, Herts. | — | Open to Old Merchant Taylors' only who are members of the O.M.T. Society or Sports Club. | — | No additional subscription. | G. Connelly, "Emsworth," 52, The Ridgeway, Kenton, Harrow, Middlesex. |
| **Omagh M.C.**... ... | 1935 | 130 | Promoting annual hill-climb at Syonfin and trials. | Omagh. | — | — | — | 10s. | J. P. Robinson, Innisfree, Gortmore Drive, Omagh. |
| **Oxford University M.D.C.** | — | 40 | Rallies, navigation point-to-point. | "Dolphin and Anchor," Folly Bridge, Oxford. | Every Thursday, 8 p.m. (during term). | Past and present members of Oxford University (also hon. members). | 5s. | 5s. Term. Veterans, 10s. Year | J. A. Ambrose, Jesus College, Oxford. |
| **Pathfinders & Derby M.C. Ltd.** | Amalgamated, 1949 | 300 | Rally, driving tests and socials. | Wheel Hotel, Friar Gate, Derby. | Every Tuesday, 8 p.m. | — | — | 10s. 6d. | J. A. Leyland, 15, Eastwood Drive, Littleover, Derby. |
| **Perth & District M.C.** | 1904 | 230 | Grass tracks, trials, hill-climbs, aerodrome events. | County Hotel, Perth. | — | — | — | 10s. | T. D. Finlayson, 1, Ballantyne Place, Perth. |
| **Peterborough M.C. Ltd.** | 1947 | 250 | Mud trials, socials and road trials. Club racing (Silverstone); night navigational rallies. | c/o M. Bulley & Co., 30, Midgate, Peterborough. Cock Inn, Werrington. | Second Wednesday. | — | — | Joint man & wife, 30s Full member, 21s. Social, 10s. 6d. | J. H. Woodcock, 73b, London Rd., Peterborough. |





| *Name of Club* | *Year founded* | *No. of members* | *Main activities* | *Headquarters (if any)* | *Times of regular meetings* | *Required qualifications or restrictions* | *Entrance fee* | *Annual Sub.* | *Secretary's name and address* |
|---|---|---|---|---|---|---|---|---|---|
| ***Plessey M.C.** ... | 1952 | 34 | Social, touring and technical. | Cold Harbour Inn, Blunsdon, nr. Swindon. | Being revised. | Committee's approval. | — | 10s. | R. Baldwin, 68, Limes Ave,, Swindon. |
| **Plymouth M.C.** ... | 1908 | 170 | Competitions, trials and social events for cars and motor-cycles. | Glenholt Country Club, Crownhill, Plymouth. | As in monthly magazine. | Proposal by a club member. | — | 21s. Members' wives, 5s. | A. P. Stephens, 16, Caprera Terrace, North Rd., Plymouth. |
| **Public Schools M.C.**... | 1918 Re-formed 1950 | 56 | Motoring in all sporting and social forms. | — | — | Applicant must have attended a public school. | — | 21s. | J. E. B. Hissey, 11, Collingham Rd., London, S.W.5. |
| ***Renault Owners' Club** | 1952 | 60 | Rallies, film shows, discussions. | "Denmark," Old Brompton Rd., S. Kensington. | — | Renault owner. | 10s. 6d. | 10s. 6d. | N. H. Atkinson, 7, Belle Vue, Hillrise, Greenford, Middlesex. |
| **Riley M.C.** ... ... | 1925 | 1,300 | Trials, rallies and social events. | London, Birmingham, Manchester, Leeds, Cardiff, Swansea, Glasgow and Aberdeen. | — | Ownership of Riley car. | 7s. 6d. R.A.C. Assoc.,17s.6d. | 10s. 6d. R.A.C. Assoc., 42s. | A. Farrar, The Riley M.C.. c/o Riley Motors Ltd., Abingdon-on-Thames. |
| **Riley M.C. (North-Eastern Centre)** | — | — | — | Riley Motors Ltd., Abingdon-on-Thames, Berks. | — | — | — | — | J. A. Asquith, 5, New York Rd., Leeds, 2. |
| **Riley M.C. (Scottish Highland Centre)** | 1947 | 107 | Road trials, gymkhanas and social events. | Aberdeen area. | Advised by circular. | Full : Ownership of Riley car. Social : No restriction. | 7s. 6d. | 10s. 6d. | J. Garden, Relugas, Old Station Rd., Inverurie, Aberdeenshire. |
| **Riley M.C. (Scottish Lowland Centre)** | 1950 | 72 | Rallies, gymkhanas and social events. | Edinburgh, Perth, Glasgow. | — | Riley car owners only. | 7s. 6d. | 10s. 6d. | D. H. R. Falconer, 47, Danes Drive, Scotstoun, Glasgow, W.4. |
| **Rochdale & District M.C.** | 1923 | 60 | Semi-sporting and social. | 15, The Butts, Rochdale Town Centre. | Wednesday of each week. | — | — | 12s. 6d. | J. Roberts, 19, Blenheim St., Rochdale. |
| **Royal Irish A.C** .... | 1901 | — | Clubhouse and garage facilities for members. National and International touring services. Governing body of motor car sport in the Republic. Constituent member of the Fédération Internationale de l'Automobile. | 34, Dawson St., Dublin. | — | Members are elected by ballot. | 73s. 6d. to 147s. according to area. | 73s. 6d. to 147s. according to area. | Major R. D. Greer, 34, Dawson St., Dublin. |
| **Royal Scottish A.C.** ... | 1899 | 7,000 | Fostering interests of private car owners. | Blythswood Sq., Glasgow, C.2. | — | Registered owner of private motor car. | Town, £21. Country, £5 5s. | Town, £7 7s. Country, £3 3s. Life, £120. | A. K. Stevenson, O.B.E., R.S.A.C., Blythswood Sq., Glasgow, C.2. |
| **R.R.D.E. M.C.** | 1949 | 100 | Navigation trials, treasure hunts, minimum mileage tests, driving tests, night trials, lectures, etc. | R.R.D.E., Malvern, Worcs. | — | Originally formed for R.R.D.E. members. Assoc. membership open to all provided assoc. membership does not exceed 50% of full members. | 2s. | 5s. | E. R. Tobitt, R.R.D.E., Malvern, Worcs. |
| **Rugby M.C.** ... ... | 1920 | 60 | Trials, rallies, gymkhanas, film shows, social evenings. Monthly Letter. | — | — | — | — | 10s. | P. F. Griffin, "Hillview," Southam Rd., Dunchurch, Warwickshire. |

| Name of Club | Year founded | No. of members | Main activities | Headquarters (if any) | Times of regular meetings | Required qualifications or restrictions | Entrance fee | Annual Sub. | Secretary's name and address |
|---|---|---|---|---|---|---|---|---|---|
| ***Salmson Register** ... | 1949 | 25 | Interchange of experience, spares, general data. | — | — | Ownership or prospective owner of a Salmson. | 5s. | — | K. C. Radburn, 67, Loudon Ave., Coundon, Coventry. |
| **Scarborough & District M.C. Ltd.** | 1903 | 360 | Sporting events. | Central Chambers, Scarborough. | — | — | — | 10s. 6d. Outside 10 miles, 7s. 6d. M/c. 7s. 6d. | J. Claxton, 77, Westborough, Scarborough. |
| **Scottish Motor Racing Club Ltd.** | 1946 | 50 | Promotion of race meetings. | 34, Castle St., Edinburgh, 2. | — | — | — | 40s. | E. B. Gange, Solicitor, 34, Castle St., Edinburgh, 2. |
| **Scottish Sporting C.C. Ltd.** | 1932 | Limited to 500 | Trials, rallies, race meetings, speed hill-climbs. | — | — | Must be proposed and seconded by members and accepted by committee. | — | 42s. | W. L. B. Callander, B.L. 100, West Regent St., Glasgow. |
| **Seven-Fifty M.C.** ... | 1939 | 690 | Rallies, racing to formula, driving tests. Catering for the impecunious enthusiast. | The Abbey Hotel, Stonebridge Park, N.W.10. | 8.30 p.m., first Monday and Mondays following Bank Holidays. | Full : owner 750 c.c. car. Assoc. : any car. No car : willing to marshal. | 5s. | 10s. | K. F. Welfare, 56, Harrow Rd., Bedfont, Middlesex. |
| **Severn Valley M.C.** ... | 1946 | 100 | Closed and invitation events for standard-type cars. | Shrewsbury. | Monthly. | — | — | 15s. | K. J. P. Granger, Rossall Grange Cottage, Bicton, Shrewsbury. |
| **Sheffield & Hallamshire M.C. Ltd.** | 1904 | 575 | Sporting trials, etc. | Norton Hotel, Meadow Head, Sheffield. | First and third Wednesdays, 8 p.m. First and third Tuesdays (racing section), 8 p.m. | Must be proposed and seconded by club members and then elected by the management committee. | — | 10s. 6d. | A. Scott, 4, Mount View Ave., Sheffield, 8. |
| **Shenstone & District C.C.** | 1933 Reformed 1946 | 150 | Buxton Rally, Chase Trophy Trial, Shenstone Cup and Trophy Trial, closed evening trials, driving test meetings. | Plough & Harrow Inn, Shenstone, nr. Lichfield. | Annual dance, approx. February. Social functions usually Wed. or Fri. at club headquarters. | Car owner. | 5s. Family members not owning car, 2s. | 17s. | Miss F. Haynes, Hayfin House, Castle Bromwich, Warwickshire. |
| **Singer Owners' Club**... | 1951 | 210 | Sporting and social events. | London, Manchester, Leeds, Boston, Lincs. Also a Belgian Section, H.Q. at Liège. | Third Wednesday, London. Last Tuesday, in North. | Singer owners. Others admitted as associates. | 5s. | Full, 15s. Assoc., £1. | K. D. McDowall, 1, Halesworth Rd., Lewisham, S.E.13. |
| **South Wales A.C.** ... | 1905 | 200 | Sporting and social events. | Cardiff. | — | — | 10s. 6d. | 42s., including R.A.C. assoc. membership. | J. G. Coleman, 4, Murch Rd., Dinas Powis, nr. Cardiff, Glam. |
| **South Caernarvonshire M.C.** | 1950 | 87 | Usual activities except speed events. | Ship Hotel, Llanbedrog: West End Hotel, Pwllheli. | — | — | — | 10s. 6d. | D. A. Thomas, National Provincial Bank, Abersoch, Pwllheli, Caerns. |

**[N.B.—The remainder of this Directory will be published in a subsequent issue. We have endeavoured to make it as comprehensive as possible. If any clubs have been inadvertently omitted or did not reply to our questionnaire, we will endeavour to include them in a supplementary Directory, providing they submit the required information with promptitude.— ED.]**

**When complete this Clubs' Directory will be published in booklet form, price 1/6d.**



# Oscar Moore Wins "Motor Sport" Brooklands Memorial Trophy

THE last round for the 1952 MOTOR SPORT Brooklands Memorial Trophy and supplementary £80 prizes was run off at the Goodwood B.A.R.C. Members' Meeting on July 26th. Perfect summer weather brought out some delightful female sartorial fashions and the racing was first class.

In the first race Cliff Davis, who was one point behind Oscar Moore for the Trophy, could make no headway against Jim Mayers, who lapped at 75.92 m.p.h. and whose Lester-M.G. won at 74.87 m.p.h., 14.8 sec. ahead of the rival Cooper-M.G. Gerry Ruddock's Lester-M.G. completed the Cooper-M.G. "sandwich," Shattock was fourth in his business-like R.G.S. Atalanta, but Jackson, after a series of tail slides out of Woodcote, bent his Cooper-Rover against a concrete barrier, Langman's R.G.F. tried to knock over the *chicane* with its tail, and Carnegie's Buckler retired.

The second race produced a great scrap between the modern Frazer-Nashes of Mitchell, Crook, Stoop and Peacock. Mitchell lapped at 79.27 m.p.h. but lost his lead to Crook when he shot backwards off the course at Woodcote at undiminished speed. The tail of his car was turned inside-out but the driver was unharmed. So Crook won, at 76.53 m.p.h., 3.6 sec. ahead of Peacock, Stoop was third.

In the third, and last scratch, race, Moore was expected to win with the H.W.M.-Jaguar, for he was now two Trophy points down on Davis. However, he started badly and never caught Hemsworth's XK120, although a lap at 78.83 m.p.h. brought him home second, 1.2 sec. away. Hemsworth averaged 75.26 sec.; Crozier's vast Bentley was third after a superb duel with Salvadori in Solomon's XK120, Crozier regaining a lost lead by passing the Jaguar on the inside into the *chicane* with the thickness of the paint to spare, after which these two raced positively tied together. Grand show, Gerry!

Davis, now a point behind Moore for the Brooklands Trophy, was expected to retrieve the situation in the first of the handicaps. But it was not to be! Metcalfe in his famous Fiat led from the third lap (race distance five laps) and won at 66.46 m.p.h., 4.6 sec. in front of Cuff Miller's "Brooklands" Riley, which had given the Fiat 3 sec. start. Watling-Greenwood took third place in his R.W.G. and Mayers' Lester-M.G. managed fourth from scratch, lapping at 78.54 m.p.h., which kept Davis out of the Trophy scoring. Everett's H.R.G. retired.

The Frazer-Nash duel was re-joined in the next handicap, except that Crook wasn't running. Brooks' smart Silverstone Healey won from the 34-sec. mark, led for the last two laps, winning at 72.58 m.p.h., 3.8 sec. behind came Mitchell, gallantly driving nearly as fast as before (best lap 78.54 m.p.h.) his crash, finishing second, his Le Mans Frazer-Nash followed home by Peacock's sister car and Stoop's Mille Miglia model.

Rogers was warmly applauded for narrowly winning the sixth race, after a fine run in his 2½-litre Riley saloon. He averaged 64.38 m.p.h. But the "star-turn" was Metcalfe's little Fiat Balilla, which, re-handicapped to the 1-sec. mark, finished second after a lap at 68.57 m.p.h., ahead of Betty Haig's M.G. Magnette, which had 59 sec. start. Constable's M.G. stopped with coggery trouble.

Oscar Moore was expected to increase his point Trophy lead over Davis in the seventh race but the H.W.M. never got going, for water had entered its enlarged Jaguar cylinders. We hope the £50 cash prize has paid for the repairs! Symondson led all the way in that incredible Type 57S Bugatti, winning by 7 sec. at 72.6 m.p.h. from Head's XK120 and Lewis' blown 2.6 Alfa-Romeo. Crook did a lap at 78.12 m.p.h. but was unplaced. The 5.3-litre Cripps Special became very hot and stopped after reaching second place.

The last handicap saw a grand battle between Gammon's 1,497-c.c. M.G. and Scott-Russell's 4½-litre Bentley, the M.G. just getting past its massive rival going into the *chicane* on the run-in—Scott-Russell allowing Gammon ample room. The average was 72.3 m.p.h. and the M.G. also made best lap, at 73.59 m.p.h. Third place went to Rogers' saloon Riley, which just out-accelerated Pigott's fast, radio-equipped TC M.G. The meeting ended with a Winners' Handicap, Salvadori driving the XK120 superbly to pull out a big lead from Crozier's Bentley and Hemsworth's XK120, to do which he averaged 75.86 m.p.h. Crook's Frazer-Nash did the fastest lap of the day, at 79.85 m.p.h. The final result of this year's MOTOR SPORT Brooklands Memorial Trophy Contest was thus :—

**1st : Oscar Moore (H.W.M.-Jaguar), 15 points : Trophy, replica and £50.**
**2nd : F. C. Davis (Cooper-M.G.), 14 points : £20.**
**3rd : H. A. Mitchell (Frazer-Nash), 12 points : £10.**

## Running In—Cars or their Drivers!

The Austin Motor Company has introduced big posters in "Day-Glo" reading: IF THIS CAR EXCEEDS 30 M.P.H. PLEASE REPORT DETAILS TO THE AUSTIN MOTOR CO. LTD. They are to be attached to new A40 Somersets leaving Longbridge in the hands of delivery drivers. Austins announce that if the scheme is as successful as they expect it to be it will be extended to all their models.

The idea may have unexpected consequences. Drivers employed by outside car collection and delivery firms may dislike being targets for a public "gestapo." The public may fail to respond, for, while no conscientious motorist likes to see a new car overdriven, he or she is usually reluctant to report an individual driver (although reports of a general nature have been reaching the Austin Company) unless the car concerned is, indeed, going to become his or her personal pet. As Somersets are mainly destined for users in far places several thousands of miles away from the routes between Longbridge and the English docks, said users will remain in blissful ignorance of how fast their new cars have progressed along these rolling English roads—although, with us, they may deplore mass-production methods that enforce this need for careful running-in.

On the other hand, we may have misjudged the public, which may be a collective term for hundreds of motor gestapo-agents who, as soon as a Somerset with "Day-Glo" poster sails past them at 31 m.p.h., will glance at their speedometers (reading 35 when they are doing 30) and jot the car's number on their cuffs, prior to writing to Austins to say "the car in question must have been doing all of 40 m.p.h. to be able to pass me so easily," etc., and etc. . .

Joking apart, the Austin Company is to be warmly commended on taking this active stop to endeavour to stamp out the overdriving of its Export cars and we believe it may well succeed, by introducing this restraining influence on delivery drivers. At all events the 30-m.p.h. poster will be a signal that Austins are alive to what occurs in this respect.

Whatever happens, we imagine these posters will be in demand amongst the more impish members of the 750 Club for humorous display on those really tatty but staunchly-serving Sevens which still proudly appear on our roads!

## Emphasis on Economy

This year the Cheltenham M.C.'s fuel consumption trial achieved considerable uplift because the *News Chronicle* backed it and there was considerable prize-money. It is a very instructive event, the emphasis being on fuel economy over a long 29-m.p.h. run to Wales and Scotland and back, and including an acceleration test, etc. The outright winner was Gordon Wilkins (co-driver A. Lamburn), whose Jowett Javelin finished with 92.99 marks and achieved 67.86 m.p.g. Joe Lowrey won the 2/3-seater class in his Morgan Plus Four with the high axle ratio used by Morgan at Le Mans. He had 90.454 marks and did 57.8 m.p.g. The Ladies' Award went to Mrs. Billy Mitchell, whose Jowett Javelin finished with 68.647 marks and did 43.46 m.p.g.

### WHEN YOU HAVE TROUBLE, DO THIS . . .

Sir,

When I see cars, etc., stopped on the road side, I often wonder if they are in trouble or not.

Perhaps some scheme could be started amongst MOTOR SPORT readers.

If a reader was in trouble he could tie a white handkerchief on his o.s. door handle. That could be a signal for a fellow MOTOR SPORT reader to give assistance.

I imagine this could be helpful—what do others think?

I am, Yours, etc.,

W. S. BASHAM.

[This seems a good idea, especially as we like to inquire if help is needed when we see a stationary car, but are never sure of what reception we shall get if we stop. We advise even our lady readers in distress to tie or hang a handkerchief on the offside door as suggested by Mr. Basham, because in looking for this proposed distress-signal our gallant male drivers may overlook the forlorn female expression which, formerly, was guaranteed to bring other cars to rest without need for any other signal!—ED.]

# VINTAGE VEERINGS

*From that entertaining travel book "You Never Know Till You Get There," by Henry Longhurst, published by Dent in* 1949 : "To drive the bigger American cars of 1949 was like attempting the Giant Wurlitzer . . . But I was a convert in the end. I always reckon that the great days of motoring—motoring as an art, that is—died with the passing of the Bentley."

* * *

Report by the *News Chronicle* : "A 1924 Morris Cowley beat a 1924 Fiat by 20 yards at a speed of 52 m.p.h. at Ibsley race track, Hants. Its owner, Mr. H. H. Jackson, of Fordingbridge, collected his prize—a pint of old ale."

* * *

## VINTAGE POSTBAG

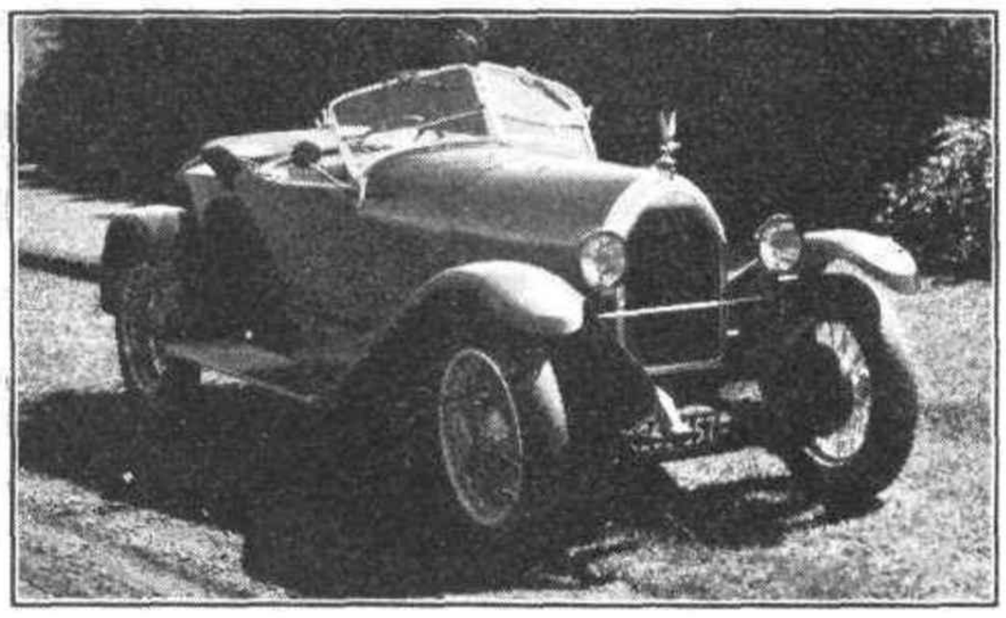
Sir,

I have a Talbot-Darracq and as there is some doubt which model it is, I am hoping that perhaps one of your readers could supply information.

I bought it as a Model DD, 1928, but have since found that it was first registered in October, 1925. It is a four-cylinder o.h.v., with a four-speed gearbox, four-wheel-brakes and wire wheels.

From information supplied by the Secretary of the V.S.C.C., the 1925 models were the DC and DS, both with three speed boxes, artillery wheels and a 9 ft. 10 in. and 10 ft. 6 in. wheelbase.

These models were repeated in 1926 with the addition of a DS with wire wheels.

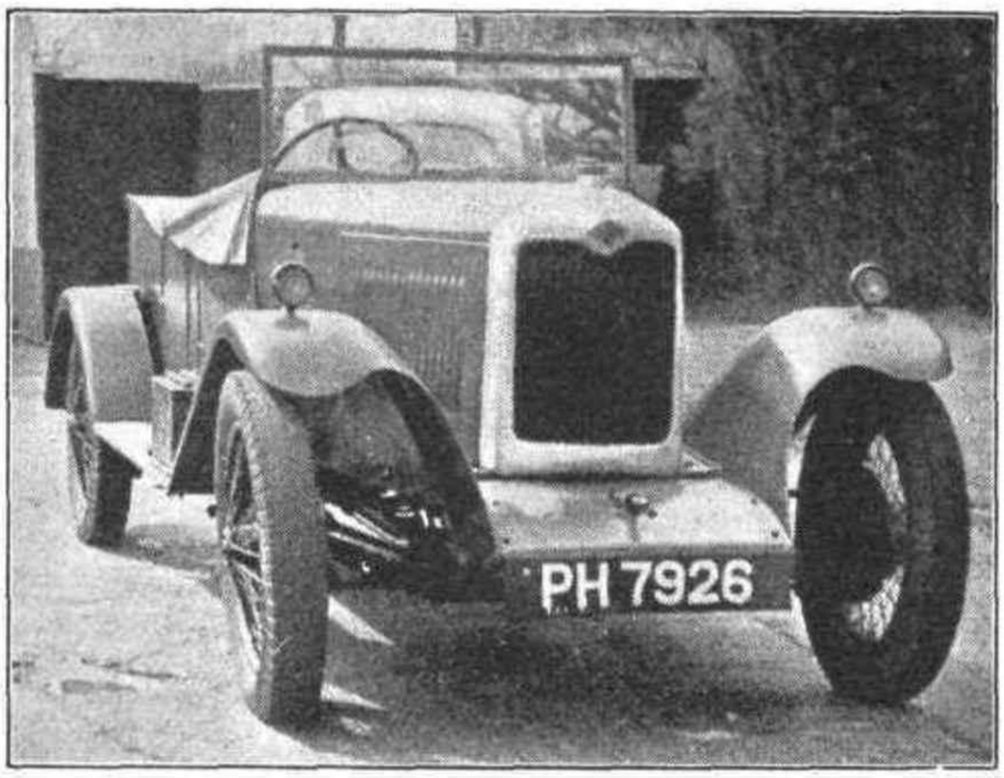


I was told that the engine size is approximately 1,600 c.c., 68 by 110, which would agree with a DC or a DD. However, to confuse the issue more thoroughly the chassis has a wheelbase of 9 ft. 11½ in. which is that of the Sunbeam 14/40 for 1925 and 1926. The chassis appears to have Whitworth nuts and Sunbeam cantilever rear springing, and to agree with illustrations of a DD in a garage manual published about 1929.

I wrote to the makers, but they have no records at all and were unable to help. For the record the engine number is 57532, chassis is 6327.

I am, Yours, etc.,

Auckland, N.Z. I. D. Ely.




Sir,

I was very interested to see the letter from Mr. C. W. Cooper in the July issue, as I believe my old Riley is of the same type. When I first got the car I managed to borrow brochures on the car from the manufacturers. As far as I remember, there were several body types offered on this chassis, ranging in price from about £300 to over £500, which was no small sum in those days.

My car was originally registered in March, 1928, which makes it slightly younger than Mr. Cooper's. I think, actually, that this model was only made from 1926 to 1928, and I know they made a slightly smaller-engined car at the same time (it was rated at about 10.8 h.p.).

I have not touched the gearbox or back axle as they seem to be satisfactory, but I have had the engine down and found the bearings, etc., in surprisingly good order, the bores only being 30 thou. oversize.

I don't know when my car lost its original bodywork, but I am hoping to get a list of previous owners from the licensing authorities, when I should be able to trace the car's history.

I find the Riley pulls extremely well—recently she pulled up a steady main-road hill with seven-up in top gear with the greatest of ease. Incidentally, my brake and gear-levers are in the middle, but the gearbox could, in the original specification, be fitted with an extension to put them on the right of the driver's seat.

Petrol consumption is 26 to 27 m.p.g. on long runs; about 23 m.p.g. pottering about. The engine does not use much oil. Starting is very easy—I use the handle, as starter pinion and ring are badly worn.

I am, Yours, etc.,

Aldershot. J. A. H. Hewitt.

* * *

Sir,

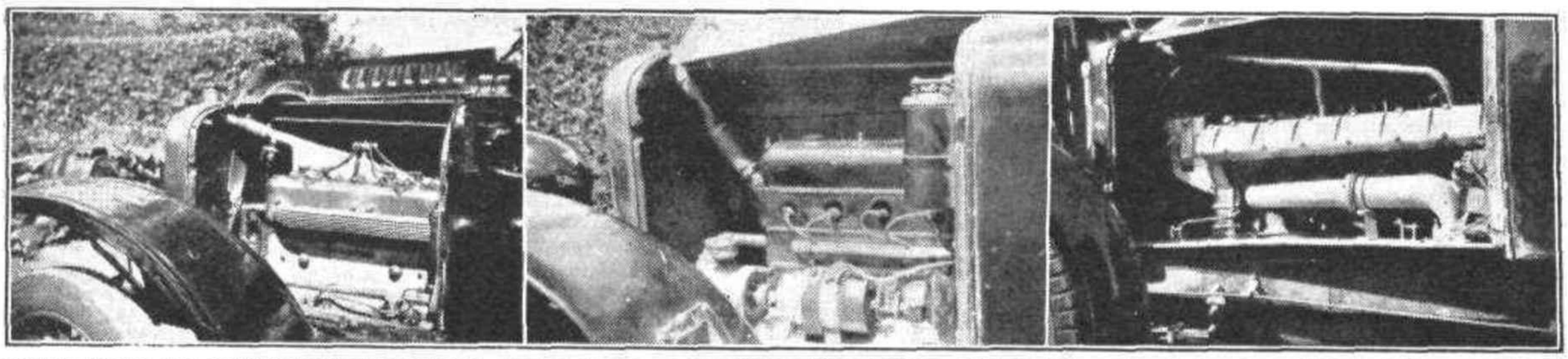
Seen in Highgate this week—Diatto open tourer, in original condition, right down to high-pressure tyres of original size. Elderly and charming owner stated that he had owned it for the last 25 years, and that the power unit was a 16-h.p. push-rod o.h.v. four-cylinder. He then stated that the Italians always made the best cars and that he wouldn't part with his for anything, climbed in and departed, accompanied by a most healthy-sounding exhaust crackle.

I think this is only the second Diatto I have ever seen in this country, the other being in Oxford before the war.

I am, Yours, etc.,

London, N.6. John Hyde.

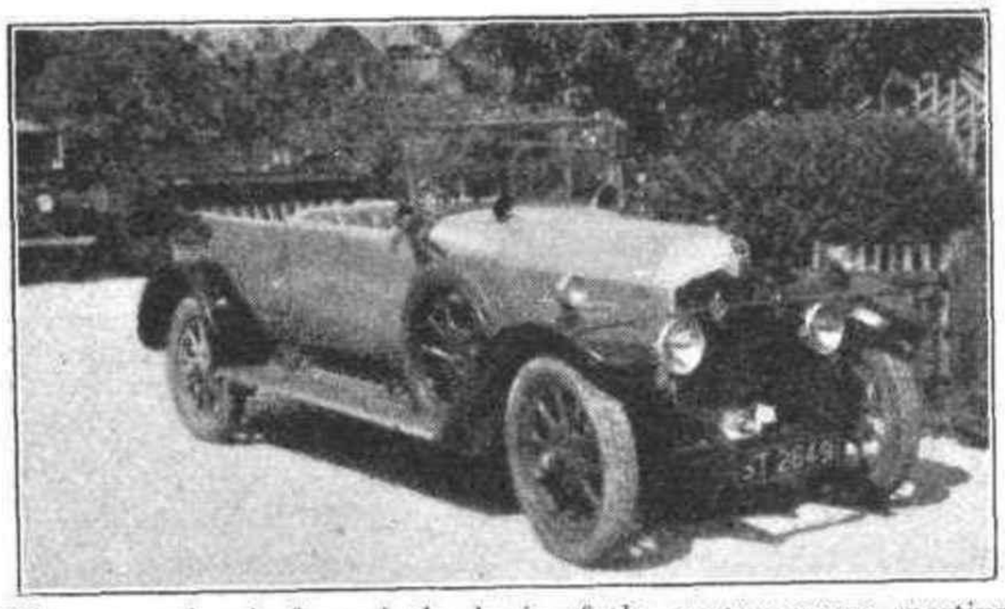
[There was before the war a Diatto in the now defunct L.M.B. showrooms in Streatham High Road.—Ed.]



*CONTRAST IN SUNBEAM ENGINES.—From l. to r., a pre-Kaiser-War 12/16, a 1925 14/40, and a twin o.h.c. 3-litre. The cars belong to G. Strauss of Jo'burg, a keen member of the Sunbeam Register.*

Sir,

There are some makes of car which were well enough known in their day and yet are for some reason curiously rare today in vintage form. I would instance Star, Lanchester, Rover and Crossley, and as a satisfied Crossley owner I feel that I should put in a word for these excellent and unjustifiably obscure cars. Mine is a 1923 19.6 of the type current 1920-26, and was specifically designed throughout for owner-maintenance, being about as simply built and accessible as possible. The engine is a four-cylinder side-valve of fairly long stroke, the dimensions being 90 by 150 mm., and it pulls a very high axle-ratio (27 m.p.h. per 1,000 r.p.m.) resulting in surprising economy and ability to sustain its admittedly modest cruising speed of 45 m.p.h. without the least appearance of effort.



The same chassis formed the basis of the contemporary sporting 20/70 Crossley, a car of which I have heard nothing but praise, but of which there seems to be no surviving examples; 76 b.h.p. was claimed at 3,200 r.p.m., and the car was also equipped with front brakes in place of the rather archaic foot transmission brake of the 19.6: *The Autocar* reached 75 m.p.h. very easily in December, 1923. It seems from all accounts that a 20/70 Crossley would indeed be an extremely desirable early vintage property.

Finally, may I ask for sympathetic consideration of what I may perhaps be allowed to call the vintage heavy car, although I admire the light cars of the period, I feel that the larger domestic touring cars (say 18 rated h.p. or over) are still capable of giving a great deal of pleasure, despite their lack of pretence to sporting characteristics. They may be acquired fairly cheaply and run at surprisingly moderate cost, particularly next year; and in view of their original fairly high initial price it is reasonable to expect in them to an even greater extent the completeness in appointments, workmanship, and precision of control that to many of us constitute the chief appeals of the vintage car.

I am, Yours, etc.,

Bury St. Edmunds. JOHN STANFORD.

* * *

Sir,

I cannot refrain from telling you a little of the history of my Triumph Super Seven which was the first car a friend and I owned.

Mr. Ashcroft and I discovered this model while advertising for a cheap car soon after our demob in April, 1950. Completely uninitiated in restoring vintage machinery, but our heads full of text book knowledge, we gratefully accepted the offer of the Triumph.

For some years previously I understood that it had faithfully served a builder to carry his impedimenta and also made frequent week-end trips to the coast.

On purchase, the car was only firing on one and a half cylinders and had already been given up as dead by the late owner and left to the elements. The ten-mile trip home at a steady 5 m.p.h. in first gear caused many anxious moments and pints of oil which it was savagely blowing out of the breather at the rate of one pint every five miles.

On reaching home the head was breathlessly removed to reveal, to our horror, three mangled piston rings and pistons, but miraculously the cylinder walls were still sound. Cords supplied modified Austin Seven pistons and standard rings and the big-ends being sound, new life soon sprang from the little engine.

The hydraulic brakes caused some bother when a rubber piston washer perished, but Lockheeds found a replacement. Otherwise, except for careful maintenance and cleaning and a little magneto trouble, the car remained sound.

After about 200 miles careful running-in, Mr. Ashcroft covered 600 miles on a tour of Wales without a murmur from the willing eight horses.

An unusual feature for the age was the hydraulic brakes mentioned in a previons letter, but in addition the handbrake worked on the transmission. There would appear to be no half measures about the action of this brake, it being either full on or off. Any attempt to apply it while the car was in motion produced a violent jerk or skid. I expect the insurance company were amazed and perhaps dubious about a 1929 car which had a handbrake efficiency of 100 per cent.

The choke control flap had left the Zenith horizontal carburetter many years earlier and there appeared no way of fixing another. The place of this necessary item was taken by a silk stocking and only SILK would produce an unhesitating start. Woollen socks were not acceptable. Sometimes this method of starting caused wet plugs and a consequent refusal to start. At such a moment an audience could be amused by reproaching the car severely for a few moments during which time the plugs had dried and the engine sprang into life apparently in consequence of its rebuff!

One night my young lady christened the car "Aggy" and I have never heard it referred to as anything else since.

I am, Yours, etc.,

Pinner. J. C. PETERS.

## *XV GROSSER PREIS VON DEUTSCHLAND*

*—continued from page 403*

Maserati when fourth and caused some violent swerving, but fortunately no accidents, and he came in at the end of the lap with a flat tyre. Trintignant hit a solid object on the edge of the course and bent the suspension of his Gordini Six, Pietsch broke his Veritas gearbox, Carini on the Scuderia Marzotto V12 Ferrari lost all his brakes, Frere's H.W.M. ruined its preselector arrangements, Peters (Veritas) retired, Helfrich (six-cylinder A.F.M.) stopped for a moment, and Bianco didn't complete the lap in his A6G Maserati. While all this commotion was taking place the imperturbable Alberto Ascari was way ont in the lead, with Farina and Taruffi following, all driving four-cylinder Ferraris. Manzon with the leading Gordini was keeping up, as was Fischer (Ferrari), who was showing brilliant form. The English contingent was small and unimpressive, Aston losing all the oil pressure from his Butterworth engine and deeming it wise to stop before anything broke, and Gaze (1951 H.W.M.) running in eighth place until a broken de Dion tube put him out. The only remaining English car was the second team H.W.M. driven by Johnny Claes and, after a bad start, he worked up to 10th place and then a pit stop to fix the magneto put him at the back of the field and though he went well afterwards he could only hope to finish. Up in the lead Ascari was showing his mastery and after nine laps he came in and had both rear wheels changed in 31 seconds, keeping the motor running the while, and was away with no time wasted. Immediately afterwards Farina came in for the same treatment in 33 seconds, but had two goes at getting away, nearly stopping the motor on each occasion. Just before this Manzon lost a rear wheel and retired unhurt, so that the "works" Ferraris were unchallenged. Taruffi's wheel change took place after 10 laps and he was stopped for only 30 seconds. So the Ferrari procession ran on, with Fischer, running non-stop, backing up the "works" team splendidly and Behra, still not fit after his crash at Sable d'Olonne, holding his Gordini in fifth place.

After 12 laps Taruffi suddenly pulled into his pit and demanded a new near-side front tyre, and the pit had not long got over this surprise when Ascari arrived in a great hurry, with two laps to go, yelling for oil, as most of his was in the cockpit. The tail tank was filled and away he went, but not before Farina had gone by and gained nine seconds lead. By the end of the twisty part of the circuit Alberto was on Farina's tail and by the end of the lap he was back in the lead, where he stayed for the remaining lap. On his 17th lap Taruffi, lying third, had his de Dion tube break and, though the near-side wheel lay at an angle to the car, the wily Piero nursed it along to the finish, waiting just before the line for about 15 seconds, until the joyous Alberto sailed across to win his third successive race at Nurburgring, and then drove gently in to be placed fourth, one lap behind the leader.

**Results:**

| | | |
|---|---|---|
| 1st: | A. Ascari (four-cylinder Ferrari), 3 hr. 6 min. 13.3 sec. ... | 132.3 k.p.h. |
| 2nd: | G. Farina (four-cylinder Ferrari), 3 hr. 6 min. 27.4 sec. ... | 132.1 " |
| 3rd: | R. Fischer (four-cylinder Ferrari), 3 hr. 13 min. 23.4 sec. ... | 127.4 " |
| 4th: | P. Taruffi (four-cylinder Ferrari), 1 lap behind. | |
| 5th: | J. Behra (six-cylinder Gordini), 1 lap behind. | |
| 6th: | R. Laurent (four-cylinder Ferrari), 2 laps behind. | |
| 7th: | F. Riess (six-cylinder Veritas/B.M.W.), 2 laps behind. | |
| 8th: | T. Ulmen (six-cylinder Veritas/B.M.W.), 2 laps behind. | |
| 9th: | H. Niedermayr (six-cylinder A.F.M./B.M.W.), 3 laps behind. | |
| 10th: | J. Claes (four-cylinder H.W.M.), 3 laps behind. | |
| 11th: | H. Klenk (six-cylinder Veritas), four laps behind. | |
| 12th: | E. Klodwig (B.M.W. Special), 4 laps behind. | |

*Fastest lap:* Ascari (Ferrari), 10 min. 5.1 sec.—135.8 k.p.h.

# LETTERS from READERS

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

## FURTHER CITROEN ENTHUSIASM

Sir,

I purchased a 1952 Light Fifteen Citroën in March this year. For the last twenty years we have had American cars in our family —three Fords, one Chevrolet and a Buick. When I sold my 1947 Ford station wagon it was with the idea that I would purchase a new Ford sedan. I was on my way to the local Ford dealer when I saw a terrible-looking car standing in West Street, Durban, it was rusted to such an extent that it was impossible to tell the original colour of the body. The fenders were dented and the front bumper was missing. The owner of this rather battered Citroën must have seen my look of amazement, for he promptly waylaid me and told me that looks were deceiving. He went on to say what a fine car the Citroën was. It turned out that this Citroën was from Uganda, a 1948 model, having done 60,000 miles over dirt roads. From its appearance I believed the owner when he said he hadn't exactly nursed the car. To cut a long story short, my new friend drove me to the Citroën agents and I departed a little while later in a Light Fifteen. I tell you this chap from Uganda should be the Citroën sales manager down at Slough!

Before leaving me he suggested that I go to the nearest newsagent and buy a copy of MOTOR SPORT, which he assured me would give some "dope" on the Citroën. I have now been reading your excellent magazine for the last four months and really enjoyed your May issue which gave the road-test report of the Citroën Six.

At 1s. 6d. MOTOR SPORT knocks spots off the 3s. 9d. journals published in America which seem to think Yankee cars are the goods. Thanks to my Uganda pal and your magazine the English car can have my money any time.

I am, Yours, etc.,

Durban. COLIN B. VAN ZYL.

* * *

## DEFENDING THE HONOUR OF R.R.

Sir,

I read with interest the letter in your August issue concerning Rolls-Royce and Cadillac.

It is difficult and I think rather silly to compare two products of such differing nature; however as your correspondent places the emphasis on performance I would like to point out that it should be obvious that performance is considered of no great importance in the R.R. To state that its low maximum speed is due to lack of skill on the part of the company of engineers that produced the Merlin engine (fitted to American fighters) and the world's leading jet engines is heresy. If any proof is needed of the possibilities in this design let us turn to the Bentley, which with the same basic engine, out-performs the Cadillac and the Chrysler (the highest-powered American production car, I believe) both in speed through the gears and acceleration in top only. Its maximum falls short of that of the Chrysler by only 1.2 m.p.h., while it is 20 lb. heavier. This using an "old-fashioned" gearbox. Perhaps R.R. purchased the Buick in order to discover why Americans favour a transmission which wasted a percentage of power "making it easy."

No doubt to satisfy your correspondent's desire for performance, a Bentley Continental saloon would be an appropriate conveyance. This again has the same engine modified a little. Perhaps he is aware that this car lapped Montlhéry at 118.3 m.p.h., and is not exactly a stark sports model at 3,700 lb. weight. I also believe that the Cadillac cannot be regarded as high-powered, producing only 160 b.h.p. from 5.4 litres.

I am sure I have said enough to impress that R.R. do not need to fit a new Buick with a "square" radiator for their 1953 models, and personally much as I admire the Cadillac, I cannot believe that those who favour craftsmanship in walnut, leather and steel in place of plastics and steel, are either "senile" or "jibbering."

If my views could possibly be brought to the notice of my fellow enthusiasts I would be most grateful.

I am, Yours, etc.,

Paris. ALAN H. MIDDLETON.

* * *

## BACK-PAT FOR "HOT-ROD" ROADSTERS!

Sir,

I was rather amused at the remarks of Messrs. N. J. White and "P.B." in your April issue, as it is quite obvious that neither of these worthy gentlemen has ever tried to catch one of the maligned "Hot Rods" or Ford Roadsters with a "genuine sporting car." I have, and with no less machine than the original Light Sports Railton (DPA 231) to which Mr. Newton assigns an acceleration time of 9.2 sec. from 0-60 m.p.h. I hate to contradict Mr. Newton so bluntly but in the *Motor* Road Test (November 12, 1935) the time from 0-60 m.p.h. is given as 8.8 sec. The same time is given in the MOTOR SPORT Road Test of December, 1935, and in spite of an intervening period of seventeen years hard work the "old warrior" has not become any slower, but has in fact bettered the time for the standing ¼-mile by 0.38 sec., and has managed to hold her own in all types of events against all sports cars (XK 120s included), but has always had to give in to the Ford-based roadsters and "Hot-Rods." Apart from the age of the car the only real disadvantage which I have suffered has been the lack of the 3.3 to 1 rear axle ratio and the very worn condition of the present 3.5 unit. If any reader knows where spares of either or both of these ratios can be obtained I should be delighted to hear from him.

I hope that Mr. White and his following will not be quite so sceptical about roadsters and "Hot-Rods" in future; even if they are not a very attractive form of motor-car they are at least quicker than lots of "pukka" sporting cars.

I am, Yours, etc.,

Christchurch, New Zealand. R. C. SHAND.

* * *

## OUTSIZE CARS, ETC.

Sir,

With reference to Mr. Scott-Moncrieff's letter concerning "the biggest car in the world," I take the liberty of contributing a translation of a small paragraph from the Swedish Motor Encyclopaedia (1926) by Mr. J. Neren:

"ELIZALDE. Spanish marque, made by A. Elizalde, Barcelona. The products of this firm created a big sensation at the Paris Salon of 1920 when a car of truly gigantic proportions was exhibited. The wheelbase was over 14 ft., more than 3 ft. longer than on the largest contemporary passenger car. The bonnet was taller than a fully grown man."

It would indeed be interesting if some more comprehensive details and a picture could be unearthed of this monster car. The 23½-litre pre-Kaiser-War Benz must also have been one of the mightiest cars of all time. "Baladeur" surely is the man to throw some light upon this intriguing matter?

I am, Yours, etc.,

Estuna, Sweden. TOM BRAHMER.

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Sir,

Mention of the Bugatti Royale and the McFarlan last month prompts me to ask about other motoring freaks or monstrosities, real or fabled.

I have heard it said and, I think, once saw a press cutting to the effect that the late Wallace Beery once owned a 24-cylinder Pierce-Arrow some time in the early nineteen-thirties—but have never been able to find out if this was so, or even if there ever was a 24-cylinder Pierce-Arrow, either in production or "one-off." Also, I wonder if you or any readers know whether or not there was ever (*a*) a Voisin with a 12-cylinder-in-line engine, shortly before the war, and (*b*) a Marmon with a 16-cylinder engine, either in production or as prototypes.

Finally, I sometimes see an old Franklin saloon, with a big air-cooled in-line motor and a wooden chassis (teak?) in the King's Road, Chelsea, area. These must be rarities now!

I am, Yours, etc.,

A. E. HARDMAN.

London, N.16.

[Yes, all these cars existed but did not rank as outsize, either in respect of engine dimensions or chassis size as did the Bugatti Royale.—ED.]

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Sir,

Regarding the Sunbeam and Star companies, I was employed by both makers and so far as I am aware there was no connection between them. The Star company was of course a family concern of the Lisles, whilst Sunbeam was a public company.

The general arrangement of both Star and Sunbeam was broadly similar in those days but their layouts were shared by many other makes.

Sunbeam fitted a tall narrow radiator during the 1914-18 war, when they were built by the Rover Co. at Coventry. It was some few years later that Star followed suit. Star also had a much wider range of models, ranging from the 10-h.p. Briton, made by the Briton Motor Co., Ltd., a subsidiary of Star's, to the 18-40-h.p. six-cylinder side-valve. I never heard of any designer joining Star from Sunbeam though one or two draughtsmen left Sunbeam with Mr. Sidney Guy (who was works manager) to design the first Guy commercial vehicles. Incidentally, just after the first world war Guy Motors made a very advanced V8 car with automatic lubrication of shackles, etc. This car was a delight to drive and had for those days a most definite " urge."

With regard to the letter of Mr. Scott-Moncrieff, I believe a Spanish company marketed an enormous car in 1920-1922 called the Elizalde. This, if my memory serves me correctly, had a 13 ft. 9 in. wheelbase and a six-cylinder engine of 195 by 210 mm. bore and stroke, somewhat like the Fiat 300-h.p. racer of 1911-12.

I am, Yours, etc.,

A. P. GEDDES.

Sudbury.

* * *

## FIAT FACETS

Sir,

I was interested to read your article " Fiats in Mayfair " in the July issue.

However, I was rather disturbed by the author's implication that the way to use it was to " row it along with the gear lever—up to 40 in third gear."

My information is that the Fiat is a sturdy little engine, but that the rods do die of r.p.m. with unpleasant results. This is substantiated by the official Fiat 500 handbook, which states that the maximum permissible speeds in the four gears are 12, 20, 30 and 55 m.p.h.

At a later date (*i.e.*, some time after 1937) the rods were redesigned, and these maximum engine speeds do not apply to, say, the 500C.

I feel that this letter might be published, as otherwise owners may be inclined to take the techniques of an article appearing in what is usually a well-informed magazine too much to heart, and a positive plurality of perforated crankcases may result.

I am, Yours, etc.,

Bristol. S. HASSELL.

Sir,

Your contributor " W.B.," in the July number of MOTOR SPORT, gave Fiat enthusiasts a very interesting description of the work being done in the heart of London by Messrs. Lea and Caswell and staff of Mayfair Garages, Ltd., rejuvenating the ever-popular " Topolino," and offering so many to choose from.

He made a statement, however, in the course of his excellent description of a trial trip which must have caused at least a few mathematical eyebrows to be momentarily raised when he said that the " olio " gauge sat at a reassuring 25 kg./sq. cm.

When I first acquired an example of this splendid little motor-car, I must admit that I, too, supposed that the oil-gauge was calibrated in this way until I was suddenly " shaken rigid " by the realisation that such a pressure works out at around 300 lb./sq. in. !

Fiat (England), Ltd., however, in response to a query—worded in the most guarded of terms—readily put me out of my misery by informing me that the gauge was calibrated in metres of water-gauge, and that the pressure represented by the figure " 25 " on the dial was, therefore, the pressure to be found at the bottom of a 25-metre head of plain water, *i.e.*, something like 25 lb./sq. in.

I am, Yours, etc.,

Rainhill. RALPH S. EVANS.

* * *

## ENTHUSIASTIC POLICEMAN !

Sir,

I wonder if any of your readers have seen a 12/60 Alvis saloon in the Lewisham area being driven by a traffic policeman ? It is a delight to any lover of this famous marque to see the gleaming coachwork and the spotlessly clean engine with its twin carbs., which I persuaded the driver to show me. The whole car is a credit to its owner and is well worth seeing.

I am, Yours, etc.,

Wrotham. K. L. J. ELLISON-SMITH.

* * *

## COMMENT !

Sir,

I fail to comprehend why your readers have to be continually subjected to letters and articles concerning that undistinguished car the Morgan Plus Four.

I am, Yours, etc.,

London, S.W.7. J. C. ERSKINE HILL.

## IN DEFENCE OF THE FIREFLY

Sir,

I enjoyed reading Mr. R. C. Symondson's contribution to the series " Cars I Have Owned," but was indeed surprised that he found the Alvis Firefly so disappointing, as my experience of this model has been quite the reverse.

I bought my Firefly early in 1938 when she was five years old and had done about 50,000 miles and parted with her very reluctantly after ensuring her a good home with a friend of mine, after I had used her hard for thirteen years and had put another 100,000 or more miles on the odometer.

During this time we went abroad together on more than one occasion, traversing pavé and the *Route des Alpes* and maintaining a crusing speed of 60/65 m.p.h. over *Routes Internationales*.

When she was 16 years old, camping gear was added to her habitual load of four and sometimes five passengers and, with full load she made light work of Hard Knott and Wrynose passes, whilst her 17th birthday saw her drawing a caravan which turned the scales at 25 cwts.

And yet I handed the car over when I sold it without having to draw attention to loose chassis rivets. As for the steering, I once ran into one of a number of low stone bollards surrounding a fountain whilst parking the car and bent the front axle quite appreciably. We were in Austria and had to continue our tour. Fortunately, the bent axle had no noticeable effect on the steering and I ran the car for six years in this condition before the renewal of king-pins called for an overhaul of the front end.

In fact I have come to look upon the old Firefly as indestructible. I still see her frequently, and in spite of her main duty nowadays as a daily hack she continues to give unfailing service with the minimum of attention and is always a ready starter even in the coldest weather.

Have I been particularly fortunate Mr. Symondson ? I do not think so, for I know the owners (both motor engineers) of two other Fireflys with chassis numbers not far removed from the one I had, who are convinced, as I am, that the Alvis Firefly is still a very fine motor-car by past or present standards.

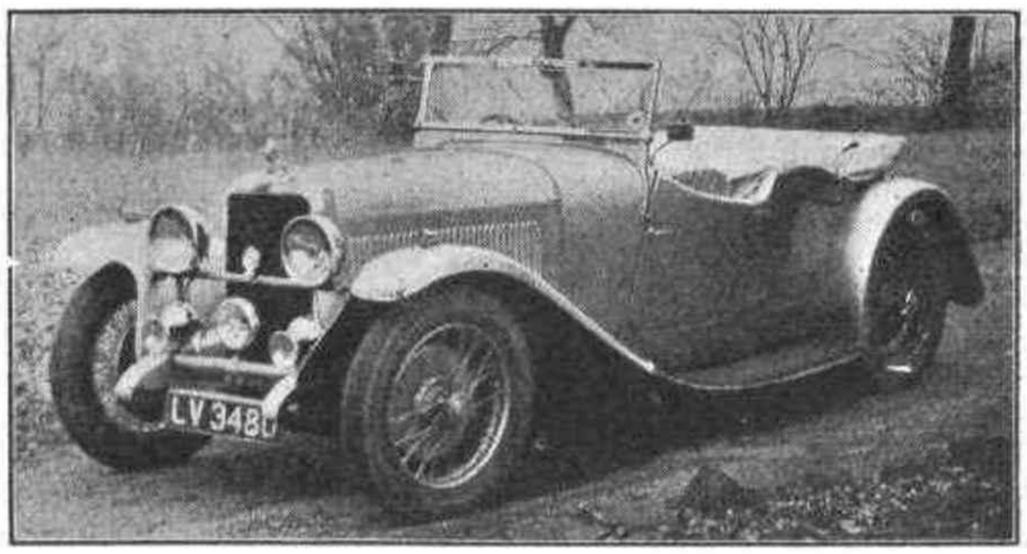
I am, Yours, etc.,

Oswaldtwistle. G. MAKIN.

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Sir,

Mr. R. C. Symondson, in his otherwise enjoyable article in July's MOTOR SPORT, must surely have shocked the many enthusiastic Firefly owners—with his grim account of trouble and failure in the first nine months of owning one.




I enclose a recent photograph of my Firefly tourer, now nineteen years old, and within its own rights I consider it to be one of the finest low horse-power cars ever made. The faults outlined by Mr. Symondson have never to my knowledge appeared. Indeed the rugged dependability of the car is due, to my mind, to the great strength of the car as a whole, superb workmanship and utter simplicity. An example of this can be shown in the fact that it was only recently after nineteen years and at least 200,000 miles that a rear-spring leaf broke. Neither rear springs had been off the car until then !

Despite the great weight of the car and only 11.9 h.p. by the obsolete R.A.C. rating, the car will still exceed 70 m.p.h.

Mr. Symondson was indeed exceptionally unlucky.

I am, Yours, etc.,

Waterfoot. W. D. KEARNS.

# ENTHUSIASTS' DIRECTORY: No. I — Shock-Absorbers

**A considerable proportion of MOTOR SPORT'S readers derive enjoyment not only from driving fast or unusual cars but from doing their own maintenance of such vehicles and acting as amateur designers and engineers for the purpose of constructing fascinating "specials." For this reason we have decided that there is a demand for information about various accessories and components applicable to sports-car operation. The first instalment appears below and will be augmented from time to time.—ED.**

## INTRODUCTION

THE shock-absorber used on Mors racing cars as early as 1899, is a very important item in the specification of fast cars. Races have been won and lost due to the efficiency or otherwise of these components and the breakage of a shock-absorber or its securing bracket is sufficient to retire a car from a race.

Although Mors pioneered with pot-type fluid dampers, the stiff suspension and limited wheel movement of the vintage era lent itself to friction damping and the original Bentley cars used D.B. dampers, while subsequently the Hartford scissors-type friction shock-absorber became almost universal in its application. Contemporary with it, however, was the Newton strut-pattern hydraulic damper, found on the Newton-Ceirano car and on certain American automobiles. Developments which followed embraced the single or twin dashboard knobs, akin to those of a radio set, whereby front, or back *and* front, Hartfords could be adjusted by the driver through the medium of Bowden cables (Andrex feature this system today) and the use by Rolls-Royce, Bentley and Lagonda of two-stage supple or stiff suspension control in conjunction with hydraulic damping.

Present-day low-friction supple suspension permitting big wheel deflections is particularly suited to hydraulic damping, in which increased resistance can be arranged to occur towards "full bump" and in which different damping characteristics may be applied to upward as distinct from downward wheel movement. In spite of the small size of car-style dampers, those on a fast car may absorb work equal to some 2 h.p. per wheel. We follow with data on seven well-known makes of shock-absorbers, hoping this will be of interest to enthusiasts mindful of good road-clinging, on which correct damping has a significant influence, and to builders of "specials" who seek shock-absorbtion for their cars.

## ANDRE HARTFORD

T. B. Andre & Co. Ltd. was founded in 1903 and has been connected with many engineering projects, including manufacture, prior to the 1914/18 war, of the Marlborough light-car. The first Hartford, single-arm friction-disc shock-absorber was made in 1922 and became almost universal on British cars, being used in racing by such drivers as Segrave, Frazer-Nash, Count Zborowski, Ralph De Palma, René Thomas, and many others, almost from its inception. Incidentally, it was Andre who presented the enormous Gold Cup to the winner of the J.C.C. 200-mile race of those days. Down the years the design has remained largely unchanged, although detail improvements have been incorporated. The present version of the "triple Hartford" is known as the Multiplex-type, with triple arms and four Anduro friction discs clamped between non-corrosive stainless steel friction-plates. Dual control springs on each side give accurate pressure adjustment, variable as required, with a self-locking indicator. Dirt and moisture are excluded by a stainless steel ring and it is claimed that "stiction," sometimes associated with friction shock-absorbers, is absent and that climatic conditions have no adverse effects. The Andre shock-absorber is attached to chassis and axle or suspension unit through the medium of Silentbloc bushes. These well-known bushes, which need no lubrication, were introduced by the Andre concern and are now made by a separate company, Silentbloc Ltd. The Multiplex models are identified by the letter M; the single arm versions by the letter S.

In conjunction with Andre shock-absorbers the Andre Telecontrol System was developed, whereby the driver can vary the tension on the pressure plates through the medium of hydraulic pressure, built-up by a regulator (one to each pair of shock-absorbers) with hand wheel and pressure gauge, drawing fluid from a small container and conveying it to the shock-absorber *via* solderless pipe lines.

Types 502 S/2, 502 M/2, 506 S/2 and 506 M/2 are suitable for cars of various sizes and are priced at £4 14s. 6d., £6 9s. 3d., £6 12s. 6d. and £8 0s. 0d., respectively per pair with all necessary fittings. Special brackets are available for a wide range of cars and the charge for fitting four shock-absorbers is approx. £3. The commercial-vehicle Type 220 cost £14 per pair. The Telecontrol Type HC 23/2 car-size shock-absorbers cost £12 13s. per pair with fitting brackets and all hydraulic equipment, the Type HC 33/2, for larger cars, £15 16s. 3d. per pair. Each shock-absorber is guaranteed for one year. A fitting department is maintained at the address below, where technical advice is obtainable on mentioning MOTOR SPORT. *Competition Manager:* L. W. Harris. *Manufacturers:* Andre (Components) Ltd., 38, Felsham Road, Putney, London, S.W.15 (Tel: Putney 5751).

## ANDREX

The Andrex, introduced a few years ago, is a totally-enclosed, fully-weatherproof version of the Andre friction shock-absorber, with the friction discs working in an oil bath. The friction unit is bolted to the chassis and the single arm to axle or suspension unit, *via* a drop-arm with Silentbloc bushes. Adaptor plates are available for almost every make of car. A pre-set screw enables the damping to be adjusted through a wide range of control from "hard" to "soft" and it is claimed that once adjusted no further attention or topping-up is required and that tests in every quarter of the globe have proved the reliability and efficiency of Andrex shock-absorbers.

The Type TE 1/N, suitable for cars of up to 10 h.p., cost £7 15s. per pair, £8 10s. with adaptor plates, or £9 15s. with plates and brackets. This model is not available with Telecontrol. The Type TE 2/N, intended for cars of all sizes over 12 h.p. (also for caravans and trailers), cost £9 10s. per pair, £10 10s. with adaptor plates, or £12 with plates and brackets. The Type TE 2/N is available with Telecontrol, when the price, complete, is £17 10s. per pair—this version is sometimes suitable for cars of under 12 h.p. In some instances existing links can be used with Andrex dampers, when 10s. per pair can be deducted from the above prices. *Competition Manager:* L. W. Harris. *Manufacturers:* Andre (Components) Ltd., 38, Felsham Road, Putney, London, S.W.15 (Tel.: Putney 5751).

## GIRLING

In 1945 Girling Ltd. took over the manufacture of the Luvax damper, moving the plant from Acton to Grange Works, Cwmbran. With the Luvax background, and by intense research on the part of their own engineers, Girling produced a range of hydraulic suspension dampers capable of withstanding the severe road conditions encountered overseas and providing non-fade damping for long periods, at high temperatures, when used on racing and high-performance cars. The remarkable revival of motor racing was foreseen and a Racing Department was established, offering technical advice and servicing facilities to competitors at home and on the Continent. This competition service is continued, under the supervision of Girling's Competitions' Manager, Mr. C. E. Russell.

The Project Engineer, Mr. C. R. Stock, and the Chief Engineer, Mr. J. W. Kinchin, recently read an informative paper on Shock-Absorbers before the I. of Mech.E.

The present range of Girling dampers comprises their telescopic type and their piston-type dampers with single and double arms. Vane-type hydraulic dampers are still supplied as service-units on pre-war cars. The piston-type range consists of the types P, PR, PV, PVA and PVX. The P-type is the original version, providing dual action, a pre-set "bleed" taking care of small oscillations and h.p. relief valves the violent movements. Shim-type valves are used, satisfactory but sensitive to dirt. The PR-type is similar but has an additional recuperating chamber which ensures quick value operation, absence of frothing and rapid recuperation at extreme temperatures and speeds. The PV is the latest development in Girling piston dampers. A c.i. body contains two pistons of the same material, linked flexibly together and actuated by a hardened-steel rocker-arm bearing on hardened-steel pauls. The recuperation valves obviate flexing shims and the h.p. relief valves are in a separate chamber and easily adjusted for accurate control of pressure. They are far less susceptible to dirt and at the highest speeds immediate fillings of each working chamber is assured. Spring connectors take-up wear between pistons and rocker, and cylinder-scaling is by steel plugs screwed into soft alloy discs. The PVA is similar but of larger bore. The PVAX and PVX dampers are similar to the PV and PVA internally but employ double-ended rocker shafts to accommodate wishbone linkage for use with i.f.s systems. As greater stresses are taken by the body-casting this is sturdier and has four, instead of two, fixing holes.

The number following the type-letter signifies the size of the damper and further numbers—PVA 7/102— indicate the valve and bleed-settings (but not the pressures or timing employed). Obviously, this is not the place in which to describe the various settings available, but the Girling Technical Department can fully advise MOTOR SPORT readers in this respect. The range of Girling piston-type dampers is as follows (the price, each, less linkages, is shown in brackets):—

| *Description* | *8 to 10 h.p. Cars* | *Medium h.p. Cars* | *Heavy Cars* |
|---|---|---|---|
| Original piston-type | P 5 (£2 11s. 6d.) | P 6 (£3 10s. 6d.) | P 7 (£9 8s. 0d.) |
| do. h.t. shaft and rocker arm | PP 5 (—) | — | — |
| Pressure Recuperation type | PR 5 (£2 11s. 6d.) | PR 6 (£3 10s. 6d.) | PR 7 (£4 8s. 0d.) |
| do. h.t. shaft and rocker arm | PPR 5 (£2 19s. 0d.) | — | — |
| do. Double-ended rotor-type for i.f.s. | PR 5X (£4 5s. 6d.) | PR 6X (£5 9s. 0d.) | PR 7X (—) |
| Improved piston-type | PV 5 Special : (£4 0s. 0d.) | PV 6 (£3 10s. 6d.) | PV 7 (£4 8s. 0d.) |
| do. h.t. shaft and rocker arm | PPV 5 (£2 19s. 0d.) | PPV 6 (—) | — |
| do. Double-ended rotor-type for i.f.s. | PV 5X (—) | PV 6X (£4 8s. 0d.) | PV 7X (—) |
| Latest piston-type, larger bore etc. | PVA 6 (£3 10s. 6d.) | PVA 7 (4 13s. 0d.) | PVA 8 (—) |
| do. Double-ended rotor-type for i.f.s. | PVA 6X (£4 10s. 0d.) | PVA 7X (£4 13s. 6d.) | — |

The Girling DA-type damper is of direct-acting telescopic hydraulic type and is made in 1-in., 1½-in. and 2-in. working cylinder diameters. No linkage is required and, due to the long stroke, stresses are lower than in the piston-type, valve ports and restrictions are larger and therefore less sensitive, and as more fluid is in circulation pressures are lower. Maximum damping is provided on extension and compression damping can be varied between wide limits. Girling telescopic dampers are made in a wide variety of sizes, prices ranging from £2 5s. to £4 4s. each. Conversion sets to suit most makes of cars are listed. The telescopic type requires no attention; the vane-type occasional topping-up with Wakefield-Girling *thick* oil, the piston-type occasional topping-up with Wakefield-Girling *thin* oil. *Manufacturers :* Girling Ltd., Kings Road, Tyseley, Birmingham, 11 (Tel.: Acocks Green 2831).

## NEWTON

Newton & Bennett, Ltd., were one of the pioneer manufacturers of direct-acting telescopic shock-absorbers and from 1925 up to the war they were the only makers of this type of damper in this country. It was they who introduced the method of replenishing this type of damper, whereby, to obviate over-filling, either the required quantity of fluid is measured out beforehand, or the level is ascertained by means of a steel rule, tables being provided to show the capacity of each size of damper.

The Newton hydraulic suspension unit functions on conventional lines, but it is noteworthy that the top gland is to all intents and purposes leak-proof, that its poppet valves (two in the piston controlled by a single spring) are of large dimensions and the "flap"-valves lightly loaded. The piston-rod is chromium-plated and the piston and valve assembly is of zinc-base alloy. The tubular members are of high-grade steel, copper furnace-braized.

To determine the required stroke, Newton recommened jacking-up the car by its chassis and measuring the distance between chassis and the top of the axle or spring when the wheel is just clear of the ground. The distance in inches will be the stroke unit needed, while to find the fitted dimension, measure between the centres of the fixing points when the road wheel is on the ground and add ½ in. to allow for compression of the rubber pad.

The Newton Suspension Unit is made in various sizes and types, of which the 14,000 is the universal car-size damper, although the Le Mans Replica Frazer-Nash, for instance, takes the SK.1662 damper, the Mk.V Cooper 500 the 11,250 at the front and the 11,240 damper at the back.

It should be explained that each damper is stamped with a code reference which tells the user its complete characteristics as well as its type. Thus 14,365 VE.12C.2 is a 14,000-type damper with type 300 end fittings and a stroke of 6.5 in. U indicates normal constant leak (from the code N = no constant leak, U = normal constant leak, W = double constant leak. E indicates that extension setting No. 12 and C that compression or closing setting No. 5, are in use. S after the extension or closing setting code No. indicates that a special stop is fitted in the indicated direction of travel.

14,000 series dampers range from 3½ to 9½ in. stroke and 6 to 13.73 cubic in. fluid capacities. When it is remarked that the extension and compression settings available range from 10-30 lb. at 15 in. per sec. (Code No. 0) to 2,300-2,500 lb. at 15 in. per sec. (Code No. 21), the builder of a "special" car will appreciate that there is a Newton Suspension Unit for every need. The price of the type 14,000 is £6 per pair.

*Manufacturers :* Newton & Bennett, Ltd., Valetta Road, Acton, London, W.3 (Shepherds Bush 3443).

## ROTOFLOW

The Rotoflow damper has one moving part only and employs a special-filling material, being intended to retain the desirable aspects of the hydraulic damper without recourse to large numbers of small parts which have to be manufactured to precision limits. Consequently, it requires no maintenance. The Rotoflow damper is made in two main styles—the "A"-type, which provides a rapid build-up of damping on reversal which enables it to absorb the energy of comparatively small movements and the " G "-type, which is more suitable for soft suspension and large wheel movements, as it gives progressively greater damping with movement, in either direction. All the "A"-types and the " G1 " are adjustable, small movements of an adjuster screw affecting the power considerably. The "G3 " is not adjustable, but is available in different strengths. A " D "-type damper is being developed which will give a degree of resistance, different in " bump " to that on rebound, this degree of difference being variable with the design.

The characteristics of some popular sizes of "A"- and "G"-type Rotoflow are :—

| *Type* | *Capacity* | *Weight* | *Angular Movement* | *Shaft Size* | *Recommended Leverage* |
|---|---|---|---|---|---|
| A 1 | 5 cwt. per wheel | 2 lb. | 360 deg. | ⅜" × 48" B.E.S.A. | 4" to 7" |
| A 2 | 10 cwt. per wheel | 3¼ lb. | 360 deg. | ⅝" × 48" B.E.S.A. | 5" to 9" |
| G 1 | 5 cwt. per wheel | 2 lb. 8 oz. | 360 deg. | ¾" × 48" B.E.S.A. | 3" to 7" |

Carding diagrams are available to those interested. The " A1 " damper measures 3¼ in. in dia., is approx. 3½ in. wide to end of shaft, 2½ in. between fixing hole centres and 2 5/16 in. wide from base to inner end of spline on shaft. The bolts required are ⅜ in. and two spline lengths, ⅝ in. and ¾ in. are available. Equivalent dimensions for the " A2 " are : 4 in. dia., 4 in. to 4½ in. wide to end of shaft, 4 in. between centres and 2 11/16 in. to 3 1/16 in. wide, spline lengths being ¾ in. or 11/16 in., and of the " G1 " : 3¼ in. dia., 3⅜ in. wide to end of shaft, 3⅜ in. between centres and 2 5/16 in. wide, spline length 9/16 in. These dimensions should enable constructors to choose a damper to suit individual suspension systems, remembering that the Rotoflow is a replacement for existing lever-and-link dampers but may replace strut-type, integral or scissors-type dampers if special linkages or brackets are made and the chassis drilled to suit. Various linkages are available, including those for old-type Austin Sevens, and special parts can be made to specification by the Rotoflow people at short notice. Anti-roll bars can usually be dispensed with when "A"-type Rotoflow are fitted.

The units themselves, which incorporate a patented shock-absorbing principle, cost £1 10s. each for size " A1," £2 10s. each for " A2 " and £1 12s. 6d. for " G1." *Manufacturers :* Universal Dampers Ltd., Cranmore Boulevard, Shirley, Birmingham (Tel.: Shirley 2278).

## TELAFLOW

This is a strut-type telescopic hydraulic damper made by the Rotoflow people. They claim even-cooling because the working chamber is largely unshrouded, further temperature reduction due to a large working chamber, as no recuperation chamber is used, and low weight. The main aluminium tube is ribbed for cooling and rigidity and the piston-rod is of high-tensile steel, protected by rubber bellows against wet and dirt. The resistance medium is a solution of synthetic rubber in mineral oil. A rubber ball forms the recuperation medium and thus no free air or gas is in contact with the resistance medium, eliminating frothing and aeration. In the average car-size Telaflow the internal dia. of the working chamber is no less than 1½ in. *Manufacturers :* Universal Dampers Ltd., Cranmore Boulevard, Shirley, Birmingham (Tel.: Shirley 2278).

## WOODHEAD-MONROE

Woodhead-Monroe strut-type telescopic hydraulic dampers, product of the famous spring manufacturers, are made in sizes ranging from those suitable for 500-c.c. racing cars, to dampers for diesel locomotives. The same principle is used for all types, a chromium-plated piston-rod reciprocating in a pressure-tube concentrically contained in a reserve tube. A compression valve is situated at the lower end of the pressure tube and a rebound valve is incorporated in the piston. Damping characteristics can be varied without recourse to excessive increases in oil pressure by altering the size and number of holes in the piston-valve. A feature of the Woodhead-Monroe strut is its ability to operate effectively at rapid rates of operation. The model-" B," suitable for cars of up to 35 cwt., has an internal bore of 1 in. and a maximum external dia. of 2 1/32 in. The Technical Information Section is at your service with data, advice, blue prints, etc. on mention of MOTOR SPORT. *Manufacturers :* Jonas Woodhead & Sons, Ltd., Kirkstall Road, Leeds, 4 (Tel.: Leeds 20814).

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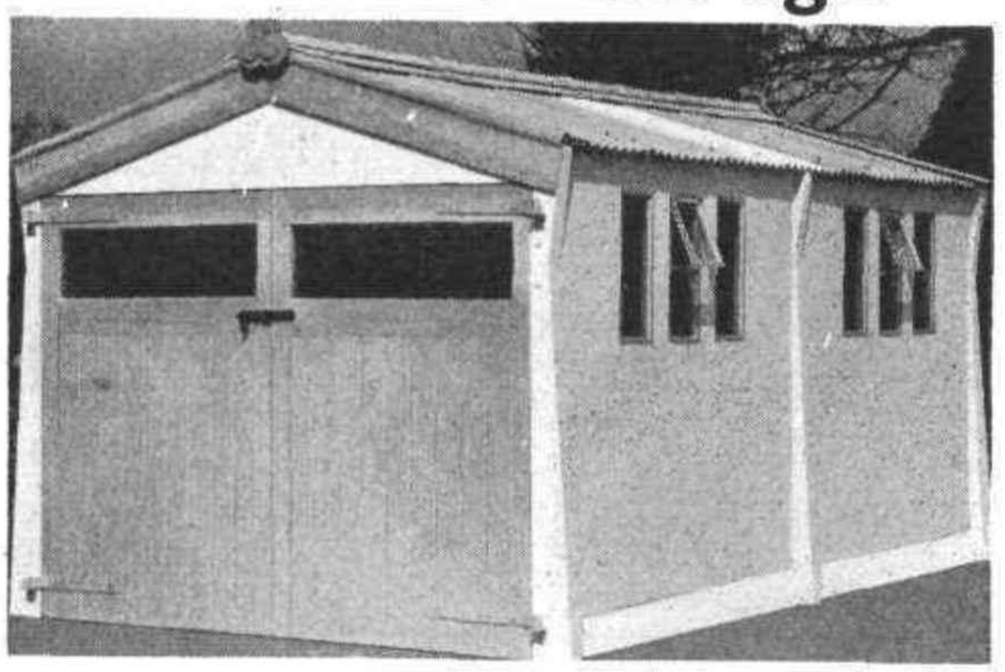
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**ONE OF THE THREE UNIQUE 1,100-c.c.** works Vernon Crossley sports-racing cars. Individual low built chassis with attractive lightweight 2-seater body and long pointed tail. Perfect mechanical condition. Stripped and thoroughly rebuilt 1951, including new engine with accessories. Reconditioned gearbox, *axle and transmission, steering and brakes.* New tyres. Batteries, fuel tank, radiator, instruments, wiring. Full road equipment. 35/40 m.p.g. Fast and reliable. Taxed, insured. Eligible vintage awards. Numerous successes at Silverstone this season. First reasonable offer secures. Hamshar, Cornerways, Massetts Road, Horley, Surrey. Tel.: Horley 690. [2996

**IMMACULATE LAGONDA TOURER.** Four rapid and comfortable seats. A 1935 car in 1952 condition. 3½-litre engine has ample power, useful flexibility, and reasonable economy—10-90 m.p.h. in top, 20 m.p.g. Whole vehicle in the first class condition commensurate with a mileage of under 40,000. Offers around £425. Would exchange sporty 2-seater. Box No. 4574, MOTOR SPORT, 15, City Road, E.C.1. [3070

**RILEY 9 SPORTS SPECIAL.** Four amals, Dixon camshafts, H.C. pistons, etc. Manual box. Rigid but doorless body in B.R.G., cowled scuttle, fold-flat screen, good hood and tonneau, leather upholstery, engine just reassembled after major overhaul. Lively yet economical roadcar. Many spares included. Highest over £223 accepted. Warner. Tel.: Acorn 0681, or Box No. 4575, MOTOR SPORT, 15, City Road, E.C.1. [3071

**HEALEY SILVERSTONE,** 1950. Immaculate condition. Extras include luggage grid, special upholstery. Never raced. £900. Box No. 4576, MOTOR SPORT, 15, City Road, E.C.1. [3081

**BENTLEY SPARES,** front brake drums, bevel gears for vertical shaft, starter motor less brush gear, rewound, drain tubes, camshaft. £10 the lot. Box No. 4577, MOTOR SPORT, 15, City Road, E.C.1. [3082

**RILEY SPARES,** Dynamo, exhaust, camshaft, 500 by 19 tyres, Lucas motorcycle battery. Box No. 4578, MOTOR SPORT, 15, City Road, E.C.1. [3090

**LAGONDA,** 1929, 2-litre. Solid 2-seater sports body with hood and large luggage space. Very sound, good mechanical condition. Seen N.W. London. £175. Box No. 4579, MOTOR SPORT, 15, City Road, E.C.1. [3100

**MORGANS,** '37 S.S., 990-c.c. Matchless A.C. Excellent condition, laid-up 7 years hence 33,000 miles. £265 o.n.o. '39 4/4 Burtonwood engine job, £285 o.n.o. Box No. 4580, MOTOR SPORT, 15, City Road, E.C.1. [3112

**RILEY 9 MONACO,** 1937, 2 carbs., Special Series engine. Condition throughout, and tyres, excellent; taxed. £250. Consider take in full/part exchange Riley 1½, Lagonda, Rolls 20. Box No. 4581, MOTOR SPORT, 15, City Road, E.C.1. [3048

**FRAZER-NASH,** T.T. Replica. Immaculate. Bills shown for £350 including respray, re-chrome, crank grind and re-sleeve to standard. Excellent weather equipment, aero screens, etc. Photos available to genuine enquirers. Sale reason, so little used. Nearest £350. Box No. 4582, MOTOR SPORT, 15, City Road, E.C.1. [3051

**£55. BUICK TOURER.** True vintage car (1930) both in appearance and performance. Mechanically excellent and unbelievably swift and comfortable. Good tyres, battery, etc. 102, Harestone Valley, Caterham. Tel.: Caterham 1032. [3126

***H.R.G.*** *1,100 c.c. First registered August, 1948.* Genuine mileage 9,000. Never used trials or racing. Faultless condition. Any inspection. Taxed. Accept very reasonable offer. Box No. 4679, MOTOR SPORT, 15, City Road, E.C.1. [3127

**RILEY 9,** Special two seater, mechanically perfect. £130 or nearest. Mariner. Tel.: Liphook 2246. [3129

**1934 HILLMAN 16** tourer, towable. £7 10s. Christian, 354, Mountnessing Road, Billericay, Essex. [3130

**SILVER GHOST,** 1922, works modified 1926 with F.W.B., wellbases, etc. Complete and wonderful runner, but dirty and with peculiar backside. Also Trojan 1939 complete less rear of body, any offers. Bishopsteignton 203 (Devon). [3132

**"SPECIAL" HILLMAN 10,** engine K.O. axles, 4-speed gearbox, 2-seater, Maserati-ish body. £160. Metcalf, 87, Penkett Road, Wallasey. [3193

## FOR SALE—*continued*

**JAGUAR** 3½-litre, May 1938, saloon. Good mechanical condition, tyres and battery. Taxed year. Bodywork and interior could be improved. £185 or exchange very fast open car any year. C. Arnold, Boothville Garage, Kettering Road N., Northampton. Tel.: Moulton 2293. [3133

**M.G.,** drophead coupe, 1938, resprayed cream. 14,000 since re-bore. Splendid condition. £375. Apply Mankin, 28, Park Square, *Leeds.* Tel. 20395. [3195

**SUNBEAM WEYMANN SALOON.** 24-h.p., 1929. Standing long time. In process of rebuilding. £20. 56, Irwin Road, Bedford. Tel.: Bedford 5606. [3198

**BENTLEY 1929 3-LITRE RED LABEL.** Le Mans replica body. £400 or nearest. 376, Warwick Road, Banbury, Oxon. Tel.: Banbury 2660. [3199

**LAGONDA RAPIER.** Fast, economical, 4-seater 10-h.p. tourer. Excellent condition throughout. £325. Would part exchange sound 750 c.c. Birkett, 3, Fawcett Street, London. [3200

**7th SERIES LAMBDA.** Rewired, new gearbox, rear axle. Sound. £150 or exchange reasonably priced Fiat 500. Wilcock, 28, Gray Avenue, Manorbier, Tenby. [3201

**HOTCHKISS,** 27-h.p. Type-620. Chassis and tyres good. Bodywork sound. Paint in poor condition. Engine requires re-building. £32 10s. Richardson, Castle Mills, Buckingham. Tel.: 2233. [3202

**MORGAN 4/4,** 2-seater, 1939. Exceptional condition. £70 overhaul 1,500 miles ago. Price £395 o.n.o. Fullest details from Green, 136, Fairfax Avenue, Hull. [3203

**1938 RENAULT DROPHEAD,** 20 m.p.g., 6-seater, attracts attention everywhere, new tyres, spares easily obtainable. £325 or exchange. Powell, 59, Braxted Park, S.W.16. [3204


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**M.G.,** Model J gearbox, complete with bell housing less remote control. Dismantled, condition very good. £10. Webb, 36, Fort Royal Hill, Worcester. [3206

**MINX** 2-seater sports. High compression, aluminium head. Lightened flywheel, sports coil, 35 m.p.g. Resprayed red, terrific performance. £115. Horne, 67, Station Road, New Milton. [3207

**TRIUMPH,** 1934, 10-h.p., 4-door saloon, just undergone extensive rebuild, well shod. 38 m.p.g. £95. Mogg, 22, Park View Road, Welling, Kent. [3208

**4 ROTOFLO DAMPERS,** large, 2,000 miles only, c/w brackets and links for 2½ Jaguar. £6 10s. Snell, 27, Choumert Road, Peckham, S.E.15. Tel.: New Cross 2505. [3209

**1931 AUSTIN 7 SALOON.** High compression head, double valve springs, 4 new tyres and battery. Taxed. Body rough. Ideal Special. £60. Tel.: Guildford 2074. [3211

**LEA-FRANCIS,** 1929, 12/40, 2/3-seater tourer with dickey. In daily use, reliable, economical, good tyres, new battery. £100. 16, Arlingford Road, Tulse Hill, S.W.2. [3212

**1938 OPEL CADET MASTER.** New: 4 tyres, wiring, upholstery, suspension, radiator, reconditioned back axle, Paintwork good. Taxed. £245. *Doughty,* 41, Russell Street, Peterborough. Tel.: 5123. [3213

**DISPOSING** of my faithful Humber 9 Saloon, 1929, 4-seater. Reason being crown wheel and pinion has gone. Would accept £24 as it now stands. Tel.: Beckenham 3155 after 6 p.m. [3213A

**£49 OR NEAR OFFER.** Running order, 1925 (Bullnose) Morris Cowley. Stored for 14 years. Sound engine and body, 2 spare wheels, hood and side screens. Tel.: Gipsy Hill 3439. [3214

**RAPIER LAGONDA,** 1935, f.h. coupe, in most exceptional condition throughout. Engine newly reconditioned including rebore, crankshaft regrind. New timing gear, camshaft regrind and new camshaft bearings. No expense spared to ensure complete satisfaction. £235. Gilpin, Markinch, Fife. Tel.: Markinch 76. [3223

## FOR SALE—*continued*

**FRAZER-NASH,** T.T. Replica. Fitted Mercury V8, extremely fast car. Hood, tonneau, good tyres. Must sell within the month at any price, but nearest £200 secures. Broome. Tels.: Byron 3141, Harefield. 3244. [3216

**M.G.,** L Type, 4-seater. 3,000 since reconditioned engine, Gitts oil-seal, brakes relined, new battery. 5 v.g. tyres. Good body. Enthusiast maintained. *£275 or exchange similarly good* P.A., *or* J.2, with cash. 7, Ferry Road, Twickenham. Tel.: Pop. 8508. [3217

**ALVIS,** 1928, 12/50 tourer, 2-seater. Body completely rebuilt 1952, fold-flat screen, new hood, re-upholstered, engine reconditioned 1952. Whole car in exceptionally good condition. £175. Chamberlain, 101, Waltham Avenue, Braunstone, Leicester. [3218

**£70.—HUMBER 16/50,** 1929 tourer. Taxed and insured. Coachwork and paint excellent. Mechanically sound. Fitted new hood, tonneau cover and hood bag. After 6 p.m 96, Farleigh Road, London, N.16. [3220

**VICTOR GILLOW RILEY 9-H.P.** Special Brooklands chassis, fitted 2-seater sports body, cream, fold-flat windscreen, cycle wings, crank ground, etc. The whole car in really good condition, best offer secures, details and photo s.a.e. Robinson, "Laurels", Stratford St. Mary, Suffolk. Tel.: Dedham 3123. [3224

**F. W. (FREDDIE) DIXON** has special high-efficiency camshaft for Brooklands Riley, ditto exhaust for 1½-litre, 4-cylinder. 6-cylinder Vertex with worm ready for fitting. 13-in. brake drums (new), shoes with linings. 20-in./21-in. knock off wheels. Special four carburetter set for standard or sports Riley 9 (unused), specially made at cost of approximately £50, clearing cheap. "Ardverness", Wray Common Road, Reigate. Tel.: Reigate 3534. [3225

**1936 LANCIA AUGUSTA,** 12.8-h.p. Good coachwork. Loose covers. Oil negligible. Petrol 30 m.p.g. Brakes relined. Taxed. £325. Tel.: Derwent 5656. [3226

***RAILTON STRAIGHT EIGHT*** 29-h.p. *sports saloon,* 1935 model. Excellent condition. Philco radio. £225. Kirby's Garage, Bolton. Tel.: Bolton 1671 [3251

**RILEY NINE MARCH SPECIAL.** In exceptional condition. £150 overhaul this year, including engine (fitted Chromard liners—all worn parts replaced), gearbox, back axle, clutch and universal. Fitted with N.I.F.E. batteries, Scintilla, Bosch spotlamp, horn and screenwiper; six excellent tyres, new zip tonneau, aero screens, etc., etc. An outstanding bargain at £250. Photograph on request. Box No. 4611, MOTOR SPORT, 15, City Road, E.C.1. [3252

**T.T. REPLICA FRAZER-NASH.** Enthusiasts only. R. C. C. Palmer offers his well-known 95 m.p.h. red car. Winner Frazer-Nash race Silverstone July 12th and numerous other awards; 1935, 1½-litre Meadows, Laystall balanced, Chromard, H.C. Martlets, deflector head, twin T.T. Amals, racing valve gear and camshaft. Whole car recently rebuilt, extensively modified and tuned. Excellent tyres, hood and full road equipment. Brand new battery. Superb condition throughout. Taxed. Nearest £495. Also 1935 coupé M.G. £200. Fullest details from: 4, The Heath, Chaldon, Caterham, Surrey. [3253

**VOLKSWAGEN.** Registered 1949. Overhauled 1952. Immaculate. Maroon, grey leather. Spares, right-hand drive; 45 m.p.g., 70 m.p.h. £475. Collett, 4, Graig Park Lane, Newport, Mon. [3254

**ALVIS, 1937, BLACK SPEED TWENTY** 4-seater tourer. New tyres, hood and sideshields; 2,000 miles since rebore. An outstanding car in appearance and performance. Has not been used in competitions. Best offer accepted. MacWhirter, 158, North Road, Cardiff. [3256

**A.C. MAGNA,** 1931. Excellent body. Sound mechanically. Good tyres. New battery. New hood. £150. 78, Ormond Drive, Hampton. Tel.: Molesey 6140. [3257

**BENTLEY,** 1926, 3-litre Blue Label 2-seater tourer. In very good order. 18 m.p.g. No oil. Rebored 1950. Overhauled 1,000 miles back. £195. Box No. 4617, MOTOR SPORT, 15, City Road, E.C.1. [3258

**ALFA-ROMEO** 1,750 front and back axle; 10 : 54 differential. Spurr, Caledonian Road, Savile Town, *Dewsbury.* Tel.: *Dewsbury* 657. [3259

**1½-LITRE RILEY SPRITE,** 1936, 2-seater. Engine, chassis overhauled winter 1952. Crossflow head, oversize inlets. Four Amals or twin S.U. four-branch exhaust. Armstrong preselector. Scintilla Vertex. New batteries, tyres. Standard and cycle wings. Suitable sports racing or touring. First-class car. £575. Fisher, "Eversley," The Brampton, Newcastle, Staffs. [3261

**1934 SPEED TWENTY** drophead (15762). Bills for £160 including reconditioned engine. New coil and A.C. Nothing to spend except hood later. Any sensible offer or swap good van or brake. 74, The Mount, York. Tel.: York 5205. [3262

**WOLSELEY HORNET** E.W. tourer. Excellent mechanical condition. £165. Tel.: Harrow 8140. [3263

## FOR SALE—*continued*

**BENTLEY 3-LITRE.** 1924, immaculate Park Ward tourer. New hood, tonneau cover. Mechanically faultless. Must sell, bought "4½"! £235, o.n.o. 9, Wool Road, Wimbledon. Tel.: Wimbledon 5166. [3519

**SINGER NINE LE MANS** 4-seater, 1935. Black. Clutch, gearbox, steering overhauled. Engine, coachwork, good. New carburetters, battery, hood and hood-bag. Photographs. £175. Reeves, 51, Furnival Avenue, Slough, Bucks. [3520

**RILEY SPARES:** Falcon 12/4, 1935, chassis frame, road springs, wheels, new brake shoes and linings, steering wheel and box, front and rear axles, etc. Apply: 1, Stanley Avenue, Wembley. [3521

**TWO J.A.P., 1½-h.p.,** 4-stroke, air-cooled petrol engines, perfect, £6 each. Pair Lucas 9-in. headlamps, rechromed, perfect, £4. Box No. 4650, MOTOR SPORT, 15, City Road, E.C.1. [3522

**LAGONDA, 1932, 2-LITRE SPEED** model, 4-seater, low-chassis tourer. Engine overhauled last year. B.R.G. Believed reserve car for 1932 Le Mans. Available through death of owner. Best offer secures. Tel.: Renown 6195. [3523

**LEA-FRANCIS, 1929, P-TYPE,** Meadows engine. New sidescreens, hood, sound body. £100, o.n.o. Bateson, 40, Sinclair Drive, Liverpool, 18. Tel.: Childwall 1968. [3524

**£71—8-H.P. M.G., M-TYPE** sports small 4-seater. Good hood, new Solex. Taxed, any trial. W. Barnes, Streatham, S.W.16. Tel.: Streatham 3129. [3525

**1938 JAGUAR 2½-LITRE** saloon, one previous owner. Genuine low mileage. Maintained in first-class condition. Finished in grey and black. Any examination. Private owner. £395. "Highfield House," Duxford, Cambridge. [3527

**£195—1930 ROLLS-ROYCE PHANTOM II** limousine. 6½-litre Bentley spares: please state requirements. 700, 600, by 21-in. tyres, tubes: please state requirements. Dale, 142, Chesterton Road, Cambridge. [3528

**RILEY TIMING WHEELS,** 1½-litre, 35 Special Series, all sound. Offers. Box No. 4678, MOTOR SPORT, 15, City Road, E.C.1. [3529

**VINTAGE TOURERS**—fine condition: Wolseley, 1929, o.h.c., 20 h.p., Barker body; Belsize, 1924, 9 h.p.; either nearest £75. Holden, 33, Market Street, Marple, Cheshire. [3530

**M.G., 1934, PA** 2-seater. Red and silver. In good condition. Engine recently overhauled; economical and reliable. £200, o.n.o. Box No. 4651, MOTOR SPORT, 15, City Road, E.C.1. [3531

**ALVIS 3½-LITRE** Vanden Plas drophead foursome, 1936; beautiful condition; £395. Packard 27-h.p. drophead, 1935; excellent throughout; £185. Believed 1920, registered 1925, Wolseley Ten drophead, one owner, 3,000 miles only, £55. Little Wealdens, Delbridge Lane, Ashurst, Southampton. Tel.: Ashurst 104. [3533

**MORRIS MINOR** chassis, less engine, £10. Bonniksen time/speed meter, £2 10s. Two aero-screens (one cracked), £2 10s. Slab-tank, ex-M.G., £2 10s. Cabin blower supercharger, £6. 29, Trentvale Road, Rylands, Beeston, Notts. [3534

**1935 (October) MORRIS EIGHT** 4-seater tourer; £110 rebuild, new hood, screens, tyres; £180. 1937 Talbot Ten sports saloon, good condition, new tyres, £280. Exchange either/both for 1937/8 1½-litre Riley Kestrel, appropriate cash adjustment. Perry, 37, Keswick Road, Bexleyheath, Kent. [3535

**AUSTIN SEVEN** complete, 1931. 1933 engine, dismantled, no body. £27 10s., or separate. State wants. 57, Boundfield Road, Catford, S.E.6. [3536

**AUSTIN EIGHT** tourer, registered 1946. Very clean, recent overhaul and repaint; any trial. Nearest £240, or "what have you?" 25, Ringshall Road, St. Paul's Cray, Kent. [3537

**VAUXHALL TWELVE,** 1934, D.H.C. Needs extensive body repair, mechanically sound. £45. Box No. 4652, MOTOR SPORT, 15, City Road, E.C.1. [3538

**1934 SINGER NINE** sports 4-seater, £170, or exchange for low h.p. saloon for business reasons. Knight, 84a, Granby Road, S.E.9. [3539

**BENTLEY 4½-LITRE,** 1929, saloon, excellent condition. Many extras. Full details: 32, Grove Avenue, Birmingham, 13. [3540

**1935 (Dec.) ROVER TWELVE** sports tourer, 4-seater. New hood, good tyres, good battery. Small mileage. Rudge wheels. The whole car in excellent general condition. Taxed and insured. £250, o.n.o. Box No. 4654, MOTOR SPORT, 15, City Road, E.C.1. [3543

**1932 LAGONDA 2-LITRE,** low-chassis, Speed model tourer. £150 overhaul last year. £230, o.n.o. Capt. White, 500 I.A.D., Castle Cary, Somerset. [3544

**PAIR WIRE WHEELS,** Michelin tyres and tubes, two-thirds worn, undamaged, reinforced valves, 16 by 600, fit M.G., etc. £10. Box No. 4655, MOTOR SPORT, 15, City Road, E.C.1. [3552

**BUGATTI.** Acknowledged prettiest road-equipped Grand Prix unblown 2-litre straight-eight in country. Again offered due purchaser posted overseas. Ex-Seaman car rebuilt regardless. New pistons, mains, ends, tyres, upholstery, plating, completed June. Details advertised July issue. Offers. Bargain price for quick sale. Tel.: Walton-on-Thames 5754. [3546

## FOR SALE—*continued*

**SINGER LE MANS** F.H. coupé. Light green. Excellent appearance, condition: radio. £225, o.n.o. After September 6th. Tel.: Grangewood 2475. [3545

**RAILTON** 1938 3-seater drophead coupé, 29 h.p. Good condition. Overhauled. Fast. Any reasonable offer. Tel.: Central 4548. [3547

**1937 JAGUAR 2½-LITRE** 4-seater tourer. Resprayed, immaculate red. New engine 2,000 miles ago. Good weather equipment. Sale nearest £250; h.p. or exchange. Henthorne, Greenbank Street, Preston. Tel.: Preston 3420. [3548

**OFFER OR EXCHANGE,** 1947 TC M.G., immaculate black. Mileage 31,000. H.M.V. radio, twin spots, windtones, aero-screen. Bluemels wheel grid. Post-war car considered. Graham Brown, Officers' Mess, Kinmel Camp, Rhyl. [3549

**MERCEDES-BENZ** 1935 saloon, 2 litre. Four-wheel independents and over-drive. Engine perfect after complete overhaul. Original paint. £300, no offers. Brittlebank, "The Old Cottage," Loose, Kent. Tel.: Maidstone 83521. [3550

**DAIMLER FIFTEEN** coupé, original condition. £175, offers. Booth, Wallbury Dells, Bishops Stortford. [3551

**FIAT, MODEL 514,** Martin Walter drophead coupé with dickey, 1932; original and immaculate; near concours order; 12 h.p., with remarkable economy; original tools and instruction book; bargain of the month at £115. Austin Ten foursome coupé, late 1933; original condition, including carpets, door bottoms, etc., all as new; all new tyres, battery; taxed year; round clock oil pressure when hot; unrepeatable at £135. Riley Falcon, 9 h.p., fitted brand new shooting-brake body at cost of over £100; this car is now out of paint shop and ready for immediate delivery; new battery, tyres, twin screen wipers, new Lucas latest head and chrome side-lamps; all wheels shot-blasted and resprayed; guaranteed 35 plus m.p.g.; £195. Middleton, Automobile Engineer, 9, Alexandra Road, Balby, Doncaster. [3553


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**ASTON-MARTIN,** 1938, 2-seater. Works owned and rebuilt 1946 with 2-litre D.B.1 engine, only 30,000 miles since; as new throughout. Full weather equipment. £595 or thereabouts. Blight, Chequetts, Callington, Cornwall. [3554

**£130—1934 RILEY NINE KESTREL,** manual box. Rebore, 7:1 pistons, crank ground, mains line-bored. Two new batteries, new tyres. Body only fair. Worrad, Congleton Road, Scholar Green, Stoke-on-Trent, Staffs. [3556

**MORGAN THREE-WHEELER,** believed rebuilt 1936. 1,150-c.c. Anzani engine, o.h.v. Good condition. Inspect engineers' report. "Trebarwith," Glanville Road, Tavistock, Devon. [3557

**M.G. 18/80, MK. II,** drophead. First registered 1933. Two owners. Recent rebore, brakes, etc. Spare engine. Taxed, insured. Good condition. £225 or offer. 33, Hayes Road, Bromley. Tel.: Ravensbourne 5606. [3558

**PEATFIELD-FORD,** 3,917-c.c. Mercury, 3.54 axle. Unlimited sports car record holder, Lydstep. Six awards—four meetings. Nearest £300. Peatfield, 40, Stone Road, Stafford. Tel.: Stafford 152. [3559

**RILEY MENTONE TWELVE,** 1934, saloon. Excellent tyres, engine sleeved, new bearings, etc., approximately 12,000 miles ago. Good appearance and performance. £165, o.n.o. Box No. 4656, MOTOR SPORT, 15, City Road, E.C.1. [3560

**MUST SELL:** Overseas appointment. 1934 Lagonda 3-litre shooting-brake. 1931 Alvis TJ 12/60 D.H.C. Both above average. Offers around £280 and £180, respectively. Consider exchange either for something wife can drive. Lieutenant-Commander F. W. Gayford, R.N., Weymouth Cottage, St. Helens, Isle of Wight. [3561

**1932 RILEY NINE** drophead 4-seater. Offers near £100. Harris, Belsize Grange, Chertsey Bridge. [3562

## FOR SALE—*continued*

**CITROEN, 15 H.P.,** late 1946. Exceptionally fine example of this popular car. Many extras and four new tyres. £475. G. Maclean, Kingston Bagpuize, Berks. Tel.: Longworth 85. [3563

**ALVIS, 1934, SILVER EAGLE 16.9-H.P.** saloon, excellent mechanical condition, good tyres, batteries, etc., some attention needed to paintwork; £165. Alvis 4.3-litre 2-seater, all alloy body, completely rebuilt and unused since half-page advert, MOTOR SPORT, July; must sell, £650, o.n.o. B. A. Chevell, 332-336, Goldhawk Road, London, W.6. Tel.: Riverside 4955. [3565

**1936 TALBOT 105** saloon. Engine reconditioned, 3,000 miles since. Bills £200 last twelve months. Upholstery, coachwork and tyres very good. £225, o.n.o. Horne, Tel.: Stockbridge 9. [3566

**B.T.H. MAGNETO,** complete and reconditioned as new, £5 10s. Also hood frame, £3. Both ex-1926 Singer. One 4.50 by 19 Henley remould, £2. Page, 10, Robins Court, Bromley Road, Beckenham, Kent. [3567

**OWNER SELLING TO BUY HOUSE:** Talbot 110 sports saloon, 1936; black with fawn leather upholstery; whole car in superb condition; taxed and in use at weekends only; £325, o.n.o. Bugatti, Type 35 chassis, small radiator, fitting of Vauxhall Fourteen engine and gearbox almost complete; almost new tyres; new bonded brakes; silent back axle; needs completing; £135, o.n.o. Ford V8, 30 h.p., ex-A.R.P. ambulance; now removed; this car was purchased to construct V8 special and has all that is needed; engine and heads u.s., remainder of chassis sound; tyres sound; towable; good brakes; £55, o.n.o. Francis Barnett motor-cycle, 1939, 150-c.c. Plover new battery, chains, tyres, brakes; legshields; engine overhauled; taxed; £45, o.n.o. Write, telephone evenings, or call. I shall be away on holiday from August 29th to Septembe 8th. Reid, 12, Corporation Road, Ilkeston, between Nottingham and Derby. Tel.: Ilkeston 1089. [3568

**LANCIA AUGUSTA,** October, 1936. Black pillarless saloon. Chassis and body perfectly maintained by present owner since new, including Lancia recondition and resleeve. Excellent tyres; 30/35 m.p.g. Manual and tools. Extras include radio, loose covers, oilcoil, sixth wheel and tyre. Taxed December. £275. M. Brooking, Teuthill, Frodsham, Warrington. Tel.: Helsby 8. [3569

**M.G. SPARES:** E.N.V. gearbox with remote control, £10. "J2" gearbox with control, £8. "P" cylinder head, complete, £20. "P" brake drums, 17s. 6d.; exhaust manifold, 30s.; starter, 30s. "J2" block, £4; exhaust manifold, 15s.; valve cover, 15s.; flywheel, 10s.; clutch plates, 17s. 6d.; brake drums, 5s.; hub caps, 7s. 6d. M-type blocks, £3; cylinder head, 30s.; 6 v. dynamo, £2. Other parts available. S.A.E. Box No. 4658, MOTOR SPORT, 15, City Road, E.C.1. [3570

**LAGONDA** saloon, 1932/3, 19 h.p., good. Near £150 or exchange. F/Lt. Heckman, R.A.F., South Cerney, Glos. [3571

**TYRES, TYRES, TUBES.** 5,000 in stock. New, remoulds, used. Obsolete and beaded edge. No junk. Express service to anywhere in U.K. Hamiltons, Tyre Specialists, 22-24, Vicarage Street, Yeovil. Tel.: Yeovil 927. [3572

**M.G., PA TYPE,** 8-h.p. occasional, 4-seater. Exceptionally good condition. Reasonable offer. Borrington, 8, Westgate Road, Rugby. Tel.: Rugby 2473. [3574

**AUSTIN SEVEN SPARES:** Dismantling three cars. All engine and chassis parts available for models to 1932. List. Hudson, 3, Rectory Road, Upton-on-Severn. Tel.: Upton-on-Severn 497. [3575

**LAGONDA 2-LITRE** low-chassis saloon. Engine not used since complete overhaul; new battery; £170. Also 2,000-c.c. Arnott supercharger, hardly used, two Armstrong preselector gearboxes, counter-balanced 2-litre Lagonda crankshaft. Fisher, Apsley Cottage, Kingston Blount, Oxon. [3576

**VINTAGE VERNON-DERBY,** fitted M-type M.G. engine. Beautiful original 2-seater sports-racing body. Excellent brakes, tyres, steering. Over 35 m.p.g. £110. Box No. 4659, MOTOR SPORT, 15, City Road, E.C.1. [3577

**1933 RILEY NINE** saloon. Reconditioned 1936 engine. Cruises 50-55 at 30 m.p.g. Mechanically excellent, body fair, tyres good. Owner abroad. Any reasonable offer. Central Garage, Luggershall, near Andover, Hants. Tel.: Luggershall 236. [3578

**LANCIA,** 1926. Due to death of late owner on active service in Korea, this car for sale. Best offers to Box No. 4660, MOTOR SPORT, 15, City Road, E.C.1. [3579

**TRIALS SPECIAL,** Ford Ten engine, Austin Seven chassis. Engine works reconditioned last year. Carburetter, starter, battery, and all ignition new. Tyres 5.50 by 16 rear. £135. Would exchange for Jeep. The Plane, Chapel-en-le-Firth, Derbyshire. Tel.: Chapel 93. [3580

**MORRIS 8-H.P.,** 1936 model, 2-seater tourer, good condition. New engine, not yet run-in. £125. S.A.E., particulars. Private sale. Lancs district. Box No. 4661, MOTOR SPORT, 15, City Road, E.C.1. [3582

## FOR SALE—*continued*

**1935 15-H.P. DAIMLER** D.H. Good tyres. Brakes relined. Weatherproof. Offers. 54, Crossways, Gidea Park, Essex. [3581

**M.G. 8-H.P.** 2-seater sports. £100 spent. S.A.E. for particulars. £235. Consider exchange small saloon equal condition, or cash adjustment either way. No dealers. Lancs district. Box No. 4662, MOTOR SPORT, 15, City Road, E.C.1. [3583

**M.G. J2,** good condition. S.A.E., particulars. £150. No offers please. Lancs district. Box No. 4663, MOTOR SPORT, 15, City Road, E.C.1. [3584

**M.G. TEN SPECIAL,** 1932, new engine. 45 m.p.g. Fast, exceptional condition. £190. "Foresters Arms," Madeley, Shropshire. [3585

**TWO AUSTIN SEVENS.** 1932 saloon, rebored, chassis complete overhaul; better battery; minor roof repair only required; £75. 1938 van, excellent condition, very suitable conversion utility; £120, including spare engine parts. Thompson, 15, Frogual Lane, Hampstead. Tel.: Hampstead 4106. [3588

**BARGAIN!** Morgan Three-wheeler Special. Racing Anzani engine. Vivid performance for 1,078 c.c. First registered 1949. Spotless condition. £125, o.n.o. Jones, 21, Radnor Mews, London, W.2. Tel.: Paddington 2715. [3590

**E.W. HORNET SPECIAL.** Mechanically 100 per cent. Resprayed, rechromed. New tyres. Telecontrols. Must sell. Any reasonable offer considered. Box No. 4665, MOTOR SPORT, 15, City Road, E.C.1. [3591

**M.G. TA,** excellent condition. £175 overhaul just completed. One owner. Best over £300. 94, Hill Village Road, Four Oaks, Warwickshire. [3592

**HEALEY** saloon, 14,000 miles. Radio. Hide interior immaculate. 114, Meols Promenade, Cheshire. [3593

**£34—MORRIS COWLEY** 2-seater. £35—Morris Cowley saloon. £48—Morris Oxford saloon. £38—Ford V8. Bert Coffin, Preston, Yeovil. [3594

**1936 SINGER NINE,** o.h.c., chassis, complete. Engine o.k. but requires petrol pump; tank needs fitting; body partly completed. Edwards, 1, Tenth Avenue, Llay, Wrexham. [3595

**TWO DUNLOP "FORTS,"** 600 by 18, guaranteed done 400 miles only, wrapped two years. £18. Box No. 4666, MOTOR SPORT, 15, City Road, E.C.1. [3596

**BUGATTI.** Engineer selling perfectly maintained Type 44, shortened chassis, G.P. 2-seater body. Recent rebuild. 2LS Lockheeds, Borg & Beck clutch, Hardy-Spicer shaft, crank ground, new bearings. Offers around £200 Also available: set factory-reconditioned telecontrols, Kieft-type 500/1,000 chassis. Bugatti: complete clutch, new valve springs, gearbox and brake parts. Mitchell, 7, Brechin Place, S.W.7. [3597

**AUSTIN SPECIAL.** Reconditioned engine, modified braking. Resprayed. £90. 208, Algernon Road, Lewisham. [3598

**£45—1926 10.8 CLYNO** 4-seater. Hood and screens. Good tyres; 32 m.p.g.; no oil. Taxed, insured. Lack of garage compels sale. Full details: Box No. 4667, MOTOR SPORT, 15, City Road, E.C.1. [3599

**M.G. PA** 4-seater, excellent condition. Resprayed, new screens, etc. Best offer. Seen Midlands. Box No. 4668, MOTOR SPORT, 15, City Road, E.C.1. [3600

**THREE R.W. 18-in. BY 72-mm.** wheels, £3 each, or exchange discs. Street, Bank House, New Romney, Kent. [3601

**RILEY NINE MONACO,** 1934. Very good throughout but needs new batteries. £190 or consider exchange open 4-seater sports, up to 12 h.p. 15, Grove Villas, Great Saling, Braintree. [3602

**ENTHUSIAST CLEARING** invites offers for following: Centrifugal blower, Marshall cabin blower, 36 copies MOTOR SPORT, Riley Nine handbook. "Bema," Sinhurst Road, Camberley. [3604

**SALE OR EXCHANGE**—30-ft. cabin cruiser for reasonable car. £250, o.n.o. Kilroy, 31, Penfold Road, Edmonton, N.9. [3607

**WELL-PRESERVED FIAT 509A** tourer. Engine professionally modified for high performance and reliability. Spares. £90. Hudson, 11, Bentley Road, Liverpool. [3609

**1938 B.S.A. SCOUT** 4-seater sports. Recently overhauled and resprayed. New tyres, tonneau, many extras. Excellent all-round condition, genuine 40 m.p.g. £275, o.n.o. 21, Vincent Road, Isleworth, Middlesex. Tel.: Hounslow 4716. [3610

**M.G. J2.** Entirely reconditioned mechanically and resprayed 1951. Rewired, good battery. Only needs new hood. Very potent. £175, o.n.o. Tel.: Beckenham 5257. [3611

**1939 M.G. 2.6-LITRE** open tourer. New tyres, twin horns, passlight, good hood and screens. £550. Tel.: Gladstone 4555, after 6 p.m. [3612

**JAGUAR SPARES AND SERVICE** for all models. Engines rebuilt to Mk. V specification. Price, Three Shires, Bearwood, Birmingham. [3613

**JAGUAR 2½-LITRE** chassis, less engine, £45. Also 2½-litre saloon, £130. Price, Three Shires, Bearwood, Birmingham. [3613

**AUSTIN SEVEN SPARES,** 1922-38, practically all parts available, new and secondhand. Price, Three Shires, Bearwood, Birmingham. [3613

## FOR SALE—*continued*

**1930 RILEY NINE MONACO,** £60 or offers. 62, Tudor Drive, Kingston-on-Thames, Surrey. [3606

**TRIUMPH SPARES,** 1936-40, practically all parts available. Price, Three Shires, Bearwood, Birmingham. [3613

**TALBOT 75** engine, complete and good, £20. Price, Three Shires, Bearwood, Birmingham. [3613

**£75—STANDARD, 1931, 16-H.P.** D.H. coupé. Good condition. In daily use. Street, 21, Kew Foot Road, Richmond, Surrey. [3614

**AUSTIN SEVEN** 2-seater. Body remodelled, chassis overhauled. All-weather equipment. Good tyres, 5.50 by 16 rears. 50 m.p.g. Birmingham, London area. £95, o.n.o. Box No. 4670, MOTOR SPORT, 15, City Road, E.C.1. [3615

**ALVIS SPEED TWENTY** saloon. Off-side front suspension damaged in crash. The rest of the car, including engine, in very good condition. Offers invited as it stands or will dismantle complete units. S.A.E. to 28, Holwell Place, Pinner, Middlesex. Tel.: Pinner 9588. [3616

**1933 MORRIS MINOR** 2-seater. Exceptional. £95, o.n.o. (Seen Surrey.) Would exchange saloon. Box No. 4671, MOTOR SPORT, 15, City Road, E.C.1. [3617

**"BERT MASON SPORTS CARS,"** of 77, Cricketfield Road, Clapton, E.5 (Tel.: Amherst 1814), invite you to inspect their stock. Open till 10 p.m. [3685c

**MORRIS TEN** coachbuilt tourer. Resprayed, excellent condition throughout. Taxed. Good tyres, many extras. Nearest offer to £250. 22, Rosemary Avenue, Enfield, Middlesex. Tel.: Enfield 0440 (evenings). [3618

**SUNBEAM, 12.8 H.P.,** 1934 saloon. Rebored. Complete engine overhaul, 6,000 miles. Good tyres. £185, o.n.o. 17, Reddown Road, Coulsdon, Surrey. Tel.: Downlands 4588. [3619

**B.S.A. THREE-WHEELER, 1,000 c.c.,** air-cooled twin, in good condition. Offers? Rider, Border Road, Heswall, Cheshire. [3620

**£175—3-LITRE BENTLEY BLUE LABEL** Gurney Nutting tourer, 1925. Mechanical overhaul and respray 1952. Taxed and insured. Seen Sussex. Box No. 4672, MOTOR SPORT, 15, City Road, E.C.1. [3621

**£175—12/40 O.H.V. LEA-FRANCIS.** Completely rebuilt professionally. New aluminium 4-seater body. Magnificent condition. For full details apply: 39, Orford Gardens, Twickenham, Middlesex. Tel.: Popesgrove 1465. [3622

**RILEY TWELVE FALCON,** 1936. Recent £140 overhaul. Bargain. Taxed year. £265. Can be seen London—Tel.: Renown 2438, or Midlands—Tel.: Rugby 2752. [3623

**1935 ALVIS FOURTEEN** drophead. £90 overhaul, first rebore. Heater, radiator control. 25 m.p.g. £230. Many spares. Flt./Lt. Secker, J.C.C., Netheravon, Wilts. [3624

**RALEIGH THREE-WHEELER** engine, complete. Offers. Saunders, 133, Dunstable Road, Caddington, Luton. [3626

**MORRIS 10/6,** 1934, sports tourer. Immaculate and faultless. £210, o.n.o. Thompson, 34, Stratfield Road, Oxford. [3627

**JAGUAR GEARBOX** for "2½," complete, assembled, but damaged second and third gears. Offers. Box No. 4674, MOTOR SPORT, 15, City Road, E.C.1. [3628

**1939 CADILLAC LA SALLE** drophead, 3/5-seater. Effortless performer, good all-round condition, new hood and tyres; genuine 46,000; steering column change, Marchal headlamps, radio, clignoteurs. Numerous other refinements, including huge luggage boot. Navy blue. Best over £300. Also: **1935/36 RILEY NINE SPECIAL SERIES KESTREL** saloon, in very good condition. Wonderful performer for size. Decent maroon coachwork, discs, twin carburetters. Well shod. Preselector. Considerable amount of money invested by present owner. Bargain at best over £200. Owner going abroad. Forest and Vale Hotel, Pickering, Yorkshire. Tel.: Pickering 158. [3629

**M.G. 8-H.P.,** coachbuilt 4-seater D.H. coupé. Completely rebuilt, engine, brakes, steering, overhauled; rewired, resprayed, re-upholstered; new hood. 100 per cent. throughout. £285. J. Wellband, Y.M.C.A., Shakespeare Street, Nottingham. [3630

**AUSTIN SEVEN** sports 2-seater ("Taylor-Austin"). Very good condition throughout. Sleeved engine, new battery, tyres, hood. Taxed, insured. Photo available. £100, o.n.o., or exchange S.S.I or II drophead or saloon, cash adjustment. Box No. 4675, MOTOR SPORT, 15, City Road, E.C.1. [3631

**"BERT MASON SPORTS CARS"** offer a good selection of sporting vehicles for the not so rich. Hire purchase on all cars. 77, Cricketfield Road, Clapton, E.5. Tel.: Amherst 1814. [3685

**LAGONDA, 1931, 3-LITRE** tourer, good condition. Three new tyres. £150. Honeyman Garage, Millman Mews, W.C.1. [3227

**1939 D.K.W. 7-H.P.** drophead 4-seater. Engine reconditioned. Immaculate, fast and economical. £275. Flat No. 3, Palatine Theatre, Manchester, 20. Tel.: DID 2101. [3651

## FOR SALE—*continued*

**FRAZER-NASH-B.M.W., TYPE 326, 2-LITRE** saloon. Overhauled May, resleeved, new valves, guides, springs, carburetter, battery, complete rewire, new head cloth. Now replaced by 2½-litre Riley. Independent suspension front, torsion-bar rear, hydraulic brakes, rack and pinion steering. 30 m.p.g., yet fast and comfortable family saloon forming basic design for Bristol. £395. Accept sports tourer, part exchange. Freeland, Woodside Terrace, Falkirk, Stirlingshire. [3649

**1929 HUMBER 16/50** saloon, perfect running order. Reasonable tyres. £80, o.n.o. 26, King's Road, N.W.10. Tel.: Willesden 6066. [3650

**AUSTIN SEVEN SPECIAL:** rebuilt vintage chassis, fitted 2-seater body. Aero-screen, new tonneau cover and retrim. Ricardo head, new battery, headlamps. Clean and smart. £65. Seen South London. Box No. 4692, MOTOR SPORT, 15, City Road, E.C.1. [3652

**FORD V8 SPECIAL** 2-seater. Full weather equipment. Whole car nearly new. £450. D & A Garage, London Road, Wokingham. [3653

**VAUXHALL 14/40 SPARES.** Comprehensive but limited range of engine spares. Please send s.a.e. with your inquires. D & A Garage, London Road, Wokingham. [3653

**PECULIAR WELL-BASE TYRES:** 140 by 40, 145 by 45, 15 by 45. Very good condition. D & A Garage, London Road, Wokingham. [3653

**ALVIS SPEED TWENTY-FIVE,** 1937. Exceptional condition, carefully maintained, 54,000 only. Well shod; taxed. Best around £475. Box No. 4693, MOTOR SPORT, 15, City Road, E.C.1, or Tel.: Imperial 2488, after 7 p.m. [3654

**WOLSELEY HORNET** sports 2-seater, ex. condition. New tyres, hood, respray. £148, o.n.o. Write to: Keast, 17, Queen's Gate, London, S.W.7. [3655

**ALWAYS A GOOD SELECTION** of sports cars around £100 and hire purchase at "Bert Mason Sports Cars," 77, Cricketfield Road, Clapton, E.5. Tel.: Amherst 1814. [3685a

**SINGER LE MANS 1½-LITRE,** 1936. Fine condition throughout; 26 m.p.g.; very fast. Any reasonable offer accepted for quick sale. Page, The Cottage, Effingham, Surrey. Tel.: Bookham 2887. [3656

**RAILTON,** 1938, 3-seater coupe, 29 h.p. Good condition. Overhauled. Fast. £200 or near offer. Tel.: Central 4548. [3657

**1928 MORRIS COWLEY 11.9** saloon. Fitted 1931 wire wheels, gearbox, Lockheed hydraulic brakes. Tyres, battery excellent. Taxed. £65—offers. N. J. L. Harris, Wood Lawn, Uttoxeter, Staffs. [3658

**AUSTIN SEVEN CHUMMY.** Engine dismantled. Four new tyres. £30. Tel.: Pinner 2361. [3658A

**M.G. SPARES:** PA crankshaft, block, valve cover, oil pump, etc. Manchester area. Box No. 4694, MOTOR SPORT, 15, City Road, E.C.1. [3659

**1934 B.S.A. THREE-WHEELER.** Engine reconditioned, very good condition, 4-cylinder, water-cooled. £120—offer. 1936 Ford V8 22-h.p. engine and box—offer. Tel.: Forest Hill 2808. [3660

**CAR CLOCKS.** 3¼-in. Jaeger, black or white dial; Ripaults, ex-Riley; veteran Octo. Excellent order, £3 10s. each. Box No. 4695, MOTOR SPORT, 15, City Road, E.C.1. [3661

**ALVIS 12/60,** 1932, coupé. Mechanically good (new twin S.U.s, wiring, pump, etc.), body very rough but useable. £75, o.n.o. Scott, 39, Brighton Road, Sutton, Surrey. Tel.: Vigilant 0355. [3662

**£90—M.G.** 2-seater sports. Choice of seven M.G.s under £200. Many sports cars to choose from. Hire purchase. Exchanges. Any inspection. Open till 10 p.m. "Bert Mason Sports Cars," 77, Cricketfield Road, Clapton, E.5. Tel.: Amherst 1814. [3685b

**PLUSH-DAZZLED WIFE** forces sale Singer Nine, 1933, 4-seater Le Mans sports. Excellent engine, generally good. £125, alternatively might sell wife. 79, Roundwood Way, Banstead, Surrey. Tel.: Burgh Heath 1853. [3666

**M.G., 1938, TA.** One lady owner since new. 4,000 miles since complete overhaul, engine sleeved, maker's gearbox, all wheels respoked, rewired throughout, brakes relined, new hood, reflectors resilvered, etc. Three brand new tyres not yet fitted. Taxed year. Thoroughly reliable and attractive car. £365. Clindall, Legbourne Abbey, Louth, Lincolnshire. [3667

**MORRIS MINOR** 2-seater tourer, 1932. Good tyres, chassis, body; negligible oil. £85. 4, Frodsham Road, Alvanley, Helsby, via Warrington. [3668

**LAGONDA RAPIER, 1935, 9.6 H.P.** Excellent condition. Any trial. £290, or offer. Tel.: Barnet 5924. [3670

**1904 SIDDELEY.** Fully restored and in first-class order. Eligible London-Brighton run. Offers wanted. Box No. 4698, MOTOR SPORT, 15, City Road, E.C.1. [3672

**HUMBER 8/18** tourer, 1923. In excellent original condition. Reconditioned engine, requires running-in. Numerous spares and instruction books included. Full details. (Devon.) £55. Box No. 4699, MOTOR SPORT, 15, City Road, E.C.1. [3673

## FOR SALE—*continued*

**ALVIS FIREFLY,** 1934. Engine recently overhauled. Body excellent. Preselective gearbox needs attention. Best offer over £120. Hailstone, Hadlow Castle, near Tonbridge, Kent. Tel.: Hadlow 322. [3264

**M.G. MAGNA.** Good running order. Nice appearance. What offers around £100. Holmes, 42, High Street, Camberley, Surrey. [3265

**H.R.G.,** 1937, 1½-litre. Enthusiast maintained. Extras include relined block with new pistons; two spare heads; spare Scintilla, etc. Complete history available. Nearest £425, or exchange Aston. Box No. 4618, MOTOR SPORT, 15 City Road, E.C.1. [3266

**1935 TRIUMPH GLORIA** 2-litre Coventry Climax engine. Southern Cross body. Bills for £160 shown. Sale or exchange for something more economical. Reason for sale, marriage. Guildford area. Box No. 4619, MOTOR SPORT, 15, City Road, E.C.1. [3267

**RILEY NINE,** 1930. Good engine, chassis and tyres. Body falling apart. Taxed. £45. Sturgeon, 48, Villiers Road, Kingston. Tel: Kingston 8378. [3270

**1938 AUSTIN TEN** saloon. Immaculate throughout. Offers around £350, or would exchange for really good T-type M.G. P. Cullen, 26, Castle Street, Portchester, Portsmouth, Hants. [3271

**RILEY NINE** 2-*door "Lynx." Mechanically good.* Several mods. Body interior rather tatty. £235. Interested in "750" or Formula III car. Box No. 4620, MOTOR SPORT, 15, City Road, E.C.1. [3272

**LAGONDA LG 6** 4½-litre Rapide sports 4-seater. First registered 1940. Light alloy body, torsion bar i.f.s. Recent engine overhaul. Beautiful condition; 44,000 miles. Box No. 4621, MOTOR SPORT, 15, City Road, E.C.1. [3274

**M.G. PB SPARES.** Rear axle nose piece complete with new Star wheel housing and complete set of new bearings, less crown wheel and pinion. £10. Cylinder block. £25. Tel.: Hillside 4981. [3275

**M.G., 1936, PB.** Just completely overhauled, including new block, ex works. £295. Full details: Tel.: Hillside 4981. [3275

**RILEY NINE,** late 1937, ivory saloon. Series engine extensively reconditioned last 5,000 miles. Manual synchromesh gearbox with overdrive. An unusual and exceptionally attractive model in excellent mechanical condition. £275, o.n.o. Seen Sheffield. Box No. 4622, MOTOR SPORT, 15, City Road, E.C.1. [3276

**£6. SET A.C.E.** chrome discs off 1937 Riley 1½-litre. Suthers, R.N.A.S., Gosport. [3278

**DAIMLER** 15-h.p. 4-seater drophead coupé, 1935. Engine and bodywork excellent. £185. Box No. 4623, MOTOR SPORT, 15, City Road, E.C.1. [3279

**RILEY NINE KESTREL,** 1937 model, special series engine. Excellent tyres. Reasonable condition all round. £250, o.n.o. Protheroe, 27, Fore Street, Totnes. [3280

**BENTLEY** late 4½ chassis Red Label engine 4-seater. Green; b/a 3.846, rear tyres new, 21 by 6, front 21 by 5.25. Reconstructed with new body. First registered 1949. Low insurance. £380. Box No. 4624, MOTOR SPORT, 15, City Road, E.C.1. [3282

**1934 LAGONDA** 3-litre 20-h.p. 4-door pillarless saloon. Believed to be 67,000 miles since new. Exterior and interior in spotless condition. Price £235. Part exchange and hire purchase arranged if required. 1936 Frazer-Nash B.M.W. 1½-litre 12-h.p. drophead foursome coupé. In exceptional order. New engine fitted and hood. £270. Carlton Motors, Carlton Crescent, Southampton. Tel.: Southampton 76587. [3283

**LAGONDA** 16/80, 1934 special saloon. Used till 31/12/51. Suit family man, or for conversion to sports car. Good condition. £100, or near offer. Davison, Staunton on Wye, Hereford. [3288

**ASTON-MARTIN.** Fitted 12/50 Alvis engine 2-seater. Two S.U.s. Good tyres. Lively. In good order. Insured. £125. 93, Pack Lane, Kempshott, Basingstoke. Tel.: Basingstoke 298 [3290

**BENTLEY AND VINCENT.** 1928, 3-litre Blue Label, new 2-seater body. Good tyres. £220. Also 1,000-c.c. road-equipped 1952 specification Vincent "Lightning." £320. Offers. R. Touche, Broome Cottage, Betchworth, Surrey. [3291

**COOPER 500 OR 1,000.** Ready to race. Complete with *fully tuned four-stud J.A.P. 500-c.c. engine.* four new racing tyres and lightweight trailer. Numerous spares. Offers to: J. D. Sellers, 30, Allerton Grange Crescent, Leeds, 7. [3292

**RILEY NINE,** 1932, saloon. Sound throughout: 2,000 miles since £50 rebore. Dynamo, magneto, springs recently reconditioned. Batteries new 1951. Well shod. Offers. Riley Nine block needing simple repair; camshafts, clutch linings; other spares. Offers. Watson, Gappah Cross, Chudleigh, South Devon. [3293

**MARSHALL NORDEC BLOWER** for post-war Morris Minor. One year's use (10,000 miles) from new and complete with fittings. £35, or offer. Jones, Swiss Cottage, Llanelly. Tel.: Llanelly 1184. [3296

## FOR SALE—*continued*

**BLOWN MARK II DELLOW,** Feb., 1952. Only 5,500 miles. Treated like baby. Potent, reliable, economical. Would exchange for cash and older car (sports, racing or special). Breaks heart to sell. Acquired cabin cruiser (and wife). Tel.: Claygate 3783. [3294

**A.C. 16/60 AERO** saloon, 1937. Original black cellulose. Red leather. Romac radio. Trico post horns. Built-in jacks. Triple reconditioned S.U.s. Sports coil. Engine just stripped and rebuilt in excellent mechanical order. Resilvered headlamps and Trippe spotlight. Sports coil. Practically new battery and Dunlops. New Burgess silencer and exhaust system. In beautiful condition for age. Taxed. In daily use. Genuine private sale. Pooley, 6, Mayfield Road, Wimbledon. Tel.: Liberty 1646, evenings. [3295

**SINGER JUNIOR.** Taxed, insured. Runner, but noisy. £38. Tel.: Canonbury 3748. [3297

**M.G. TC,** Nov., 1947. Red with beige leather. Immaculate. New hood. Extras: zip tonneau, aero screens, oil and water thermometers, etc. £500. Seen Leeds area. Tel.: Morley 1147. [3299

**1930 HUMBER SNIPE.** Low mileage. Offers. Morley, 40a, Quernmore Road, N.4. [3300

**RILEY NINE MONACO,** 1934. Sound condition. Owner going abroad. £160. 119, Ellerdine Road, *Hounslow.* [3301

**BENTLEY 4¼ SALOON.** Very sound. £130. Box No. 4626, MOTOR SPORT, 15, City Road, E.C.1. [3302

**TALBOT FOURTEEN,** 1935. Dismantled. Engine, axles, wheels and many parts available. Seen Hull. MacIlwaine, Brough, Yorks. [3303


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**1947/8 M.G. TC,** black/red. Genuine mileage 12,500. Stage II engine, KE 965 valves. New battery, hood and sidescreens. Many extras. Bodywork and mechanical condition perfect. £560. 151, Powys Lane, Palmers Green, N.13. Tel.: Bowes Park 2621. [3304

**LAGONDA** 2-litre low chassis tourer, 1931. 5:1 axle. Newtons, Fram, Marchals, Notek, road and reversing lamps. Excellent Dagenite batteries; rewired, rebuilt wheels, rechromed. New oak dash, rubber flooring, Dunlopilloed front seats, and grey tonneau. Two nearly new tyres, two new retreads. Leather and fabric good. Engine in reasonably fair condition, auxiliaries reconditioned. £260. G. P. W. Taylor, 35, Highbury Place, London N.5. [3305

**1932 WOLSELEY HORNET SPECIAL.** Complete all-weather equipment. Good condition. £100, o.n.o. Crowfoot, 29, Devonshire Road, Bristol, 6. [3306

**FIAT 514** 11.2-h.p., 1931, tourer. £35. 12, Bryanstone Avenue, Guildford, Surrey. [3307

**AUSTIN SPECIAL.** Sound engine. Nice body. New hubs, half-shafts. Bills available. Nearest £150. Tel.: Loughton 313. [3308

**M.G., 1946, TC.** Black with red upholstery. Owner's design. Aluminium dashboard. Engine turned. Extras include manifold water and oil gauges. Wade supercharged. Two 16-in. wheels. Tonneau. Second-class Scottish Rally. One owner. £574. Box No. 4627, MOTOR SPORT, 15, City Road, E.C.1. [3310

**1936 RILEY** 1½-litre Lynx tourer. In immaculate condition. Engine overhauled. New tyres. £400 or reasonable offer. Baldwin. Tel.: Redhill 245. [3311

**ROLLS-ROYCE SPARES AVAILABLE.** 21.6-h.p. R-R chassis dismantled and parts available for spares. Apply: Box No. 4628, MOTOR SPORT, 15, City Road, E.C.1. [3314

**A.B.C. SCORPION,** h.o. twin. Rebuilt 1,096 c.c. (Laystall's), unused since. Only 24 hours test running before; b.h.p. expected over 80. Owner returning overseas. Offered at cost to owner. £23. Full details furnished. Corbett, "Monkleigh," West Grove, Walton-on-Thames. [3318

## FOR SALE—*continued*

**1949 INVICTA** drophead coupé; 11,500 miles. Recently checked throughout. Beautiful condition. Mechanically faultless. Offers. Neary, 7, Sutton Close, Abingdon. [3315

**STRAKER SQUIRE CHASSIS** complete, but body in pieces. Believed 1909. Early vintage engines 3½-litre Lagonda, Channon Walker o.h.c., Arrol Johnson, etc. Quinton & Thompson, Ltd., Lancaster Road, Uxbridge. Tel.: Uxbridge 1148. [3316

**M.G. 18/80 MARK II,** 1930, 2-seater. Black. New hood, screens, batteries, back axle. Engine overhauled, clutch relined. A genuine sound car. £170, or offer. 73, Monument Road, Weybridge, Surrey. [3317

**1927 BENTLEY** Red Label. Lovely Freestone and Webb fabric body in delightfully original condition. Splendid mechanical order. Nearly new tyres. The best 3-litre we have seen and handled. Taxed Dec., £325. London Cars, 592, Greenford Road, Greenford, Middlesex. Tel.: Waxlow 2643. [3319

**ALVIS 12/50 BIG PORT.** Complete chassis. Twin S.U.s. Outside exhaust. Stored many years. Requires assembling. Less body and minor details. £50. Alvis S.D. gearbox; 12/60 cranks and crankcase. Salmson front axle complete with springs, shockers, wheels, tyres, S/Box. Offers. Venning, Parsonage End, Takeley, Bishops Stortford. [3320

**34 WOLSELEY HORNET** *saloon. In fair condition.* Needs spare tyre. Getting married. Need £95 cash. First offer secures. Any trial. Hoff, Chute Manor, Andover, Hants. [3322

**MINERVA, 1936,** 28-h.p. 7-seater limousine. Excellent condition. Taxed. £200. Offers. 53, Whitehall Road, Gravesend. Tel.: Gravesend 4520. [3323

**1937 ASTON-MARTIN** 2-litre saloon. Exchanged engine. £475, o.n.o. Porter-Hargreaves, Kingsley, Meins Road, Blackburn. Tel.: Blackburn 6890; at work 5217. [3324

**1927 DONNET** 2-seater sports car, 10-h.p. Mathis engine. Recellulosed metallic blue and black. £120. Dingwall Motors, Ltd., 6/7, Dingwall Road, Croydon. Tel.: Croydon 3404. [3326

**VERY SMART, FAST.** A.C. 16/6 sports 4-seater, 1934. Fitted 1937 engine. Taxed. New hood and cushions. Excellent order. Plenty of spares for same. Only reason for disposal too fast for present owner. Bargain. £275, or near. James Burnell, junior, 268, Stapleton Road, Bristol, 5. [3327

**FIVE-STUD RILEY NINE** chassis less engine and gearbox. Brakes relined. £18. 19 by 475 retread, £4. Ford V8 engine, £10. 12/50 S/E rear axle, £6. Rear spring, £2. Two front springs and gearbox. V. Knight, Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151, after 6.30 p.m. [3328

**LAGONDA. 1928, 2-LITRE WEYMANN** saloon. Extensively overhauled. Temporarily in Northern *Ireland. Owner going overseas.* £185, *o.n.o.* Box No. 4630, MOTOR SPORT, 15, City Road, E.C.1. [3329

**RILEY 12/4 ADELPHI,** 1936. New battery, good tyres and general condition. £275. Tullamore, Hooton Road, Willaston, Wirral. [3330

**ALVIS SPEED TWENTY** saloon, excellent condition throughout. Bargain, £225, o.n.o. Rolt, 17th Century House, Telscombe Cliffs, Sussex. [3331

**ROLLS-ROYCE 21.6-H.P.** tourer by Park Ward, 1927. Coachwork excellent. Chassis perfect. Engine 36,000 miles only. Five new tyres. £445, no offers. Goose, c/o "White Hart," St. Albans, Herts. [3333

**JAGUAR 100, 3½-LITRE,** beautiful and fast. £350. Evenings, 35, Clyde Road, Wood Green, N.22. [3334

**SUPERCHARGED SINGER NINE LE MANS.** Rebuilt, aerodynamic body, balanced engine. Seen Ealing. £250, o.n.o. Tel.: Acorn 5759. [3335

**AUSTIN SEVEN** sports 2-seater, 1932. Engine, steering, clutch, dynamo, exhaust, overhauled: 45 m.p.g. £75, o.n.o. Tel.: Caterham 3406. [3336

**MERCEDES-BENZ 20-H.P.,** 1938, £525. Engine rebored and sleeved, new hood; cylinder head, flywheel, battery, brakes relined, first-class condition. Wrigglesworth, 4, Crossways, Doncaster. Tel.: Doncaster 4822 (evenings). [3338

**M.G., 1934, L-TYPE** 4-seater, 1¼-litre sports. Recently professionally rebuilt. Excellent condition and appearance. £250, or offer. Compelled to dispose. S. Bennett, Tel.: Abbey 2168, during office hours. [3339

**£75—LEA-FRANCIS** 1927 tourer, in good order. Seen London. Tel.: Flaxman 2604. [3340

**LANCIA AUGUSTA saloon,** 1936, excellent condition. Engine overhauled. Best offer over £300. Mavius, 2, Welbeck Court, W.14. Tel.: Fulham 1807. [3341

**1924 3-LITRE BENTLEY RED LABEL,** 2/3-seater tourer. New tyres and hood. £225. 1, Quarry Park Road, Cheam, Surrey. [3342

**ASTON-MARTIN, 1936, MK. II.** Perfect condition, any trial or inspection welcomed. £600, or near offer. Box No. 4632, MOTOR SPORT, 15, City Road, E.C.1. [3346

## FOR SALE—*continued*

**BENTLEY 4½-LITRE,** 1930, saloon. Well shod. Mechanically perfect. Apply A. F., 54a, The Drive, Hove. [3343

**RILEY FALCON 12/4,** 1935. Engine reconditioned. Recellulosed. Reasonable offer. Adelphi 12/4, 1937, good condition; offers over £325. 68, Edgwarebury Lane, Edgware. Tel. : Edgware 0493. [3347

**1928 LAGONDA 2-LITRE** speed model tourer. Not yet run-in following complete engine rebuild and general overhaul. Ground bores and crankshaft. Five excellent tyres. Fast and economical. £275, o.n.o. Seen Dorset area. Box No. 4633, MOTOR SPORT, 15, City Road, E.C.1. [3348

**BENTLEY 3-LITRE RED LABEL,** 1926. Very good condition throughout. Over £100 spent overhauling her. Reason for sale, acquiring wife. Offers : Glenmill, Kilmacolm, Renfrewshire. [3349

**RILEY NINE** saloon, 1934. Engine sound—resleeved this year. Tyres, battery, good. Coachwork looking its age. Brakes need relining. Offers : Bourne, c/o 14, South Parade, Croft-on-Tees, Darlington [3350

**WOLSELEY 10-H.P.** saloon, 1939. Excellent condition. £325, or would exchange F.N./B.M.W. D.H.C. or interesting 4-seater sports, cash adjustment if necessary. Flt.-Lt. Wingham, R.A.F., Tangmere, Sussex. [3351

**SINGER NINE** sports. Owner dismantling. All *components available September 30th, including* 2/4 body, 16-in. Rudge wheels, tyres, hubs, caps, etc. Delivery arranged. S.A.E. lists. Offers for whole considered. 134, Park Lane, Hayes, Middlesex. [3352

**BENTLEY, 1925, 3-LITRE RED LABEL** V.D.P. sports tourer. Resprayed green. Good tyres, two brand new. Engine overhauled last month. Unmodified and excellent. Owner bought "4½." £400, o.n.o. Apply Halfway Garage, Hersham Road, Walton-on-Thames. Tel. : Walton 3082. [3353

**12/50 ALVIS.** First registered 1933. New open 4-seater body, Scintilla Vertex magneto, and many other features. Excellent general condition, reliable, fast. £175, or near offer. Cardew, 2, Studio Place, Knightsbridge, London, S.W.1. Tel. : Daytime, Sloane 0658; evening, Pound Hill 3230. [3354

**M.G. F MAGNA** engine. £35, complete with clutch and E.N.V. gearbox. Twin carburetters, distributor, coil, starter, exhaust pipe, Fram filter. Oil pressure 80 lb. No oil leaks. Whole in first-class condition. Box No. 4634, MOTOR SPORT, 15, City Road, E.C.1. [3355

**RENAULT, 1940, 18-H.P.** sports saloon; 28 m.p.g.; fine condition and performance; £250. Below :— Arnott blower, unused since overhaul, with all fittings for Ford Ten. £37 10s. Below :— Austin rear axle, converted to chain drive, 3-speed/reverse chain gearbox, 250-c.c. Villiers engine, £12 10s. lot. Cozens, Springfield, Burton Road, Bridport. [3356

**AUSTIN TWELVE** tourer. Taxed. Good condition. Good tyres. £60. Coole, 27, Collingdon Street, Luton, Beds. [3358

**M.G. MIDGET, M-TYPE,** 1931. Good condition, especially body. £100, o.n.o. Box No. 4635, MOTOR SPORT, 15, City Road, E.C.1. [3359

**1939 MORGAN SUPER SPORTS,** with air-cooled o.h.v. Matchless. £250. Dawson, 23, Church Road, West Drayton, Middlesex. [3361

**MORRIS OXFORD 11.9** tourer, 1928. Very good condition throughout. £80. Knight, 105, High Street, Northwood, Middlesex. [3362

**S.O.S.—FIAT 505** seeking shelter. Reasonable offers above scrap value. 29,000 miles since 1925. Hansford, 263a, Site 4, Bourn Aerodrome, Cambridge. [3364

**AUSFORD,** dismantled. Aluminium body, slab tank, fold-flat screen, cycle wings, special radiator; wheels rebuilt 5.50 by 16; frame, transmission. £40. Webb, High Cross, Crowborough. Tel. : Crowborough 985. [3365

**M.G. TYPE NE MAGNETTE** racing motor car. Actual team car as raced by one of Evans Bros. in 1935 Ulster T.T. Offers invited by Sykes & Robinson Ltd., Queen's Road, Leeds, 6, for this specimen racing car—ready for immediate use. [3366

**ALFA-ROMEO** 1,500 c.c. saloon. Offers : Johnston. Tel. : Cobham (Surrey) 2003. [3367

**ASTON-MARTIN,** 1939, 2-litre 2/4 short standard. All new tyres, etc. £675, or offer. Paterson, Queen Oak, Bourton, Dorset. [3369

**SS100 TWO-SEATER.** Magnificent specimen. Excellent hood, screens, tonneau and tyres ; 3½-litre Jaguar engine fitted 1951. £365, or exchange saloon/coupé. 45, Shirehall Park, N.W.4. Tel. : Hendon 1648. [3370

**SUNBEAM,** 1927, twin o.h.c. 3-litre tourer. Very good condition. Good tyres and battery. Many extras. Taxed September. £225, or reasonable offer. Macrae, 30, Trewsbury Road, Sydenham, S.E.26. Tel. : Sydenham 7526. [3372

**£42 10s. CHEAPEST EVER ADVERTISED.** Austin Gordon 20-h.p. seven-passenger limousine four-cylinder. Perfect mechanically and bodily original. No smoke. Any trial. W. Barnes, 1c, Venner Road, Sydenham, S.E. Tel. : Sydenham 7469 [3376

## FOR SALE—*continued*

**TALBOT 105,** 1932. Team car. Winner Alpine Trial (Brian Lewis). Timed at 96 m.p.h.; 18–20 m.p.g. Rewired, reconditioned gearbox, dynamo, water-pump. Excellent hood, tonneau, side-curtains. Aldershot area. £145. Box No. 4718, MOTOR SPORT, 15, City Road, E.C.1. [3373

**£95 OR EXCHANGE.** M.G. 14/40. Taxed, insured. Good mechanical condition. Recent garage overhaul includes new radiator, brake rods, linings and drums, silencer, rewire, etc. Fitted new running board. Two new tyres. Sharp, 16, Highdown Road, Lewes. Tel. : Lewes 1633. [3374

**BENTLEY 4½-LITRE** 10 ft. 10 in. V.D.P. 4-seater. *In very good condition. Late model.* AD 3655, 1930, blower, crank, oil pump, etc. Everything O.K. Good tyres and all-weather equipment. B.R.G. Seen London. £350, or near offer for quick sale. Taxed. Box No. 4719, MOTOR SPORT, 15, City Road, E.C.1. [3375

**£39. AUSTIN SEVEN UTILITY.** New body, carb. Two new tyres. Good runner. W. Barnes, 35, Leigham Avenue, Streatham. Tel. : Streatham 3129. [3376

**THE EX-DOBBS EX-KELLY** 2-litre racing Riley. Six Amals, Cromards Era crank, roller centre main, Elektron drums. £425. Clairmonte, 72, Tetherdown, Muswell Hill, London, N.10. Tel. : Mountview 5285. [3377

**CORD V8** saloon, 1937. Black. Excellent condition inside and out. Capable 90, 75 in third, 16 m.p.g. No oil. £300. Wanted 1,100 Cooper. 72, Tetherdown, Muswell Hill, London, N.10. Tel. : Mountview 5285. [3377


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**Birmingham.** *Tel.* **: Knowle 2102**


**1950 M.G. TD.** Green. One owner. Taxed. Two unused tyres. New full-length tonneau cover. Offers. Box No. 4636, MOTOR SPORT, 15, City Road, E.C.1. [3378

**1934 ALVIS SPEED TWENTY** Charlesworth drophead coupé. Repainted black with new grey hood *last year.* Engine re-steered, crankshaft reground, new valve, springs, rockers, electrical equipment overhauled. Batteries new, tyres good, brakes relined, new cables. It is a very fine-looking car. Taxed. £275, or offer. Doran, Tutnall, Bromsgrove, Worcs. Tel. : Bromsgrove 3034. [3380

**CYCLE WINGS** (domed and beaded). 5 in., 6 in. and 7 in., 10s. each fronts, 12s. 6d. rears. Packing and carriage 4s. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [3381

**M.G. TA** (Aug. 31st, 1936). Owned by enthusiast. Excellent condition. Engine and bodywork recently overhauled. Many new parts. Reason for reluctant sale. £335. Gilbert, 52, Warden Avenue, Rayners Lane, Harrow, Middlesex. Tel. : Field End 9691, after 7 p.m. [3382

**100 M.P.G.** Brand new 197-c.c. Villiers, partly completed, lightweight alloy monocoque three-wheeler. All new parts and material to finish at less than cost. £75. Full details write : L. Leavy, 144, Rokeby Park, Hull. [3383

**3-LITRE INVICTA,** 1928 sports saloon. In very sound condition. £75. 90, Brighton Road, Banstead, Surrey. Tel. : Burgh Heath 1520. [3384

**CLARIBEL,** 1920, 2-seater landaulet by Mulliner. In superb condition. In constant use. Unique, charming little carriage. Photo. £65, o.n.o. Tel. : Glinton, Peterborough 246, after Sept. 14th. [3385

**VETERAN CAR OWNERS.** New Desmo bulb horns. £1 5s. Bland, 27, Southfields Road, S.W.18. [3386

## FOR SALE—*continued*

**2.3 ALFA CYLINDER HEAD.** Uncracked. Offers. 2.3 Bugatti supercharger. Good condition. £15. Box No. 4638, MOTOR SPORT, 15, City Road, E.C.1. [3387

**1938 B.S.A. SCOUT** 10-h.p. Red. 44 m.p.g. Immaculate. Fast. £250. Bowler, 64, Valley Road, West Bridgford, Nottingham. [3388

**RILEY 12/4 FALCON.** Taxed. Insured. Good running order. £185. Exchange 2-seater. 2, Coniston Road, Tettenhall, Wolverhampton. Tel. : Wolverhampton 51838. [3389

**TALBOT SPARES :** 105 tourer body. Fit Lagonda, Alvis, etc., £15 ; breaking 1933 95 saloon. All parts good. *1935 65 cylinder head complete,* £5. Half-shafts, springs, wheels, radiators, headlamps, distributors, pumps, everything for 1932-35 Talbots. 56, Clayhall Avenue, Ilford. Tel. : Wanstead 3488 (evenings). [3391

**CRANKSHAFTS** for Austin Seven, three-bearing. Standard size, new. £13 7s. 6d., post free. John Reed, 47, Pilgrim Street, Newcastle-on-Tyne. [3392

**ALVIS** 12/50, £80. 1927 TG sports saloon, 1931 engine. Comfortable body. Miss Marshall, Twitten Orchard, Nutbourne, Pulborough. [3393

**HOTCHKISS,** Sept., 1936, 3½-litre Paris-Nice drophead. Complete overhaul. New battery, clutch, brakes, king-pins, etc. Mechanically perfect. Resprayed grey and blue. Blue leather and hood. Marechal headlamps, heater. Taxed. Undoubtedly the finest example of this famous fast and comfortable car offered. £355 for quick sale. Horton, 6, Gipsy Hill, London, S.E.19. Tel. : Gipsy Hill 4260, between 10 and 5 p.m. [3394

**RILEY NINE MARK IV** Monaco saloon. Original condition unspoilt. Three owners. Engine relined standard, crank reground, new timing gears, etc. Every ball race renewed throughout car. All bills available. Rewired, good battery, tyres. Bodywork faultless. Spares available include B.T.H. magneto, spare carburetter, twin manifold, instruction manual, armatures, etc. Taxed, insured. Nearest £150. Levente, 2, Firside, Mardley Hill, Welwyn, Herts. [3395

**SUNBEAM,** 1932, 18.2-h.p. saloon. £55. Sackville Garage, Middlesex Road, Bexhill. Tel. : Bexhill 2382. [3398

**1930 AUSTIN SEVEN** saloon. Taxed and insured Reliable and economical hack. £40. Harper, 153, Bury New Road, Whitefield, Manchester. [3399

**J2 CRANKSHAFT,** £7 ; and many other spares. Also some P engine spares. Box No. 4641, MOTOR SPORT, 15, City Road, E.C.1. [3401

**SELL OR EXCHANGE** saloon, 1939, Singer Twelve drophead coupé. Fast, economical, reliable. 30, Woodlands Road, Harrogate. [3402

**CARBURETTERS.** Recondi'ioned twin S.U.s 1⅛ in. bore. £6 5s., or near offer. Hadwen, 73, Bakers' Lane, Sutton Coldfield, Warwickshire. [3404

**1926 BULLNOSE MORRIS OXFORD** tourer. Clean, *sound.* Taxed, insured. Original condition. Deliver 50 miles. £26. Matheson, "Cranmore," Skellingthorpe, Lincoln. [3405

**LAGONDA 1934** 4½-litre pillarless saloon. Two shades grey. A really fast, smart and reliable car. Price £350. Tel. : Byron 2516. [3406

**1929 RILEY NINE** prop. shaft, gearbox, radiator, cushion. Steering : Wheel, column, box, arm. Wanted single carb., manifold. Oakley, c/o G.P.O. Dorchester, Dorset. [3407

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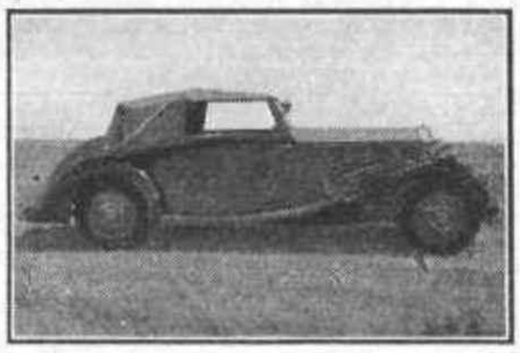
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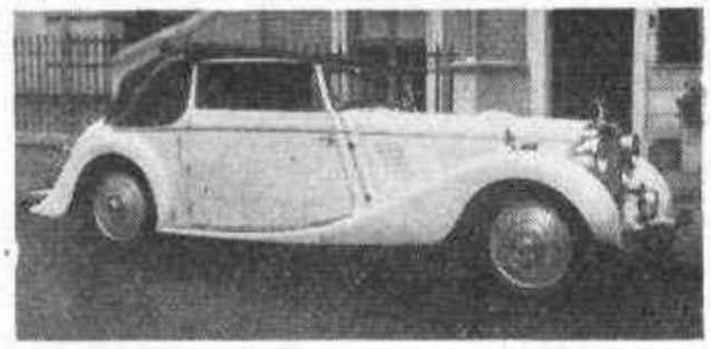
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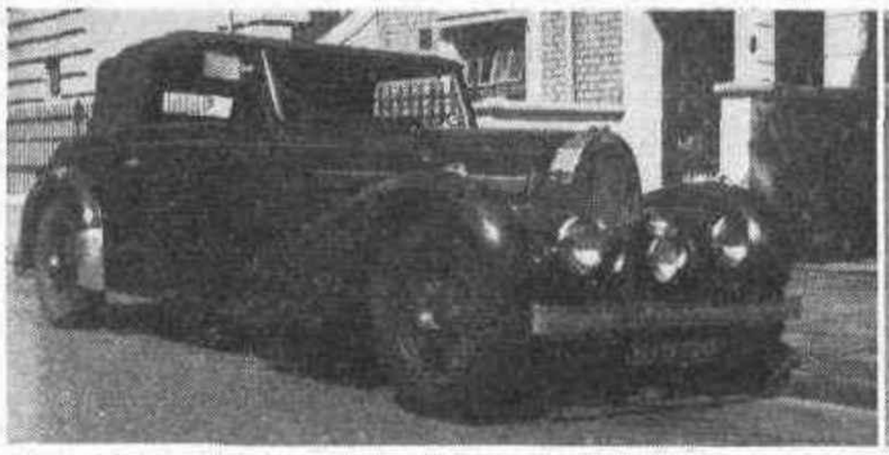
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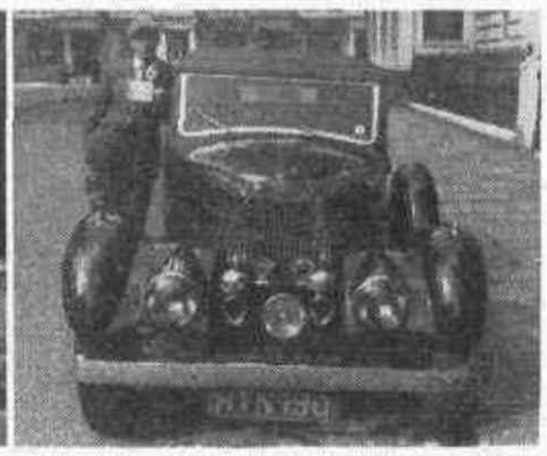
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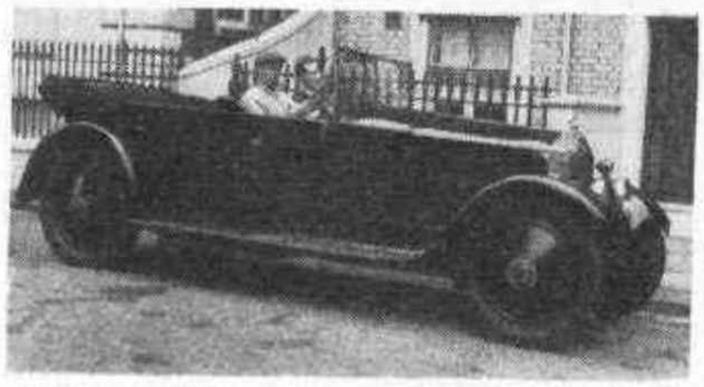
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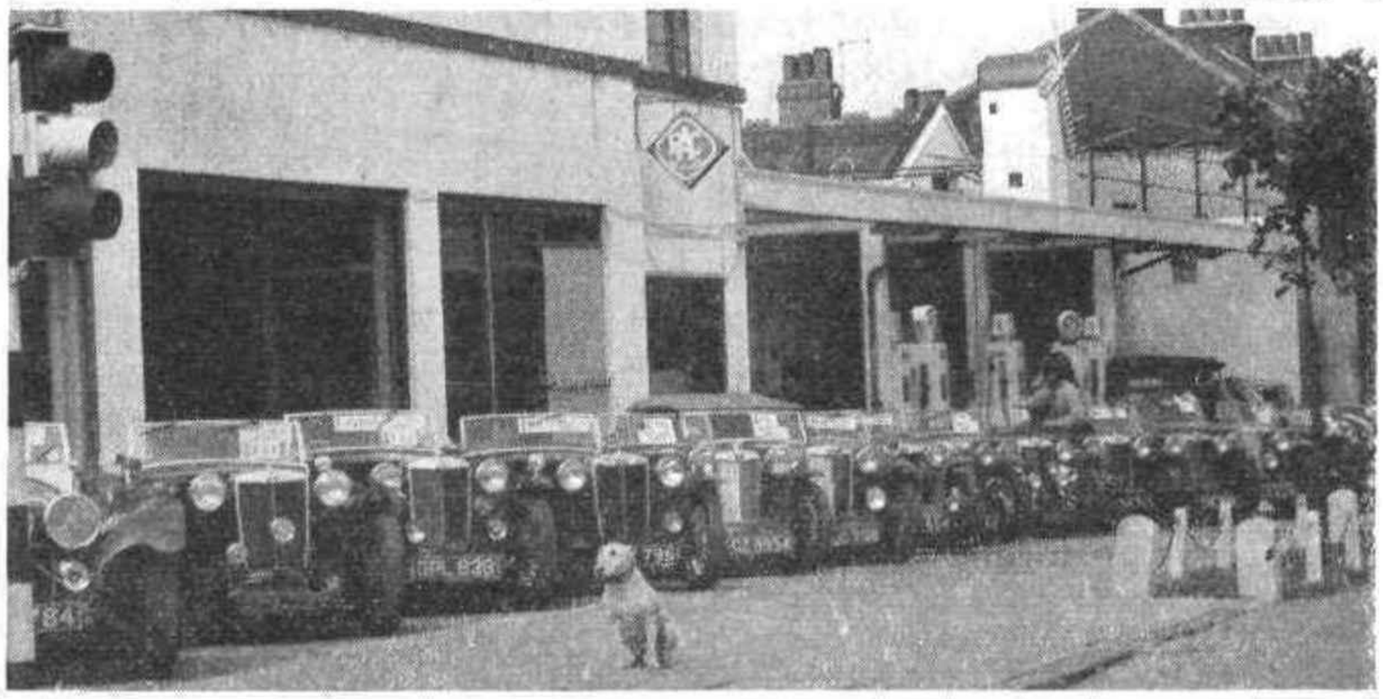
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| 1933/34 | **M.G. J2.** Choice of three ... ... | £145 to £175 |
| 1934/36 | **M.G. Magnette 12-h.p.** tourers (two) ... | £195 to £225 |
| 1938 | **M.G. 18-h.p., 2-litre** saloon ... ... ... ... | £245 |
| 1938 | **M.G. 18-h.p., 2-litre** drophead foursome ... ... | £295 |
| 1930 | **M.G. M-type** 2-seaters. Choice of three at | £95 |
| 1937 | **Oldsmobile 29-h.p.** drophead coupe ... ... | £195 |
| 1936 | **Pontiac Utility** ... ... ... ... ... | £145 |
| 1936 | **Pontiac 26-h.p.** saloon ... ... ... ... | £145 |
| 1937 | **Packard** saloon ... ... ... ... ... | £195 |
| 1937 | **Rover 16-h.p.** saloon ... ... ... ... ... | £295 |
| 1935 | **Riley 1½-litre** saloon ... ... ... ... ... | £195 |
| 1938 | **Riley 16/4 2½-litre** Adelphi saloon ... ... ... | £465 |
| 1935 | **Riley 1½-litre Kestrel** saloon ... ... ... | £245 |
| 1950 | **Riley 2½-litre, 60/S Series,** roadster ... ... | £1,250 |
| 1937 | **Railton 29-h.p.** saloon ... ... ... ... | £175 |
| 1935 | **Railton 29-h.p.** saloon ... ... ... ... | £75 |
| 1928 | **Riley 9-h.p. Brooklands** 2-seater ... ... ... | £195 |
| 1937 | **Renault 13-h.p.** drophead coupe ... ... ... | £195 |
| 1928 | **Rolls-Royce 21.6** saloon ... ... ... ... | £135 |
| 1930 | **Rolls-Royce P.II** Barker limousine ... ... ... | £295 |
| 1935 | **Singer 9-h.p. Le Mans** 2-seater ... ... ... | £245 |
| 1934 | **Singer 1½-litre,** ex-works team car ... ... | £295 |
| 1935 | **S.S.1 20-h.p.** cabriolet ... ... ... ... | £125 |
| 1929 | **Sunbeam 21-h.p.** drophead foursome ... ... | £95 |
| 1935 | **Talbot 105** tourer ... ... ... ... ... | £255 |
| 1939 | **Triumph 14-h.p. Dolomite** saloon ... ... | £395 |
| 1937 | **Vauxhall 14-h.p.** Tickford drophead ... ... | £175 |
| 1934 | **Wolseley Hornet Special** tourer ... ... | £165 |

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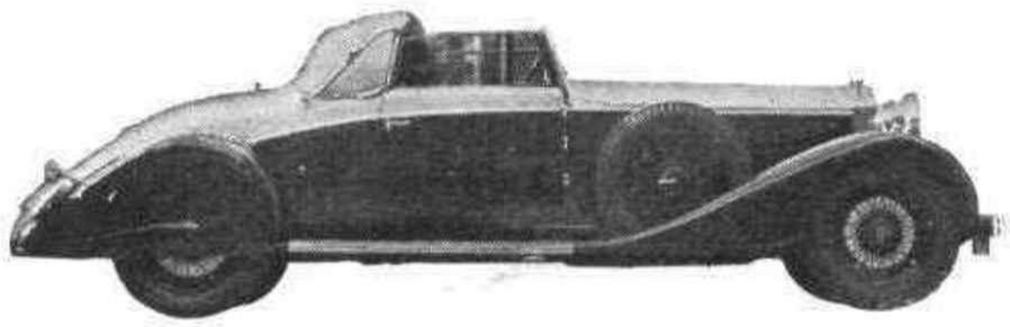
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**ROLLS-ROYCE PHANTOM II, Cu. No. GN.47, sports drophead coupe by Figaui of Paris.** Built to the express order of late internationally-famed sporting personality. This unique Rolls was stored for some 15 years in Cannes until acquired by a medico who used it for his honeymoon (*i.e.*, as a means of conveyance, of course), and, subsequently, after lengthy and expensive argument with H.M. Customs the PII was imported into Great Britain in 1950, where it has been little taxed and hardly used until its subsequent purchase by us. We have since (*i.e.*, in August) had a complete and extensive test and service by the Rolls specialist who normally carries out our work, and as a result of his report there seems little, if any, reason to question the veracity of the phenomenally low speedometer reading. Space, unfortunately, precludes a fully detailed list of the work carried out by us, but the main items, apart from the aforementioned detailed check and extensive test, include—complete overhaul of brakes and Servo motor, partial re-wiring, recellulose (12 coats) in original grey and black, new silk-mohair hood and new carpeting and the replating of every individual piece of exterior chrome, including the twin Marchal headlamps and pass lights. (It will be noticed that the chrome wheel-discs are missing in the illustration.) The interior seating and panelling is finished in fine morocco hide. A unique, beautifully conditioned and practically incomparable sports Rolls-Royce. Taxed. Guaranteed.

Chassis No. B7/716/U **£685**

**ASTON-MARTIN (1937) 2-litre Speed Model** 2/4-seater. Very clean and in quite exceptional fettle. Extensive check, top overhaul and complete brake rebuild in our workshop late in August. Excellent tyres, new hood, near new batteries. Scintilla magneto. Wonderful road-holding and very rapid. An Aston "par-excellence." Taxed. Guaranteed.

**£425**

**ROLLS TWENTY (1923) 21.9 saloon** by Hooper. Rear-wheel brakes only. The coachwork requires a fair amount of attention, but mechanically this Rolls is really excellent. An opportunity for the relatively impecunious to acquire a thoroughly sound vintage carriage of character. Taxed. Sorry, no guarantee!

**£100**

**1939 CLASSICALLY STYLED 5-seater three-position drophead coupe, swept-tail body by Park Wa d.** Complete with all upholstery and trimming in near-mint condition. Ex 1939 4½-litre Rolls-Bentley.

**F.N./B.M.W. Type 319/55 2-litre foursome drophead.** Excellent hood, tyres, steering, battery, etc., and a recent new gearbox and complete engine rebuild—all bills available. Recently recellulosed French grey and difficult to fault in any way. Taxed. Guaranteed.

**£325**

**Sunbeam-Talbot (1947) 11-h.p. foursome tourer.** Red. Immaculate; 38,000 miles; near new tyres, recent rings and de-coke. Taxed. Guaranteed.

**£450**

**WOLSELEY 25-h.p. 5-seater drophead coupe** by Salmon-Tickford. One of the very rare and much sought-after models with P.100s twin pass-lights, "Mello-tone" horns. H.M.V. Radiomobile, interior heaters and all the gubbins. Dark green with natural pigskin upholstery. Taxed. Guaranteed.

**£400**

**Owing to the seasonal holiday period, we regret that we are considerably behind with our correspondence, but all August enquiries will be dealt with as soon as possible.**

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## FOR SALE—*continued*

**AUSTIN SEVEN SPARES.** All components 1930/1 Austin Ten; gearbox, 1935. Sengel, Burlington House, Forest Green, Maidenhead. [3695

**FRAZER-NASH** chain-gang department. Numerous small items and a complete transmission, 1930, being broken down for spares. Also various Jaguar complete axles and one brand new Crossley lorry engine complete. R. Truscott, Alpha Garage, Westergate, Aldingbourne, near Chichester. [3703

**£95, O.N.O.—SWIFT, 10 H.P.,** 1931. Reliable engine, good appearance. Golsworthy, Tel.: Paddington 8040. [3798

**509A FIAT** tourer, 8 h.p., o.h.c. Good mechanical condition, reconditioned engine. Four new tyres. £90 or offers. Seen Chester. Box No. 4714, MOTOR SPORT, 15, City Road, E.C.1. [3803

**FRAZER-NASH-B.M.W., 319/55,** drophead coupé. Just completed major overhaul: engine (sleeved, crank reground), clutch, back axle, springs, front/rear suspension and steering rebuilt. Many new parts, including flywheel, valves, steering rack, bearings, bushes, brake and clutch linings. Rewired. First-class hood and body. Extras include Marchal headlamps and knock-on wheels. True Type 55 trim and performance. Offers around £465. Ellis Robinson, Wychwood, Good Easter, near Chelmsford, Essex. [3832

## FOR SALE—*continued*

**FORD 10-H.P.** racing and specials enthusiasts may like to know that at long last we can offer from stock racing camshafts. The shafts are as used in our unbeatable hydroplane racing motors, which produce 45 b.h.p. unblown. Apart from our other well-known race equipment for Ford 10-h.p., including the super-race alloy cylinder heads, etc., we are now producing a new, and very neat, twin carburetter manifold. This replaces the original and you can either use your standard carburetter plus another, or two larger downdraught types. Since this offers the cheapest way to sports-car performance, we are mentioning it to enthusiasts before advertising in the national press. Another thing which may interest someone is a really beautiful little single-seater racing car we must sell for a customer. It is powered by a supercharged Ford 8-h.p. We understand it really does motor and it certainly looks a real job. It obviously must have cost a good deal and was previously offered at £600—the owner will now take £230 cash. We are certain that nothing like it can be built for this money. Aquaplane Company, Oulton Broad, Suffolk. Tel.: Oulton 416. [3645

**1921 ROVER EIGHT.** Every mechanical part, lamps, tyres, less cylinders, good condition, cheap. Vernon-Derby V-screen, perfect. Tel.: Knaresborough 3102. [3805

## FOR SALE—*continued*

**SUNBEAM 16.9,** 1928, open tourer. Excellent condition. Five new tyres. £150. Box No. 4717, MOTOR SPORT, 15, City Road, E.C.1. [3823

**RACING CAMSHAFTS** for the British Ford 30-h.p. V8. We are at the moment able to supply from stock. We also thank the many inquirers for racing cams for Ford 10-h.p. who we were unable to supply at the time, and would inform them that by popular request we are now holding a stock over and above those needed for our Racing Hydroplane motors, and we are therefore in a position to assist. Aquaplane Company, Oulton Broad, Suffolk. Tel.: Oulton 416. [3646

**£300. 1934 FRAZER-NASH.** First registered 1946 when rebuilt with 2-litre Triumph "Dolomite" engine. Just completely overhauled, re-upholstered, repainted; 95 m.p.h. with utter reliability. Full weather equipment. New chrome headlamps. Exchange Brooklands Riley, similar, or Vincent Rapide. Details: 12, New Street, Sheerness. [3639

**ALVIS SPEED TWENTY** Vanden Plas drophead, 1935. Excellent condition. £340. Tel.: Lockesheath (Hants) 2333. [3633

**MORGAN J.A.P.,** 1933. Excellent condition. Improved springs and brakes; engine-driven dynamo. Many new parts. £95. 13, Heath Close, Hemel Hempstead. [3637

## FOR SALE—*continued*

**QUANTITY OF J2 M.G. SPARES,** including complete engine, front axle assembly, dash with all instruments and many other body and chassis items. Rich, c/o 33, Bishops Drive, Bishops Cleeve, near Cheltenham. [3415

**SWIFT, 1928 ENGINE AND GEARBOX** for sale. Complete less carb. Also two new unused 26 by 3 Dunlop B.E. tyres and four tubes. Offers. Write or call after 6 p.m.: 225, South Park Drive, Ilford, Essex. [3416

**BENTLEY THREE,** 1927, saloon. New fabric, cellulosed, rebored. Fast, reliable family car; 20 m.p.g. Engineer owner five years, now going overseas. New tyres. Taxed. Fully insured. £180. Jamieson, 28, Grosvenor Road, Orpington, Kent. Tel.: Orpington 5490. [3417

**1937 TA M.G.** In perfect mechanical condition. Fitted Vauxhall independent suspension by well-known engineering firm. Engine reconditioned and fitted with Laystall bearings. Also four new Michelin tyres. Resprayed Romaine green and completely upholstered in red leather this year. A.A. inspection invited. Tel.: Seven Kings 1814. [3418

**1929 16-H.P. O.M.** side-valve 4-seater tourer. Good mechanical condition. Tyres fair. Nearly new hood and side-screens. Fast and reliable. £175. o.n.o. Major Halford, Army M.T. School, Bordon, Hants. Tel.: Bordon 251. [3420

**1928 CITROEN** 14-h.p. drophead foursome coupé. Bedford Cord. Everything works. New battery. Nice lines but amateur painted. £130. o.n.o. Major Halford, Army M.T. School, Bordon, Hants. Tel.: Bordon 251. [3420

**M.G. PA AND TA SPARES.** Tel.: Haslemere 44. [3421

**£230 O.N.O.** 1935 Riley Nine Kestrel special. Two carbs. Third owner. Original instruction manual. Uses no oil. Dynamo rewound. New tyres. Brakes relined. New universal. All bills shown. Very good condition. Tel.: Pinner 8065, after 7. [3422

**2-LITRE LAGONDA,** 1928, speed model being dismantled. Most spares available. Engine complete; low chassis radiator. Maurice Leo, King's Head, Holtspur, Beaconsfield. Tel.: Beaconsfield 337. [3423

**£65. ALVIS 12/50 SALOON,** 1931. Sound, complete, drive away. £120, Wolseley Hornet special drophead coupé, 1934. Taxed December. Smitheman, Bungalows, Jackfield, Shropshire. Tel.: Ironbridge 2373. [3424

**SIMCA-FIAT** 1,100 c.c. saloon (registered August, 1951). Right-hand drive. Fantastically fast with remarkable economy (42 miles per gallon). Fitted new Lucas Mellotone horns and batteries. New Dunlop tyres. Mechanically perfect. Immaculate inside and out. Taxed year. £400 gns. D. C. Pitt, Crest Cottage, Rodborough Common, Stroud, Glos. [3425

**£10. BODY ONLY FROM SINGER NINE** open tourer. Complete, undamged; reasonable condition, except woodwork. Box No. 4643, MOTOR SPORT, 15, City Road, E.C.1. [3427

**RECONDITIONED HORNET BLOCK,** crankshaft, con-rods, bearings. £12. 37, Gloucester Road, New Barnet. [3428

**ALVIS SPEED TWENTY,** 1936, Charlesworth drophead. Engine resleeved 3,000 miles ago; dual grey; blue upholstery. Five new wheels. New hood and front suspension. £375. Carlisle, Chipping, Preston, Lancs. Tel.: Chipping 226. [3429

**CITROEN ENTHUSIASTS** here's a chance to acquire one of these famous F.W.D. 35 long-stroke 12-h.p. Owner unable to complete a major overhaul to engine and body of which 75 per cent. has been carried out, including reground shaft, rebore, etc. All new parts fitted; fittings rechromed. Will sacrifice. £175. 4, Voltaire Road, Clapham, S.W.4. Tel.: Macaulay 4346. [3431

**RILEY SPARES.** 1935 1½-litre rear spring, £1. Rear bumper and fittings, £2. Elbow and air cleaner, £1. Preselecta box in good order, £15. Sprite Xflow inlet manifold with two S.U. bodies, Serial 3251, new, £4. 9-h.p. 1935-37: Twin Solex and fittings, new, £5. Two rocker boxes and round covers complete; some rockers, 30s. 12v. coil, 7s. 6d. Exhaust manifold, 10s. Rear bumper and fittings ex Merlin, 50s. Pair twin Solex and fittings, new, £4 10s. 1934 Rover Ten rear spring, 30s. Buyers collect. Burville, 57, Welbeck Road, West Harrow. [3432

**FIAT 1,500** saloon. £229. Recent extensive overhaul. Very smart and economical. One owner. Denyer Motors, 204, Godstone Road, Caterham. Tel.: Caterham 2240. [3433

**BEAUTIFUL TWO-SEATER** cream open sports Rolls-Royce Silver Ghost, 1922. Five new tyres. One spare engine. Needs restoring. Price as she stands £140. Wootton, 83, Belgrave Road, S.W.1. Tel.: Tate Gallery 0022 (9 to 10, mornings) [3434

**ROLLS-ROYCE.** Two Trembler coils complete for Silver Ghost. What offers? Wootton, 83, Belgrave Road, S.W.1. Tel.: Tate Gallery 0022 (9 to 10, mornings). [3434

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**AUSTIN NIPPY,** 1935, sports 2-seater in cream. New hood and screens, retrimmed, exceedingly good tyres, mechanically sound, normal blood pressure. A very pretty car and completely reliable **£195**

**AUSTIN SEVEN SPECIAL** sports 2-seater, with most impressive body. Tyres and equipment very good. An enthusiast's opportunity to secure a very businesslike motor. **£155**

**M.G. MIDGET,** in black. Just had complete engine overhaul and drives beautifully. All tyres are brand new, the interior has been retrimmed, and has full weather equipment, luggage carrier, etc. **£145**

**RILEY NINE LYNX** 4-seater sports, in cream. Good all-weather equipment, upswept scuttles, 4-speed close-ratio gearbox, manual change, twin carburetters. A very popular model. **£225**

**LANCIA AUGUSTA,** 1936 model, 12 h.p. A delightful little car. Needs very little description as apart from a slight amount of interior wear this car is in good order. **£265**

**MORRIS EIGHT** tourer, 2-door, in black. The whole car has been completely, repeat completely, rebuilt from chassis, *i.e.*, wheels, springs, dampers, transmission, brakes, new engine, steering, gearbox, new hood and screens—all 3,000 miles ago. **£265**

**ASTON-MARTIN, 1938, 2-LITRE** sports tourer, in first-class order, and this thoroughbred needs no further description and is absolutely a gift at this price. **£465**

. . .

**Sports cars bought for cash or exchanged against the following saloons at favourable terms.**

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**SINGER BANTAM,** 1939, saloon, in blue. Good condition, excellent tyres, good interior. Taxed. **£245**

**FORD EIGHT,** 1937, saloon, in black. New engine and brake drums, and good tyres. A very sound car. Taxed. **£185**

**FORD V8** foursome drophead, in fawn, in extremely fine condition for the year of 1937/8, at the price of **£265.** Taxed.

**HUDSON,** 1938, foursome drophead coupé. English body, with Tickford head. Fitted radio and new hood. **£285**

**VAUXHALL FOURTEEN,** 1939, in green. New engine 8,000 miles ago and in very good condition throughout. **£325**

**AUSTIN RUBY** saloon, in grey. Absolutely in fine original condition, unmarked for the year of 1937. **£225**

**TALBOT 75,** 1937, foursome drophead, in grey. A real character car capable of high speeds with reliability. **£265**

**SINGER PORLOCK** 2-seater tourer. An ideal car for a knockabout, still capable of thousands of miles. Hood, screens, tyres are very good. **£55**

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**We have constant inquiries for well-bred sports cars in good condition, and can now sell your car quickly on commission.**

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## FOR SALE—*continued*

**TYRES. TYRES.** 33 by 5 new Goodrich, £6; 33 by 5 P. W. Dunlop 90, £4; 7.00 by 21, as new Avon, £8; 7.00 by 23 P.W. Dunlop, £3; 35 by 5 new Dunlop Fort. What offers?; 895 by 135 New Goodyear, B.E.; 880 by 120 new Dunlop B.E. Wootton, 83, Belgrave Road, S.W.1. Tel.: Tate Gallery 0022 (9 to 10, mornings). [3434

**COMMUNITY MOTORS, SALISBURY.** 3-litre Bentley short chassis, speed model, 4-seater (Red Label). Good tyres. Sound engine. Taxed year. £180. 12/60 Alvis saloon. Good appearance. Excellent tyres. Battery. Running order. £85. 1935 Austin Seven Nippy-type sports 2-seater. Coach builder's special. Body scarlet. Smart appearance. Taxed. £150. Offers considered. Community Motors, Salisbury. Tel.: Salisbury 4965. [3435

**TALBOT** 21-h.p. saloon. First registered December, 1937. Excellent condition throughout, including new tyres. Price £275. 232, Baring Road, Lee, S.E.12; or Tel.: Lee 8233. [3436

**£250. 1936 RILEY TWELVE ADELPHI.** 13,000 miles since £100 engine overhaul. Fram. New car arrived. Beale, Mercia House, Lansdowne Road, Hove. [3437

**1935 F.W.D. CITROEN,** £185, or 1934 drophead Ford 14.9, £155. Taxed, comprehensive. 1a, St. Albans, N.W.5. [3438

**M.G. F2** (six-cylinder version of J2). Good condition. Nearest offer £155. Alternatively engine only. Nearest offer £30. Guest, Balleen, Prince's Road, Clevedon, Somerset. [3439

**FORD MERCURY.** Complete less body. Registered 1948. £60. Ford V8 magneto impulse, new, £7 10s. V8 30-h.p. engine, as new, £22 10s. 94, Greenford Road, Harrow. Tel.: Arnold 6349. [3440

**AUSTIN EIGHT** tourer, 1941. Hood, upholstery new. Respray. Sound car. Exchange 8-10 sports saloon, or sell, £295. George, St. Teath, Bodmin, Cornwall. [3441

**ALVIS, 1935, SPEED TWENTY** Vanden Plas saloon. Offers over £250. Tel: Roberts, Monarch 4819 (day); Cambridge 2813 (evenings). [3442

**M.G. MAGNETTE** sports 4-seater. Large finned brakes. ENV gearbox. Fitted new hood, tonneau—full length. Coachwork and engine in good condition. Reliable and economical. Private owner. £185. Box No. 4644, MOTOR SPORT, 15, City Road, E.C.1. [3443

**M.G. J2.** Engine and body rebuilt. July, 1952. Re-chromed. Immaculate condition. Sell £227, or exchange Ford special. Price, Shirsby's Cottage, Marshside, Chislet, near Canterbury. [3445

**A.M.B. SPECIAL.** Built in 1947 from all new parts. 1,172-c.c. Ford engine with high compression head, twin S.U. Davis manifold. Ford Ten gearbox with special ratios. Austin big Seven back end and half-shafts. 16-in. rear wheels with special large section rims to take over-size tyres. Bodywork of real aluminium construction with built-in boot and plenty of leg room. Complete with full electrical equipment, hood, luggage carrier. Cream, red wheels. Whoe car in perfect mechanical order and just repainted ready for trials. Equally suitable for rallies and ordinary road use. Winner of 50 awards, including a first at Gamston for Specials. Will comply with proposed new regulations. Hodgkinson, Great Longstone, near Bakewell, Derbyshire. [3448

**LEA-FRANCIS,** 1933, model 12/40 P-type Meadows. Cross and Ellis fully weatherproof tourer with tonneau and hood bag. Absolutely spot on. 30 m.p.g.; no oil. Considered finest vintage type example of marque. Six tyres. Taxed and insured 1953. Over £275 spent bringing to perfection. Bills shown. Open full A.A. or R.A.C. examination. Sell sensible offer or exchange 12 to 20-h.p. well cared for vintage saloon or drophead. Basden, Highfield House, Cavendish Road, Bowdon, Cheshire. Tel.: Altrincham 0300. [3449

**ASTON-MARTIN MARK II L.C.** Complete engine overhaul. New clutch, differential, hood, silencer. Gearbox, electrics, tele-controls overhauled. Resprayed. £435. Amsden, 4, Derby Street, W.1. [3450

**£75. LAMBDA SALOON.** 8th series. Fitted 13.9 engine. Spare head. Well shod. Brown, 108a, Alexandra Avenue, Luton. [3451

**£45. 1928 MORRIS OXFORD** 11.9 tourer. Four good tyres and battery. Reconditioned dynamotor. Engine just decarbonised, valves ground and steering overhauled. Very reliable vintage motor car. 9, Holmdene Avenue, North Harrow. Tel.: Pinner 9353. [3452

**D. MARGULIES OFFERS** for sale his Talbot 105. Offers please. 59, Netherhall Gardens, N.W.3. Tel.: Orpington 2789 (day). [3453

**HIGHLY TUNED** 45/55 B.M.W. engine. Completely overhauled and never run, with all ancillary equipment. Many spares. £160 at cost, offered £98. Wrangaton Engineering, Wrangaton, South Breny, Devon. [3455

**RILEY MONACO** saloon. Many recent replacements. £85, o.n.o. Tel.: Palmers Green 4807, after 7 p.m. [3457

## FOR SALE—*continued*

**WELFORD BROS. FOR ALL RILEY SPARES** and specialised service. Largest and most comprehensive stocks of new and used spares in the Midlands. **New Replacement** bronze oil pumps, 47s. 6d. complete. Timing gears from £7 15s. 9d. per set or separate. Valves 11s. Guides 5s. Valve springs: single 10s. 6d. set, double 20s set. Damper springs 3s. pair. Tappet securing screws 4s. dozen. Gaskets 17s. set. Speedo cables 26s. complete. King pins and bushes 66s. set. Small-end bushes 3s. 6d. Brake cables 18s. 6d. Magneto pinions 25s. Service exchange brake shoes, clutch plates, magnetos, dynamos. Complete overhauls, cylinder boring and sleeving and general repairs. S.A.E. with all inquiries, **please. Riley Nine Monaco 1935.** Negligible mileage since complete overhaul; 35/40 m.p.g. with absolute reliability. A bargain at £165. Taxed. **Welford Bros., Opal Street, Leicester.** Tel.: Leicester 65903. [3454

**BARGAIN.** Rover Fourteen saloon, 1934. £130 overhaul 1951. Bills shown. One owner. Smart, reliable. £250, or exchange light utility. Trial. Marriott, Meres, Mayfield, Sussex. Tel.: Mayfield 61. [3458

**ALVIS 4.3-LITRE.** Body by Vanden Plas. Over £800 spent at works, 1949-50. Bills shown. New type S.U. carburetters giving 15-18 m.p.g. £450, or exchange Type 57 Bugatti. Box No. 4646, MOTOR SPORT, 15, City Road, E.C.1. [3459

**1932 HUMBER SNIPE** saloon. £65. Goodchild, 103, Gloucester Road, S.W.7. Tel.: Frobisher 0388. [3460

**RILEY, 1935 12/4 ENGINE** and pre-selector box in running order. What offers? Hartley, 93, Hazelhurst Road, Castle Bromwich, Birmingham. [3461

**FRAZER-NASH-B.M.W. 326,** 1938, 4-door saloon. Well maintained and in excellent condition. Black with red hide. Speedometer 66,000. £450, o.n.o. Dr. Taylor, West Garforth, Leeds. Tel.: Garforth 384. [3462

**RILEY NINE KESTREL,** 1934. Manual box. Exceptionally good appearance and mechanical condition. Brakes, king-pins, mains and big-ends fixed in last year. Good opportunity for Riley enthusiast. Also some spares. £190. Talbot, 15, Somers Road, Malvern Link, Worcs. [3463

**TWO AUSTIN SEVEN** wire wheels with new 500 by 16 Dunlops. £12. 29, Trentvale Road, Rylands, Beeston, Notts. [3465

**SALMSON 2 O.H.C. ENGINE** 4-speed gearbox. Special pistons, cams, lightened flywheel, Scintilla, two S.U.s. £32 10s. Spare head, block, cams, etc. £12 10s. Three-speed box, dismantled. £3. 29, Trentvale Road, Rylands, Beeston, Notts. [3465

**RED LABEL BENTLEY** 3-litre green Vanden Plas, 1925. Original short-chassis speed model in first-class condition throughout. Decoked; clutch relined, new tonneau, screens, hood. Beautiful, reliable, fast and relatively economical. First Bentley this year's B.D.C. Eastbourne Rally. £275, o.n.o., for quick sale. Hamilton, Mornbury, Oxted, Limpsfield. Tel.: Chart 3283. [3466

**LYNMOUTH APPEAL FUND** will benefit by the highest offer for an Auster rear screen c/w apron ex my Morris Cowley. Routledge, Scholes, Leeds. [3467

**BENTLEY BITS**—still a few to clear. S.A.E. Routledge, Scholes, Leeds. [3467

**ALVIS ENGINES,** Speed Twenty long and short stroke. Both reconditioned. Sell or exchange. Also a few chassis spares and Firefly bits. S.A.E. Routledge, Scholes, Leeds. [3467

**ALVIS SPARES:** 12/50, 16.9 and Speed Twenty. Exchange system on starters, dynamos, clutch plates, brake shoes, gaskets, valves, springs, bearings for all models. Exchange brake cables, speedo cables and heads. S/h diffs., half-shafts, cylinder heads, blocks, cranks and rods, etc. Overhauled 12/50 twin S.U. engine complete. All electrics ready to install. £35. Old or damaged engine in exchange. 20-in. knock-on Alvis wheels, hub caps. Any Alvis spares bought or exchanged. D. Bagshaw, The Green, Bath Street, Leicester. [3470

**RILEY NINE KESTREL,** 1936. Very good condition. £265. Exchanges considered. Mason, Chemist, 1a, Tempest Road, Leeds, 11. [3472

**£110. SINGER LE MANS** coupé 9-h.p., 1934. Reconditioned engine and back axle. Insured and taxed December. Any trial. Getting married. E. C. Moody, West Road, Bourne, Lincs. [3473

**SINGER LE MANS** 1¼-litre, 1934, 4-seater. Cream-red. Appearance and mechanically exceptional. Accessories. Perfect. £220, o.n.o. Tel.: Colindale 4728, after 6 p.m. [3474

**RILEY NINE** special series engine, carbs., manifolds, distributor, dynamo. E.N.V. gearbox. Scintilla Vertex N.V.4. Unused. Reasonable offers. 29, Belvedere Road, Taunton. [3475

**SINGER NINE** sports, 1935, 4-seater. Red with black hood. Full weather equipment. Twin Solex. £175. The Triangle, Willington, Beds. Tel.: Cardington 231. [3478

**BUGATTI TYPE 37A.** Double o.h.c. Anzani engine blown. Reconditioned throughout, resprayed. Spare engine. Atmospheric manifolds, etc., etc. About £150. Hodson, Knapwell, Cambs. [3480

## FOR SALE—*continued*

**AUSTIN SEVEN** sports rebuilt 1951, lowered suspension, slab tank, cycle wings, fold-flat screen, downdraught carb., hood, etc. Really superb job. £180, o.n.o. 126, Green Dragon Lane, London, N.21. Tel.: Laburnum 3784. [3476

**HOODS, TONNEAU COVERS,** etc., made to your pattern and dispatched c.o.d. Upholstery, roofs, slides, linings, carpets, etc., at works. Prices on request. Willie's, Ruvigny Garage, Ruvigny Gardens, Putney, London, S.W.15. Tel.: Putney 2879. [3479

**1947 (MAY) TC M.G.** Superb condition. Aero-screens, Brooklands wheel, demister, wind-tones, sports-coil, temp.-gauges, luggage carrier, etc. Engine reconditioned 1951. £495. Reasonable part-exchanges considered. 18, Featherston Drive, Sketchley Estate, Hinckley, Leicestershire. [3481

**NIPPY AUSTIN,** 1935. Rebuilt 1951 with factory reconditioned Ford Ten engine and gearbox. All new accessories. Two-gallon radiator. Chassis modifications given. Sound hood, etc. Bills available £100. £200. Consider Ford saloon. Holt, 14, Huntingdon Road, Earlsdon, Coventry. [3482

**LAGONDA RAPIER,** 1934-35, drophead coupé; 33 m.p.g. £160, or offer. MacBride, 10, Tweedy Road, Bromley. [3483

**B.S.A. TWIN,** 1932. Red/black. Engine perfect. £95, o.n.o. Tel.: Amherst 6818, evenings. [3484

**MUST BE SOLD IMMEDIATELY.** Riley Nine Monaco, 1933. Rebored. Excellent tyres, battery. Reasonable appearance. Need bigger car. Best present-day offer. 22, Hoarwithy Road, Hereford. [3485

**£60. JOWETT,** 1926, short 2-seater, dickey. Good original order. Insured. Consider exchange. 6, Acre Lane, Carshalton, Surrey. [3486


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**ALVIS SD 12/50 BEETLEBACK.** Body professionally renovated in aluminium. Engine sound. Well shod. New battery. Taxed, insured. £90, o.n.o. Dr. Barrie, Ascott-under-Wychwood, Oxfordshire. Tel.: Shipton-under-Wychwood 266. [3487

**EDWARDIAN 10/12-H.P. BELSIZE** 2-seater. Immaculate, economical. Offers. 1929 Jowett. Sound, rough body. £35. Rich, Steelgreen, Millom, Cumberland. [3488

**1933 RILEY NINE MONACO.** Cream and black. First-class condition throughout. 37 m.p.g. Best over £150. Boldin, P.O. Stores, Southend Road, Hornchurch. Tel.: Rainham 3459. [3489

**£80. M-TYPE M.G.** New battery. Reliable. Pearce, 15, Lusitania Road, Liverpool. [3490

**RILEY ENTHUSIASTS!!** Genuine 1937 Monaco saloon for sale. Whole car completely overhauled during past year. Resprayed, headcloth, etc. Sale: Domestic reasons. £360, or near. 240, Norwich Road, New Costessey, Norwich. [3491

**BUGATTI TYPE 37.** In very fine and original condition. Full details from: G. Neale, 1624, Bristol Road South, Rednal, Birmingham. [3492

**BRITISH SALMSON** 12-h.p., 1936, sports saloon. Total mileage 3,500. Previous owner since new. Completely reconditioned, including standard pistons, valves, springs, brakes, etc. Colour polychrome blue/grey, with solid leather upholstery. A specimen of this marque for sale. £350, o.n.o. A.A./R.A.C. inspection invited. All inquiries answered. Cargill, Jeweller, Kirriemuir, Angus, Scotland. [3494

**M.G. J2** red P-type body. Recent extensive overhaul. £225, o.n.o. Osborne, 88, King Street, Newcastle, Staffordshire. Tel.: Newcastle 67681. [3495

**AUSTIN SEVEN NIPPY,** 1937. Reconditioned engine. New hood, etc.; 50 m.p.g. Bargain. £165. Boulton Magneto Co., Cleveland Street, Wolverhampton. [3496

**RILEY NINE KESTREL,** 31/12/34. Manual. Clean, fast; 36 m.p.g. £200, or exchange larger. Harman, 83, Quarry Hill, Tonbridge. Tel.: Tonbridge 3539. [3498

## FOR SALE—*continued*

**M.G. K/L.** All engine parts. Block, head, valve gear, triple S.U.s, manifolds, reconditioned magneto, crankshaft, starter, etc. Also Austin Seven radiator, 3-speed gearbox, heads, blocks, etc. Offers to: Knight, Teme Street, Tenbury, Worcestershire. [3497

**BENTLEY 6½-LITRE LIMOUSINE,** 1929. In good original condition. Offers. G. E. Trubshaw, Scropton Road, Hatton, Derby. [3499

**ROLLS-ROYCE TWENTY,** 1927, Weymann owner-driven saloon. This beautiful little lady has been chauffeur-driven and maintained and has had one owner since new until this year. The total is approximately 75,000 miles. It is entirely original and a perfect example of its type. Original tools and instruction book and other maintenance data. All history available and recent A.A. report; 20 m.p.g. Taxed and insured. £350. Rae, 22, Delaware Road, W.9. Tel.: Cunningham 6507. [3501

**MORRIS 4-SEATER TOURER,** 1934. 8.9-h.p. Talbot engine. Mechanically and bodily good condition. All-weather equipment. Taxed and insured. £150. Leworthy, Squerryes Court, Westerham. Tel.: Westerham 199. [3502

**£55 O.N.O.** Austin Seven. Excellent condition. Box No. 4647, MOTOR SPORT, 15, City Road, E.C.1. [3503

**LANCIA AUGUSTA** black de luxe saloon. Mechanically very good. New Michelins. Numerous spares. Best offer secures. Neill, 9, Station Street West, Coventry. Tel.: Coventry 89564. [3504

**RILEY 12/4 ADELPHI** saloon, 1935. A lot of money has been spent on this car in the past year, including recent rebore. Five new Firestones. Clean body work. £220. Stevens, Fidlers Grove, South Park, South Godstone. Tel.: South Godstone 2123. [3505

**VERY CHEAP LEAF SPARES.** All parts for conversion, disc wheels to Rudge, including relined brakes, hub cap, etc., 4-speed r.h. c.r. box, ex 12/40, axles, engine bits and pieces, dynamo. No reasonable offer rejected. Space wanted. Tel.: Palmers Green 4175. Setright, 61, Broomfield Avenue, N.13. [3507

**1933 SINGER NINE** tourer, o.h.c. engine spares, including new twin Zenith carburetters, crankshaft, 12 v. dynamo, cylinder head, etc. Tel.: Farnham 4143. [3508

**SPECIAL BUILDER'S DREAM!** 1936 Ford Eight, dismantled, complete apart from body. Four good tyres. £60. J. A. Ambrose, Woodside, Burford Road, Chipping Norton, Oxon. Tel.: Chipping Norton 114. [3509

**RICHARDS & CARR** invite clients to inspect their constantly changing stock of interesting good quality cars. Wide choice of Allards, Citroens, rear-engined Renaults, etc. Present stock of 18 cars includes also: A.C. 2-litre tourer, cream, taxed year, £250. Frazer-Nash-B.M.W., Type 45, saloon; one owner since new (Aug., 1935); 67,000 miles on speedometer, believed genuine; taxed year. In our opinion the best example of this model in Britain. £265. Open Monday to Saturday inclusive to 7 p.m. Open for inspection Sunday mornings. Terms and part exchanges. 35, Kinnerton Street, Wilton Place, London, S.W.1. Tel.: Sloane 5424. [3510

**BENTLEY, 1930, 4½-LITRE,** short chassis, Harrison body. "D" box, 3.5 axle, plate clutch, Speed Six brakes. Stripped, rebuilt, 1950. B.D.C. Kensington Garden Rally, class winner 1952. £550, o.n.o. 10, St. John's Road, Hove, Sussex. Tel.: Hove 35905. [3512

**D.K.W.** cabriolet, 1938. New mains, big-ends, battery, silencer, coils. Near-new gearbox, tyres, king-pins, Rotoflows. £150, o.n.o. Seen Bristol. Box No. 4649, MOTOR SPORT, 15, City Road, E.C.1. [3513

**FRAZER-NASH T.T. REPLICA,** 4 ED Meadows. Rebuilt and re-registered 1951. Straight front axle. 9-ft. wheelbase. Following parts are new: radiator, clutch, body, upholstery and seats, wiring, headlamps, instruments. Reconditioned engine and electrics; spare engine with accessories. Five new tyres, two spare covers and tubes. Photos available, S.A.E. please. £375, o.n.o. Farrer Halls, 3, Lincoln House, Old Avenue, Weybridge. Tel.: Weybridge 4307. [3514

**1931 M.G.,** 2-seater; 60 m.p.h., 35 m.p.g. Good tyres, moderate body. £90. Vereker, Mottynsden, Burwash, Sussex. [3515

**TRIUMPH VITESSE,** 1937, sports saloon. Respray incomplete, new springs and clutch. Good interior, tyres, radio, duotones, spot. Twin S.U.s, 14 h.p., o.h.v., urgeful economical engine but noisy rockers, no oil. £260, offers, or exchange other fast motor. Tel.: Kingston 6881, evenings 2884. [3516

**MORRIS EIGHT,** 1932, 4-seater tourer. Engine overhauled prior to successful tour to Nice. New big-ends, camshaft bearings. Mechanically very good. Nearest £70. 36, Queen's Gate Place Mews, Corven. [3517

**LEA-FRANCIS SPARES AND SERVICE.** Good selection of spares for most models. Gaskets, clutch and brake linings, swivel pins and bushes stocked. Repairs and overhauls. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: Livingstone 1906. [3518

## FOR SALE—*continued*

**MORGAN PLUS FOUR** 2-seater. All black. One owner; 7,000 miles. Not raced. Nearest to list price. Cowap, 20, Hillview Avenue, Helsby, near Warrington. [3642

**RATTLING GOOD CAR.** £60!! 1932 11.9 Morris Cowley 2-seater open. Good hood, tyres, body. Petrol 27 m.p.g. Oil good. Reliable, but valve timing gears noisy. Lewis, "Wayside," Mortimer, Berks. [3644

**M.G. J2.** Rebuilt, resprayed and re-upholstered March, 1952. Excellent condition. Full details by S.A.E. £245, o.n.o. E. R. Higgs, 56, Newstead Road, Davyhulme, Manchester. [3705

**450 BY 19** good quality retreads. Pairs, £6 10s. Wanted M.G. J2 crown wheel and pinion, preferably 4.7. Snydles, Fermhill Road, Hawley, Camberley. [3706

**MAGNETTE SPORTS** 2-litre, 1936, in competition trim, after comprehensive rebuild; 90 m.p.h., 30 m.p.g. New tyres, batteries. Taxed. Most attractive appearance and price £295. Also 1936 Riley Nine Kestrel and 1951 Gent's Raleigh with minimotor; 300 miles only. £39. 1, Lambolle Place, N.W.3. Tel.: Primrose 2657. [3708

**SIDDELEY SPECIAL** 30 h.p. Well shod. First offer over £100, to genuine enthusiast only. Standard V8 burnt out, could be rebuilt. £40, or break for spares. Spares for Alvis Silver Eagle, Ford V8, Wolseley Fourteen and Sixteen, 1933-35, Austin Sixteen and heavy Twelve, 1933, Morris Fourteen and 15.9, Chevrolet, 1935 and 1937, Dodge wireless van. Ex-W.D. trucks, drive away, from £50. Double deck diesel buses, £150, etc., etc. Tom Carruthers, Carrutherstown, near Dumfries. [3709

**BENTLEY** 3-litre saloon, 1928. Good tyres, leather upholstery, P100s, Windtones, brakes relined in recent overhaul. Very good condition all round and extremely potent. £225, o.n.o. Stafford, 2, Draycott Place, S.W.3. Tel.: Kensington 4366. [3710

**£50. RILEY NINE,** 1928, tourer. Engine overhauled last June. Noisy but effective. Tel.: Upminster 2833. [3711

**MY AUSTIN SEVEN** 2-seater sports ABM 952, registered 1936, is still unsold. Must have garage for larger car now delivered. Special wide chassis, three new, 2 good tyres, new battery, relined brakes, fully weatherproofed. Rewired. See August MOTOR SPORT. Will accept offer around £130. Dominy, 49, Wentworth Park, N.3. Tel.: Finchley 2988. [3712

**M.G. M-TYPE.** Red. New hood, tonneau. Reconditioned. Front springs and head, new king-pins. Almost new tyres. Excellent condition. Genuine reason for sale. £110, o.n.o. Tel.: Elmbridge 4376 (evenings). [3713

**1,100-C.C. FIAT,** 1938, 4-door saloon. Sliding roof. Bluemels spring wheel, sports coil; four new tyres. Taxed for the year. Attractive to look at. Delightful to drive. Fast, economical and reliable. Lady owner obtained new car. £265. Box No. 4707, MOTOR SPORT, 15, City Road, E.C.1. [3714

**AUSTIN SPECIAL.** Rebuilt aluminium. Fast, economical. Outside exhaust, handbrake. Excellent throughout. Lowered chassis; remote control. £135. 7, Hogarth Gardens, Heston, Hounslow. [3715

**£38. AUSTIN SEVEN.** Rebuilt. Body not completed. If unsold by 7th will break for spares. 22, Queens Road, Wimbledon. [3635

**M.G. 18/80 MARK II** tourer. Rebuilt 1951. Beautiful order. Completely reliable. Emigration sacrifice. Nearest £190. King, Deepdene Avenue, Croydon. Tel.: Croydon 0776. [3640

**MORGAN "AERO"** 1,100 LTO/J.A.P. Rebuilt and fitted 3-speed box, 12 volt electrics, etc., Very healthy. Sell, or exchange interesting Voiturette, 2-litre maximum. Box No. 4677, MOTOR SPORT, 15, City Road, E.C.1. [3641

**HISPANO-SUIZA SPARES** and repairs. G. Briand, 47, Tamworth Road, Croydon. Tel.: Croydon 1742. [3786

**REFLECTORS RESILVERED,** 5s. 6d. each, including post by return. Send P.O. Superbrilliant. Guaranteed. Trade terms. R. E. Packer (Dept. D.), Sion Place, Clifton, Bristol, 8. [3788

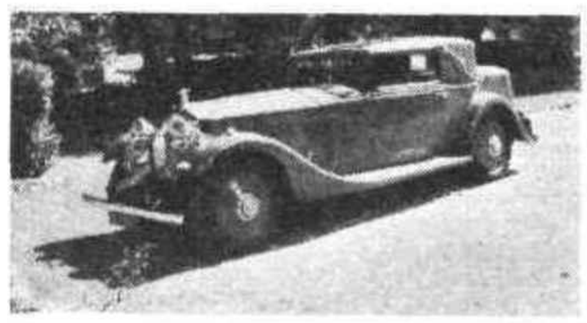
**TRIPLEX EXPRESS REPLACEMENT SERVICE.** Any pattern supplied. Balmers (Glass Merchants), Ltd., Derby Road, Watford. Tel.: Watford 4268. [3790

**ARMSTRONG TWELVE** saloon, 1939. Three owners. Well shod. Brakes relined; 28 m.p.g. Taxed year. £125. Armstrong Twenty, 1935. Clean, powerful. Well shod. Taxed. £105. Talbot Fourteen, 1934. One owner. Genuine 33,000 miles. New battery. Tel.: Farnborough (Kent) 4448. Box No. 4690, MOTOR SPORT, 15, City Road E.C.1. [3741

**ALVIS, "SPEED 25,"** 1937, Charlesworth black body, sports saloon with brown hide interior. Two P 100's, twin passlights, four good tyres, ace discs, engine 100%, oil 60 lbs. all day, over 90 m.p.h. 20 m.p.g. at 50, new Woodhead-Munroe teledraulics, press button radio, Luvax one shot lubrication, mag. and coil ignition. Private owner. Bargain at £320 (no less). Barker, Grange Lane, Scunthorpe. Tel.: 2016. [3837

## FOR SALE—*continued*

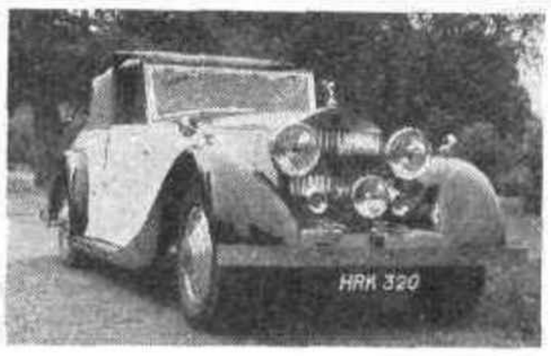
**HOODS, SIDESCREENS,** tonneau covers, roofs, upholstery and carpets, repaired or fitted new by specialists. Materials also supplied, including leathercloth, hooding and roof materials, carpets, fasteners, etc. Croystan Motors, Park Street, Croydon. Tel.: Croydon 3952. [3789



He'll never have another lady like me—smart, dignified and, yes, *fast*! They say I am the prettiest **Rolls-Royce Continental Phantom II** on the road and certainly my H. J. Mulliner sports saloon body (with sun-top) has been beautifully modernised. My low lines; my two-tone grey ensemble; my whispering gait, will enchant you. To him I have been an expensive lady—but then he is so susceptible! Business now takes him permanently to America and we must part. He whose mistress I shall be can look forward to 100,000 miles of trouble-free delight.

OFFERS PLEASE

**Box No. 4712, "MOTOR SPORT," 15, CITY ROAD, LONDON, E.C.1**




**ROLLS-ROYCE PHANTOM II**

New drophead coupe body on 1931 chassis. Excellent performance for 15 m.p.g. First reasonable offer accepted. No silly price expected. Private owner.

**85, COOMBE ROAD, CROYDON.**

*Tel*: Croydon 1662

## WANTED

**ALVIS 12/50 RADIATOR REQUIRED,** also steering wheel. 42, Woodlands Parkway, Altrincham, Cheshire. [3255

**S.S.I OR 100 REQUIRED** (open car). Kindly state condition, lowest price, and photo, if possible (returnable). George Paris, 1230 North Detroit Street, Los Angeles 46, California. [3281

**M.G. BODY.** J.P. or L-type in good condition. Longton, Wynhaven, Gatesden Road, Fetcham, Surrey. Tel.: Leatherhead 3740. [3286

**3:1 C.W.P.** or Van axle. Complete for Jaguar "100." Neale, 6, Oak Grove, Poynton. Tel.: Poynton 2940. [3287

**IMPECUNIOUS SOLDIER** requires small old car for £20. In good running order. Condition of bodywork immaterial. Local offer preferred. Rose, 81, Stanton Street, Newcastle-on-Tyne. [3309

**TALBOT "65,"** 1934, pre-selector. Handbook required. Day, 59, Jackson Avenue, Mickleover, Derby. [3312

**ALVIS** 12 or 14-h.p. saloon. Within 100 miles, and £250. Tatchell, Webster Terrace, Billingham, Durham. [3313

**NASH HANDBOOK** and/or information for 1952 drophead 26.4 Straight Eight Nash. Pettingell, 153, Damers Road, Dorchester. [3284

**20/25 ROLLS REQUIRED.** Condition immaterial so long as reasonable price. Box No. 4721, MOTOR SPORT, 15, City Road, E.C.1. [3834

**ROLLS DROPHEAD.** 20/25 or P.2 not objected to. Please enclose photograph and full details when replying. Chauffeur, 413, Chelsea Cloisters, London, S.W.3. [3835

**ROLLS TWENTY,** 1928, Replica. Rebuilt with modern coachwork. Seymour, 15, Courtney Gate, Hove, Sussex. [3836

## WANTED—*continued*

**BACK AXLE** for 1921 A.C. Urgent. Vessey, Curbar Lane, Calver, Sheffield. [3285

**CAMSHAFT** for 1933 Wolseley Hornet. Lancaster, 4, Ferrers Way, Allestree, Derby. [3268

**CASH OFFERED** for incomplete V8 special or suitable chassis. Ross, 89, Gantshill Crescent, Ilford, Essex. [3269

**ENTHUSIAST** wishing to restore 1928 Rolls 21.6 to original condition, requires authentic drophead coupé or touring body. Would exchange for excellent oak and aluminium brake body at present fitted. Borthwick, Hamilton House, Tarvin, Cheshire. [3277

**8TH SERIES LANCIA LAMBDA.** Engine in good condition. Axel-Berg, Morton Air Services, Whitchurch Airport, Bristol. [3344

**ALVIS F.W.D. GEARBOX,** or cogs. Scates, 50, The Charter Road, Woodford Green, Essex. [3357

**COMMERCIAL TRAVELLER** covering big mileage offers absolutely faultless S/Eagle Beetleback: 22 m.p.g., 80 m.p.h. exchange smaller car. Particulars: Godden, Trevenson, Longlands, Dawlish. [3493

**WHEELS WITH OR WITHOUT TYRES** for 1928 Hillman Fourteen. Routledge Scholes, Leeds. [3468

**MORRIS TEN SERIES II** 4-speed gearbox and two pairs Newton telescopic dampers. Ryder, 77, Palatike Road, Withington, Manchester, 20. [3464

**FOR FRAZER-NASH.** A 24 or 25 tooth sprocket and bearing sleeve for 1⅛ in. axle. Lemmens, 8, Crescent Road, Sidcup. [3447

**BENTLEY ENTHUSIAST** rebuilding 6½ wants 3:1 C.W. & P. or near, h.c. pistons, D box, 20- or 18-in. wheels, drums, slab tank, front shockers, windscreen, wings and any other useful bits. Matlock, Derbyshire. Tel.: Matlock 359. [3446

**MERCEDES TYPE 130 OR 170V** roadster or Cabriolet. Box No. 4645, MOTOR SPORT, 15, City Road, E.C.1. [3444

**CYLINDER BLOCK** required for K.D. type Magnette. 31, Lorne Gardens, Wanstead, E.11. Tel.: Wan 7600. [3368

**CLOSE RATIO GEARBOX,** flywheel and clutch to suit 15/6 Riley. 72, Tetherdown, Muswell Hill, N.10. Tel.: Mountview 5285. [3377

**URGENTLY.** Cylinder block, or complete engine for 1929 Schneider 12.8-h.p. o.h.v. Chassis number 217. Engine number 210. Series 25 S.P. Also instruction book. Box No. 4637, MOTOR SPORT, 15, City Road, E.C.1. [3379

**PHANTOM II** or 20/25 Rolls required. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520 [3384

**FOR 1,750 GRAN TURISMO** long chassis Alfa. Pair front spring rear end Trunnion housings with bronze blocks. Condition immaterial. Box No. 4639, MOTOR SPORT, 15, City Road, E.C.1. [3390

**AUSTIN SEVEN** special or sports. Nelson, 17, St. Johns Hill, London, S.W.11. [3397

**RILEY SPRITE** 1½-litre 2-seater sports. One requiring rebuild or overhaul considered. Box No. 4640, MOTOR SPORT, 15, City Road, E.C.1. [3400

**IMPECUNIOUS ENTHUSIAST** desperately wants Austin Seven sports. £5 deposit, £2 weekly. Written agreement. Box No. 4642, MOTOR SPORT, 15, City Road, E.C.1. [3403

**RICHARDS & CARR** buy interesting cars in good condition. 35, Kinnerton Street, Wilton Place, London, S.W.1. Tel.: Sloane 5424. [3511

**M.G., PB** pair side-screens, radiator stone guard. Price, details. Box No. 4676, MOTOR SPORT, 15, City Road, E.C.1. [3632

**ROLLS-ROYCE,** 1928, 21.9 saloon or coupé. Earlier model might suit with f.w.b. Spurway, 24, Abingdon Villas, W.8. [3532

**ENGINE FROM 1934 DAIMLER FIFTEEN.** Head not essential. Crabtree, Ince Power Station, Chester. [3555

**3- OR 4-LITRE BENTLEY.** Consider car with duff rear axle. Tel.: Derwent 7388 (Surrey). [3564

**ROLLS-ROYCE** 20- or 25-h.p. open or saloon. Please send particulars: Box No. 4657, MOTOR SPORT, 15, City Road, E.C.1. [3564

**BEADED EDGE,** obsolete tyres wanted in good condition. Most sizes. Hamilton's, 22/4, Vicarage Street, Yeovil. [3573

**1938 MORRIS** 10.4 or 10.6 coupé. Good condition. Photo if possible. Full particulars. Box No. 4664, MOTOR SPORT, 15, City Road, E.C.1. [3587

**PARAMOUNT** 2/3-seater drophead coupé. Reasonable price. Full details to: Jones, 23, Windsor Avenue, Clacton-on-Sea. [3603

**BODY 2/4-SEATER.** Hornet special, Magnette. T. Varney, 122, Queen's Drive, Nottingham. [3605

**BUGATTI 11.9-H.P. GRAND SPORT,** 4-cylinder, about 1928/9, 2-seater or Clover Leaf—complete. Reconditioned not expected. Junk not wanted. C. Stevenson, Riverside Cottage, Hewish, Crewkerne, Somerset. [3669

## WANTED—*continued*

**CYLINDER BARREL** for 1922 Rover Eight; 4-stud crankcase, 3-stud head. Turney, Park Farm, Brixworth, Northampton. Tel.: Brixworth 237. [3674

**OVERDRIVE GEARBOX,** any type, around 25-30 h.p. Walter Berry, 60, Holywood Road, Belfast. [3677

**COMPLETE ARDUN O.H.V. KIT** for Mercury. Condition immaterial. Box No. 4700, MOTOR SPORT, 15, City Road, E.C.1. [3681

**URGENTLY,** for Aston-Martin 1938 2-litre long-chassis tourer: front and rear brake compensator units; complete set brake rods; yolk ends and clevis pins. R. Forsell, Frisby-on-the-Wreak, Melton Mowbray, Leics. [3683

**DEEMSTER FRONT AXLE** or parts/information. Sayer, "Black Boy," Stockton, Beccles, Suffolk. [3634

**ENTHUSIAST** desires to purchase K3 Magnette, Riley Imp or M.P.H., or similar. Whole or dismantled. Cooper, 13, Higham Station Avenue, Chingford, E.4. Tel.: Larkswood 2111. [3636

**SPORTS** or Ford Ten Special. Buckler or similar. Suitable for competition use. Tel.: Yeovil 2101. [3647

**ENGINE** for 1935 Daimler Fifteen; also Aston-Martin or Armstrong 14/16, *circa* 1938. Box No. 4720, MOTOR SPORT, 15, City Road, E.C.1. [3648

**SUNBEAM RADIATOR** wanted for 1929 16.9 h.p. Draper, 14c, Liverpool Road, Kingston, Surrey. [3678

**SUNBEAM** 23-h.p., 1933. Spares wanted. Mostly for saloon body. Handbook. MOTOR SPORT articles, etc. Askwith, 56, Howards Lane, Putney, S.W.15. [3704

**ALVIS 12/50 HARDY SPICER** prop. shaft and universals. "Chequers," Doddington, Sittingbourne, Kent. [3726

**FOR WORK AND PLAY.** Austin, Nippy, Swallow or similar. Sorry must be very cheap. Box No. 4710, MOTOR SPORT, 15, City Road, E.C.1. [3727

**1938 OR 1939 ASTON-MARTIN** saloon or drophead coupé. Must be in excellent condition. Cash or exchange with cash adjustment for Talbot 10-h.p. 1936 open 4-seater in excellent condition. Full particulars, with photograph, to: Haighton, 14, Park Avenue, Barrowford, East Lancs. [3729

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**SUNBEAM 20-H.P.** owner-driver saloon, 1930. Would exchange for car with smaller body or sell, £95. Tel.: Liberty 7809. [3363

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**ALVIS FIREBIRD** 14-h.p. 1936 sports saloon. Reconditioned engine, brakes, etc. Tuned 25 m.p.g. A grand car, but will regretfully exchange for 10 to 16-h.p. Austin, M.G. or similar, more suitable for wife-driver, or sell best offer. Linsley, 11, High Street, Chislehurst, Kent. Tel.: Imperial 39. [3426

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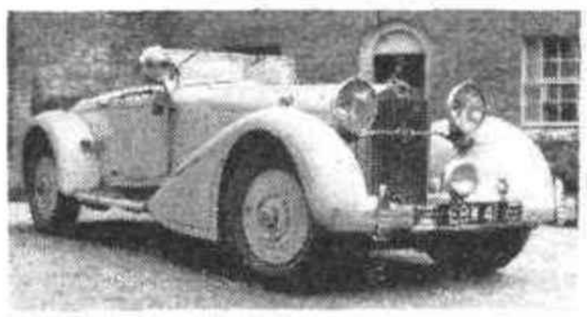
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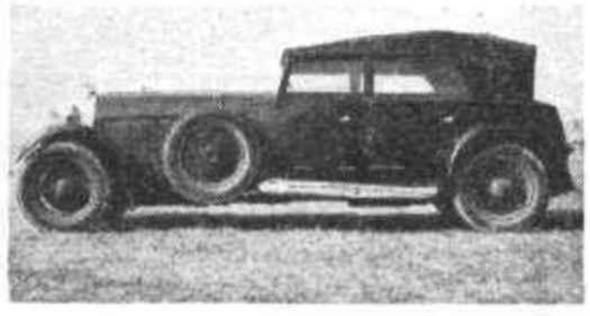


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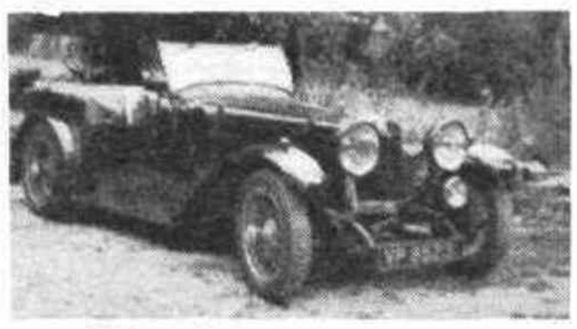
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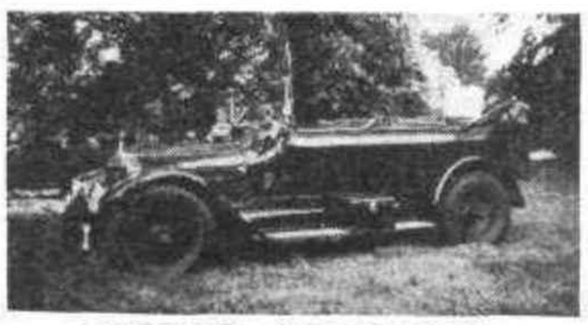
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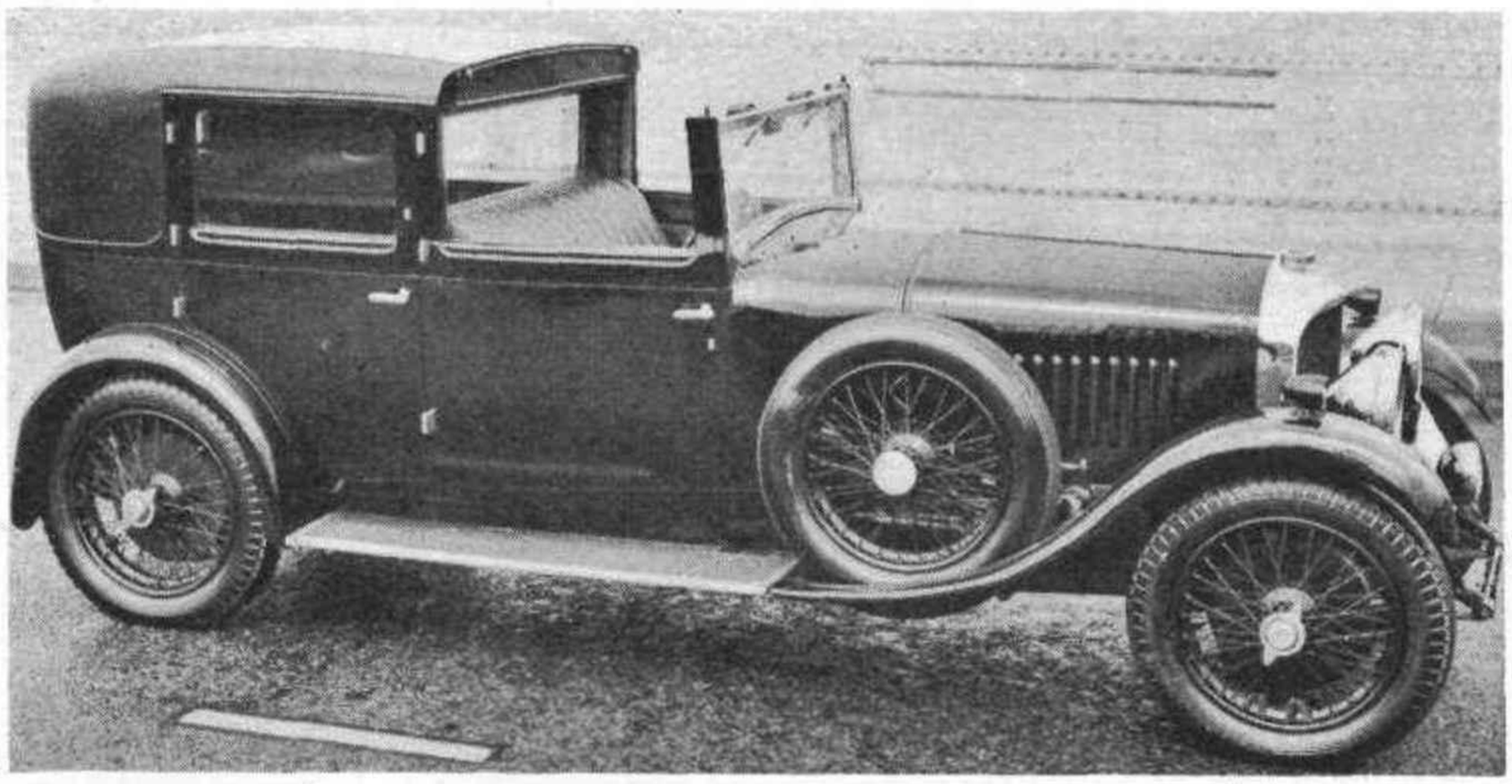
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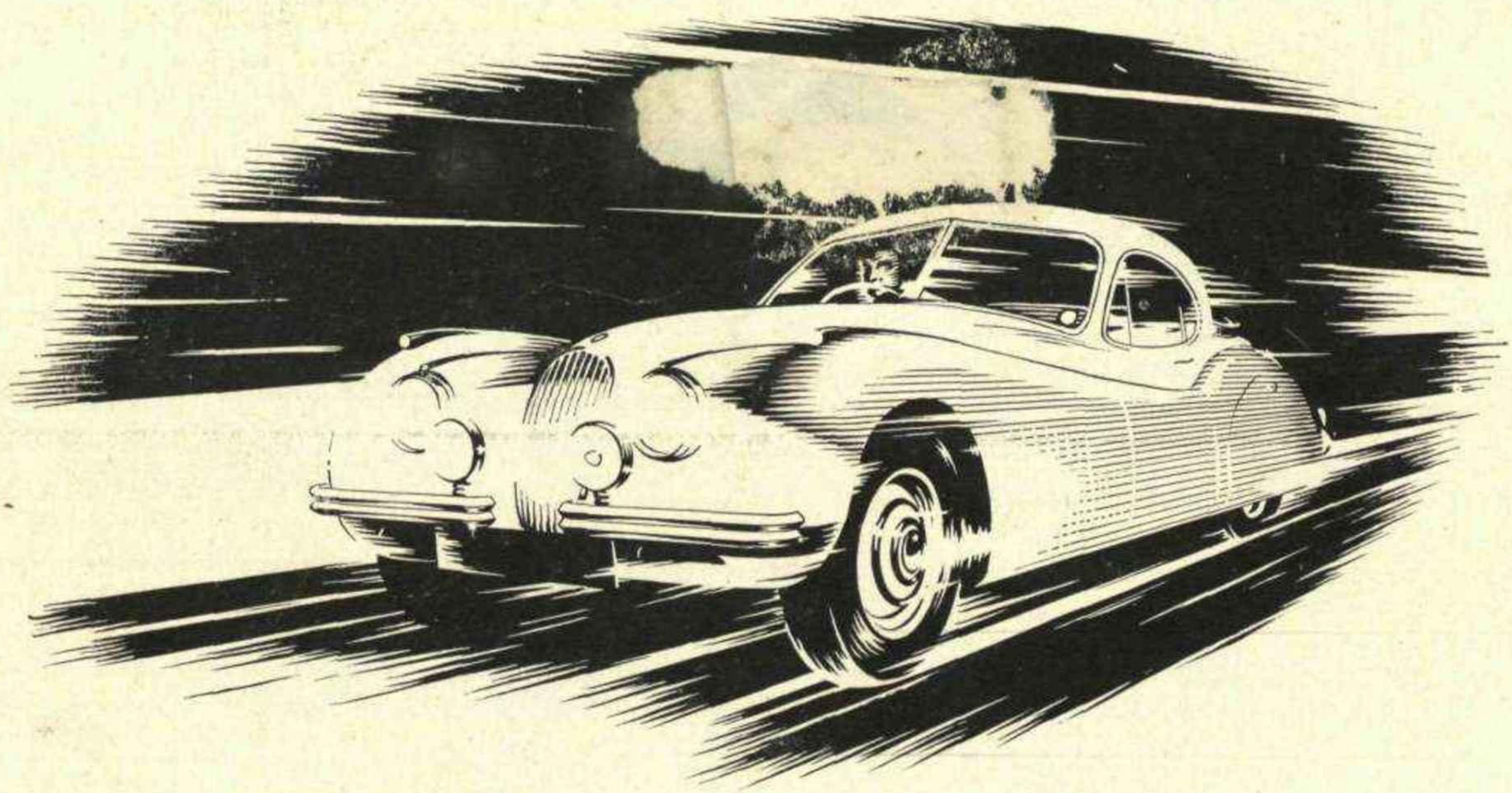
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# 7 DAYS & 7 NIGHTS AT 100 M.P.H. BY JAGUAR



**Lucas Lighting provided the sole track illumination for the 65 hours of night driving!**

An unparalleled achievement by a standard Jaguar XK120 Coupe, with standard Lucas Electrical Equipment, the first car ever to average over 100 m.p.h. for 7 days and 7 nights, covering 16,852 miles and setting up 4 new World Records and 5 International Class Records. Weather and track conditions were mostly very bad.

Congratulations to JAGUAR and the drivers, Leslie Johnson, Stirling Moss, Jack Fairman and Bert Hadley.

# LUCAS
## ELECTRICAL EQUIPMENT

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