Vol. XXVII. No. 4 EIGHTEEN PENCE April, 1951

MOTOR SPORT

INCORPORATING

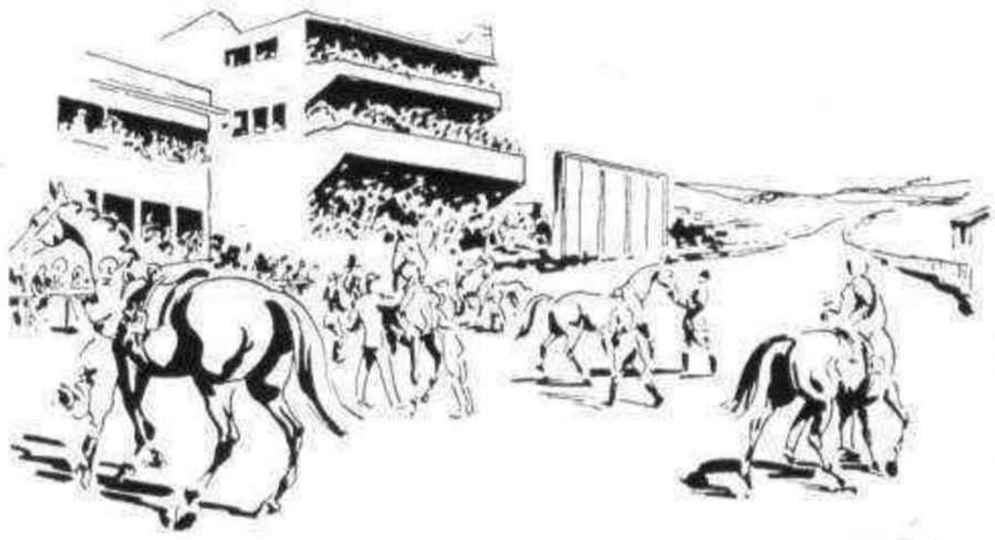
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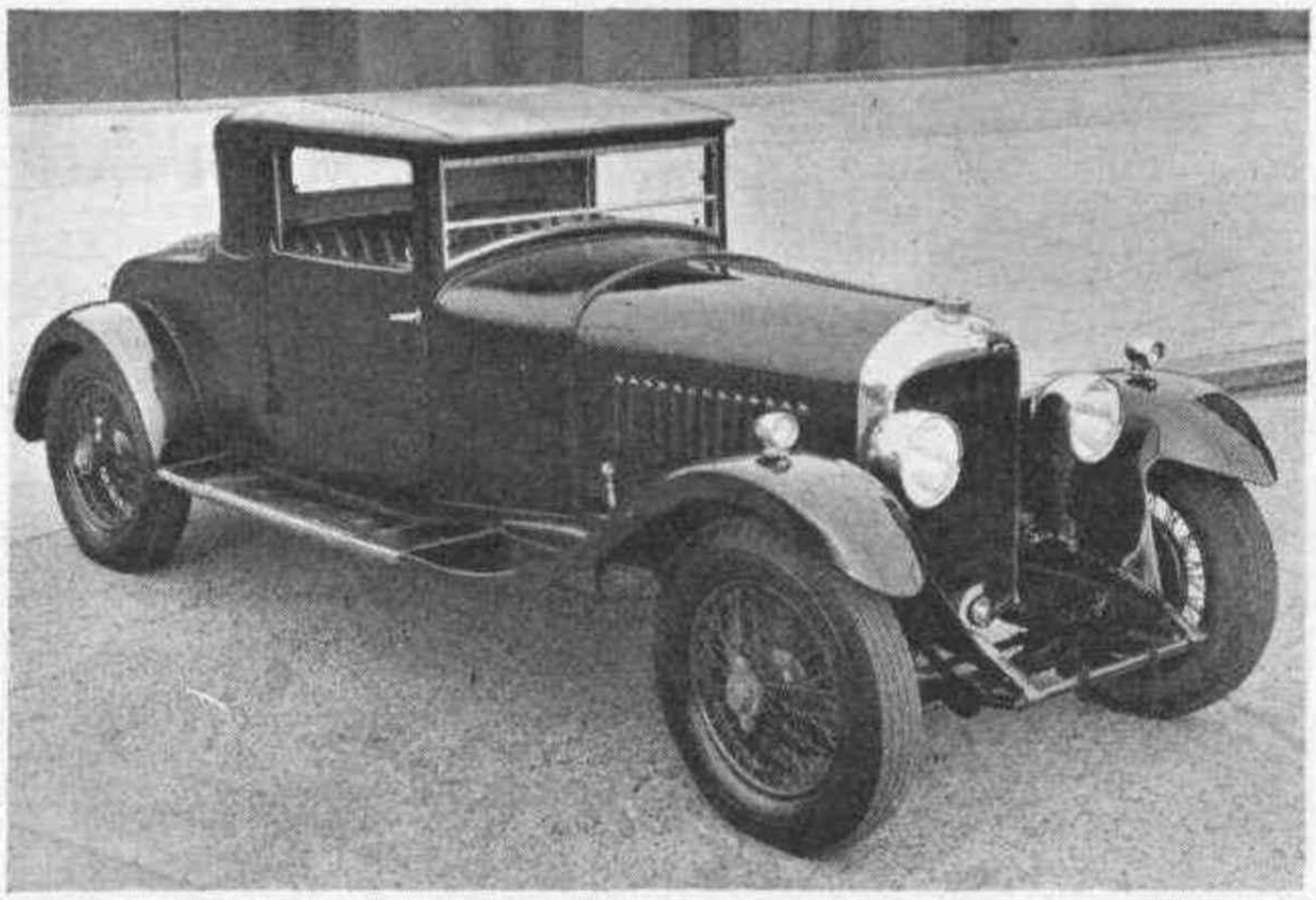
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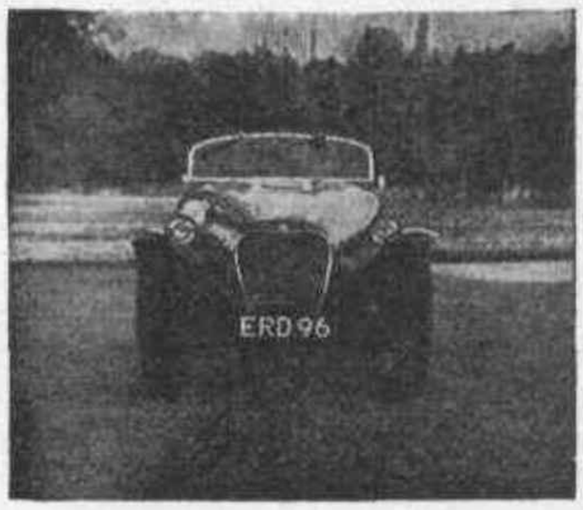
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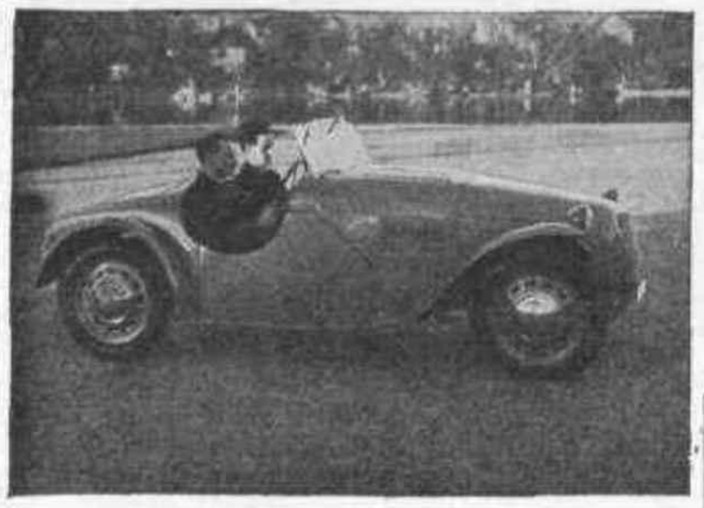
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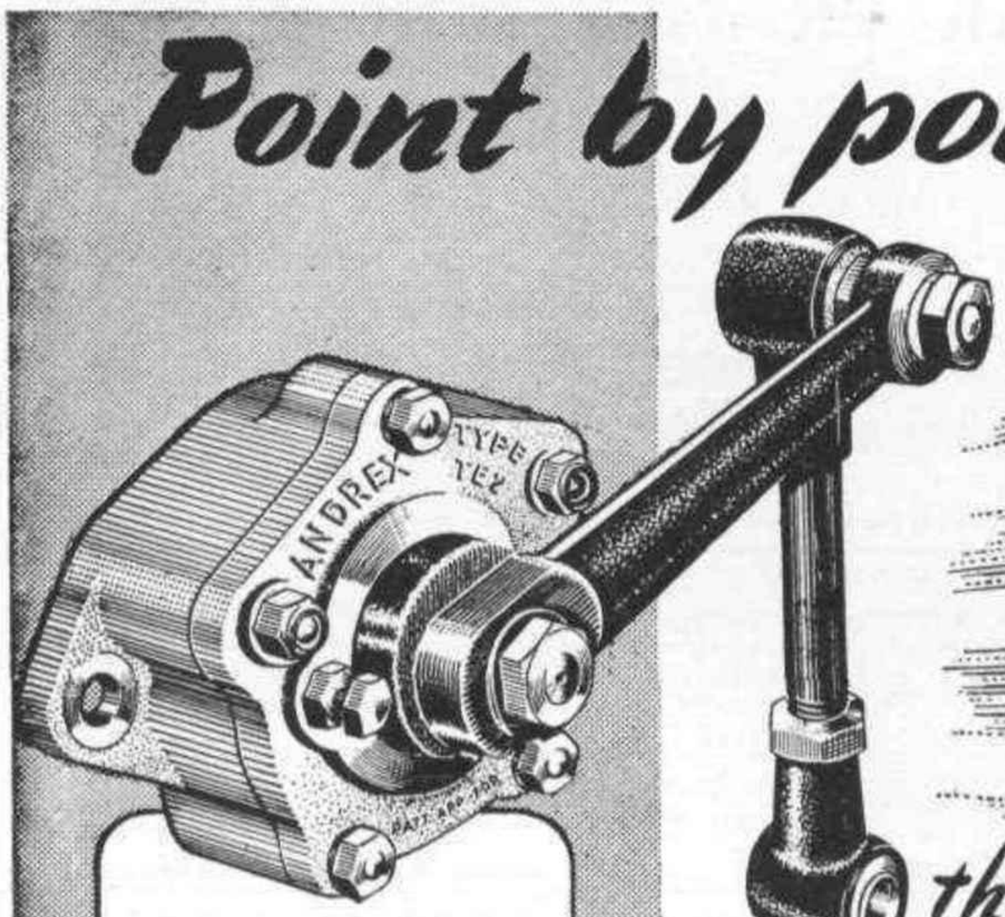
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VOL. XXVII No. 4 RACING AT GOODWOOD APRIL, 1951

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

ENTHUSIASM

Before we pass on to more sombre matters it is pleasing to reflect that this year's National Competition Calendar of motoring events approved by the R.A.C. contains some 550 separate fixtures. Motor Sport is flourishing indeed !

It is instructive to discover that there are nearly three times as many trials in this list as there are rallies, and only just over half the number of race meetings as rallies. After races come speed trials, hill-climbs (sprints collectively out-number the race days by 13) and driving tests, in that order.

It is a truly ambitious programme that the motor clubs will operate this year and it behoves every competitor to maintain good relationships with ordinary motorists and the general public. Remove competition numbers before you drive home, go quietly through built-up areas, dress and behave sensibly while under the observation of spectators, and you will do much to promote a Sport which has only recently begun to be generally acceptable in this country.

The R.A.C. took steps some time ago to revise the appearance of trials specials, fearful that these slime-storming oddities might upset Aunt Agatha and scare the kids. How successful they have been, judge for yourselves ! For our part we believe that too frequent use of " popular " trials country, inconsiderate parking of competing and spectators' vehicles (as when lawns outside a charming country house were reduced almost to a quagmire at a recent Southern trial) and thoughtless behaviour of this kind are the factors which cause harm, not the fact that, beneath its mud pack, the present-day trials vehicle doesn't exactly resemble Uncle Arthur's new saloon.

Rally drivers *must* realise that they are using public highways for their sport and drive with *extreme* restraint in towns and through villages, however frequently and ambitiously they " go like the clippers " elsewhere ! To leave a control with blaring horns and spinning wheels may enthral Youth and Beauty you will never see again but not Town Councillors and Chief Constables, in whose hands the future of such events rests to a considerable extent . . . Speed events, being confined to private places, should not offend, but spectator-safety is, obviously, all important. Those rope barriers round Silverstone —ugh !

Enjoy the great 1951 season of motor sport which opened, from the racing aspect in this country at Goodwood and on the Continent at Pau, on Easter Monday. But have a care ; preserve the good name of the Sport by doing your utmost not to inconvenience your fellow citizens.

CHANCELLOR, BE PRUDENT !

The above-mentioned National Calendar promises a very full and successful season, so it is all the more ironical that the forthcoming Budget hangs over the motorists' head with an especial menace.

It may be, of course, that Mr. Gaitskell will be prudent. There are, as we see it, two very good reasons why he should spare the motorist further " contributions " to the National expenditure. First, as the S.M.M.T. has pointed out, motorists, transport operators and the Motor Industry already have a very heavy tax burden. They now provide the Exchequer with over £200,000,000 per annum in licence duties, fuel tax and purchase tax. Last year the Motor Industry earned £266,000,000 in overseas currency. The motorist in Britain pays over three times as much in taxes to run a new 10-h.p. car 10,000 miles as he would in the U.S.A. On these grounds we can argue that the motorist has contributed at least his fair share !

The second reason why motor taxation should not be increased, indeed, could well be *de*creased, is the logical one that if it is raised to too high a level the law of diminishing returns will come into operation whereby Mr. Gaitskell will lose more than he will gain.

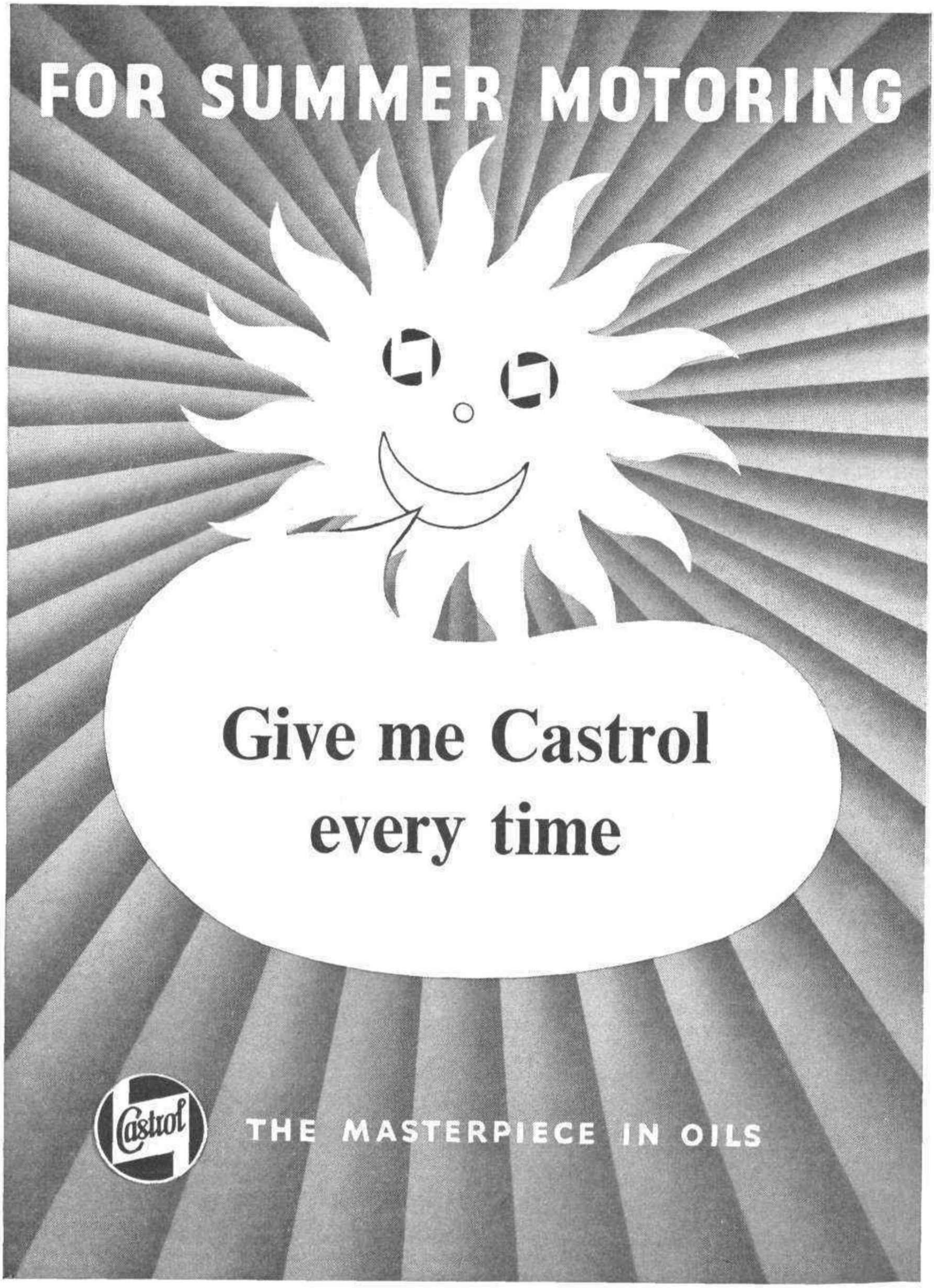
Nevertheless, despite these very sane arguments against it, there are ominous rumours of a fuel tax increase that will put up the price of petrol—they say in some quarters to 5s. a gallon. It will be a tragedy if this should occur—not only for those whose hobby is competing in and spectating at sporting events but even more so for the great body of motor users, motor-cyclists included.

The Government must, or should, realise how much ownership of some form of motor vehicle, even a humble autobike, means to an appreciable proportion of the population. Whatever there is to be said in favour of a stable family life with sing-songs round the fire of an evening, that régime has gone for ever—after all, if there is precious little steel for motor car construction there is equally little timber to spare for making grand pianos ! Hundreds of thousands of people escape from the rigours of existence in the Welfare State *via* the motor vehicle.

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Reports of Recent Events

THE CAPE RALLY

Particularly after the powerful letter from J. B. Holmes published in our last issue, great interest centres around the results of this extremely arduous 9,000-mile event, which included crossing the Sahara. It is very pleasing to find that a Land Rover has tied with a Delahaye and a Willys-Jeep for first place. The results are :—

GENERAL CATEGORY : 1st : Capt. Monnier (Delahaye), M. Lapalu (Land Rover) and M. Veglia (Willys-Jeep).
OVER 2-LITRE CLASS : M. Veglia (Willys-Jeep).
2-LITRE CLASS : M. Lapalu (Land Rover).
1,100-C.C. CLASS : Mme. d'Ieteran (Volkswagen).
COMFORT COMPETITION : Lancia Beta.

SESTRIERES RALLY (Feb. 23rd-26th)

1st : Villoresi and Ascari (Lancia Aurelia).
2nd : Brignone (FIAT 1,400).
3rd : Piodi (FIAT 1,400).
BEST IN SPECIAL TEST : Lefebvre (Dyna-Panhard).

CHELTENHAM M.C. COTSWOLD TRIAL (Feb. 24th)

BEST PERFORMANCE : L. Parker (1,496-c.c. Parker), 53 marks.
CLASS A AWARD : M. Harris (Austin Seven), 22 marks.
FIRST-CLASS AWARDS : W. Cuff (1,172-c.c. Cuff Special) and D. Bollom (Dellow).

G.P. de LANKA (Feb. 25th)

The 1951 Grand Prix de Lanka, organised by the Ceylon Motor Sports Club, was held at Ratmalana on February 25th. The 1.6 mile course was in good condition while fine weather and a large entry promised an excellent day's sport.

Proceedings commenced with the Maitland Stakes, a race for motor cycles over 10 laps. The Helsham brothers were having a real morning out, for Pat, the elder brother, riding a Velocette, finished first with his younger brother C. D. a close second. To Peter Fernando, however, goes the credit for the fastest lap at a speed of 73.85 m.p.h.

The Grand Prix de Lanka attracted enormous interest. The best racing drivers in Ceylon were to be seen in action. Bilton and Filby were first away closely followed by George Rowlands and Edward Mason. Filby's special M.G. was now going well and lapping at 70 m.p.h. Filby's driving was spectacular and he went on to win at an average speed of 68.1 m.p.h. Edward Mason drove a fine race to come second on his eleven year old B.M.W. James Obeyesekera, driving a racing Riley, was third.

In the sports car event, Edward Mason won with ease driving his B.M.W.

In the final race Filby driving his special beat James Obeyesekera to second place with J. S. Jinasena driving the supercharged "Magpie" third.

Results :

MAITLAND STAKES :
1st : Pat Helsham (Velocette).
2nd : C. D. Helsham (Velocette).
3rd : Collin Silva (B.S.A.).
PRODUCTION CAR RACE :
1st : D. C. Rajaratnam (Austin A40).
2nd : J. A. Fernando (Jowett Javelin).
GRAND PRIX DE LANKA :
1st : A. E. F. Filby (M.G. Special).
2nd : Edward Mason (B.M.W.).
3rd : James Obeyesekera (Riley).
SPORTS CARS :
1st : Edward Mason (B.M.W.).
RACING CARS (Handicap) :
1st : A. E. F. Filby (M.G. Special).
2nd : James Obeyesekera (Riley).
3rd : T. S. Jinasena (Magpie s/c.).

LEICESTERSHIRE C.C BROWETT TROPHY TRIAL (Feb. 25th)

BROWETT TROPHY : H. H. Mayes (Mayes Special).
FIRST-CLASS AWARD : W. H. Green (Austin Comps.).
SECOND-CLASS AWARD : O. F. Williams (Dellow).

WELSH COUNTIES C.C. CLOSED TRIAL (Feb. 25th)

Out of eleven entrants two had to scratch, and a third ran a big-end in his anxiety to get to the start on time.

The course covered 30 miles in Glamorgan and included five hills, two of which were new finds for the Club. Good weather over the week-end made the hazards easier and kept the watersplash thankfully low.

The Wenault hill took only one failure, but some marks were lost on the "stop-and-restart" test halfway up.

The second hill, within half a mile of the famous old Caerphilly Speed Hill-Climb, did better and claimed Mrs. Evans (Austin) and A. Ford (Ford V8).

Spectators jammed the foot of St. Nicholas temporarily and those who were on motor-cycles took the only way out—straight up the hill.

There was real action on Cuckoo Mill, Davies' Triumph-engined hybrid failing first time up but romping up on the second run with back tyres very low resulting in a puncture. Cadenne's Riley and Ford's V8 also failed, Alan Ford later climbing non-stop on foot.

Results :

PREMIER AWARD WINNER : L. Collins (M.G.).
FIRST-CLASS AWARD : P. Gough (747-c.c. Austin Special).
SECOND-CLASS AWARD : K. Kitchin (M.G.).

COVENTRY AND WARWICKSHIRE M.C. SPRING TRIAL (Feb. 25th)

SPECIAL AWARD (best performance of the day) : R. S. Henson (1,265-c.c. Hillman saloon), 32 marks lost.
SPECIAL AWARD (best performance by a member of the opposite sex) : Miss Cornthwaite (918-c.c. Morris), 52 marks lost.
FIRST-CLASS AWARDS : P. J. Simpson (Healey "Silverstone" Special), 36 marks lost ; R. B. James (1,172-c.c. Dellow), 47 marks lost ; F. G. Arbuckle (3,622-c.c. Ford), 49 marks lost ; H. S. Wolseley (Austin Ten), 55 marks lost.
SECOND-CLASS AWARDS : C. P. Nichols (1,172-c.c. Dellow), 56 marks lost ; R. E. Killpartrick (Standard Eight), 61 marks lost ; R. D. Shanks (1,250-c.c. M.G.), 66 marks lost ; J. A. Adye (1,285-c.c. Hillman), 68 marks lost.

CEMIAN M.C. KENT CUP TRIAL (Feb. 25th)

The first hill was Hognore, which stopped A. S. Caines (Hillman saloon), A. A. Bolsom (Austin saloon) and A. J. Range (Wolseley). The hills were in prime condition as a result of the rain which was still coming down, but Hognore had a hard bottom which the Dellows and specials, forming the remainder of the entry, found and sailed up on.

The next hill was Whitehorse, which gave exactly the same result. At the top was a special test of the to-and-fro, reversing round pylons variety but on a curve, in which M. S. Ewbank had the misfortune to have the throttle on his Dellow stick wide open. He continued to complete the test controlling his car's speed by the clutch and ignition switch, to clock third fastest time in 31.5 sec. The best time was recorded by Alan Day (Dellow) in 27.8 sec., closely followed by H. H. Alderton (Maythorpe) in 28 sec. By this time the two saloon cars had given the Kentish hills best, which was just as well because South Street stopped the remainder of the entry, Alan Day managing to get his Dellow furthest up the mud.

Time was now getting on, so having extracted all the cars the trial moved on to the next hill but one, a new hill for the Cemian competitors, Coopers Wood, the intervening section, Buckland Bank, being cut out.

Coopers Wood decided the winner of the trial as Alan Day, the only competitor to climb it, a very stout effort.

Results :

KENT CUP : A. Day (Dellow).
FIRST-CLASS AWARDS : Nil.
SECOND-CLASS AWARDS : L. Mullen (Mullen Special), H. H. Alderton (Maythorpe), M. S. Ewbank (Dellow).

M.M.E.C. MINIMUM MILEAGE AND ROUTE FINDING COMPETITION (Feb. 25th)

The weather was cold and clear, and no rain fell, but there were considerable quantities of mud, which had an adverse effect on the average speed of several competitors. A. C. W. Neely became so deeply embedded that he was forced to retire, and eight others got involved, to varying depths, two having to be towed out by a tractor—at a cost per head (or per bonnet) of 2s. 6d.

Results :

1st : J. M. Collier (Austin Sixteen), 205 points.
2nd : J. L. Dawson (M.G.), 200 points.
3rd : G. C. Dix (Citroen), B. Humphreys (Austin Ten), 197 points.

N. LONDON C.C. JACOBEAN TROPHY TRIAL (Feb. 25th)

It is unusual for a trial to be granted Classic status after one year, but such was the popularity of the first Jacobean Trophy trial that it was granted this honour. Great credit is due, therefore, to all those connected with the organisation of the trial and, in particular, to J. C. C. Mayers, creator and sponsor of the event.

This year the start was at Hertingfordbury from which point competitors were despatched to a series of three water splashes, all made more severe by the prevailing weather conditions. Immediately after the water came the special test, saturated brakes being deliberately intended to upset braking calculations.

Thrift might be described as a long quagmire approaching a watered stony hill. Certainly the hill presented no difficulty, whereas the quagmire section, although flat, was so deep in mud that the advisability of cancelling the section was considered. Fortunately, though, conditions improved somewhat as time went by.

After the lunch stop, King's Hill, with the start a bit further back than last year, came under fire. Unfortunately, lack of co-operation between the A.C.U. and the R.A.C. resulted in the unexpected arrival of motor-cyclists using the same hill. However, with a bit of give-and-take on both sides, everything went off smoothly. M. H. Lawson and C. Bradshaw gave masterly displays of technique whilst the latter's passenger is also deserving of the highest praise for his considerable assistance towards the car's clean climb.

Queen Hoo, logical successor to King's Hill, is really the prime section for this trial.

Last Hope was more or less two sections in one, involving reversing up one side of a valley, then straight down back to the start and on up the other side. So to West End, which many competitors had to tackle in the dark. First to stick in that notorious ditch to the right was G. M. Boyes and, his car being a monster, 15 men had to come to his assistance. Then a message came down to say that G. L. Holdrup was in a similar predicament about a mile before the start, darkness having obscured his vision. No sooner was he out than E. V. Vero went in again with his Dellow, but the weary marshals had some respite in the Dellow's comparative lightness. On the credit side, again Lawson's climb must be commended and Render's and Holdrup's assaults in the dark with their large cars were particularly impressive.

Results :

THE JACOBEAN TROPHY : M. H. Lawson (1,172-c.c. Lotus), Harrow Car Club.
FIRST-CLASS AWARDS : B. Blunder (1,172-c.c. B.B., s/c), P. D. C. Brookes (1,172-c.c. E.R.P.), A. E. Rumfitt (1,172-c.c. Cotton), E. V. Vero (1,172-c.c. Dellow, s/c).
SECOND-CLASS AWARDS : D. D. Render (3,622-c.c. Harford), G. Pettit (1,172-c.c. Ford), E. H. Manners (1,172-c.c. Falcon).
TEAM AWARDS : A. E. Rumfitt, E. V. Vero, M. H. Lawson, with a total of 240 marks.

PLYMOUTH M.C. ANON CHALLENGE TROPHY TRIAL (Feb. 25th)

Forder came first and while difficult failed only G. Scale's M.G. Coarswell's rocky step surface did not cause any failures; the restart on the upper muddy reaches, however, halted several. The last hill before the lunch break at Loddiswell was the well-known Bondman, near Gara Bridge. Found shortly after the war, seven cars only have climbed it in its entirety; it was on top of its form. R. Hartnoll's Ford Special looked like conquering it, but came to rest just through the gate. The next best climb was made by R. Orchard (Dellow), Ken Burgess not doing quite so well as on previous occasions. After lunch the course led to Frogmore Lane and the special acceleration test, a timed section through some good Devonshire mud. J. Whitefield (9.4 sec.) looked really fast. Bridle Path, at Stokenham, was certainly the unknown quantity, for when the course was being marked out it was considered too easy, but it proved in fact to be a real "stopper." Many cars failed even to leave the starting line, although L. Tolman romped up. Battleford next, a long down and up section through much mud with a brake test on the down run, A. L. Chard (Ford Special) making best time with 7.5 sec. Snail's Castle, the last hill, was in really sporting form and a large gallery of spectators saw some fun and games. There was much wheelspin and gear grinding as competitors negotiated its several 1 in 4 hairpin bends, the smaller cars gaining any advantage there might be in the acute turns, but there were many who required manual assistance. J. Whitefield was unlucky in losing a tyre, thus spoiling his chance of a clean climb.

Results :

ANON TROPHY AND SOUVENIR : R. Hartnoll (Ford Special).
RUNNER UP P.M.C. CUP : L. Tolman (Ford Special).
FIRST-CLASS AWARD : R. Orchard (Dellow).

NORTH MIDLAND M.C. KITCHING TROPHY TRIAL (Feb. 25th)

The Sunday morning quiet of Buxton Market Place was enlivened by the sound of the 64 competitive cars arriving at the Eagle Hotel for the start of this popular Northern sporting trial.

There were six observed sections and a driving test, the seventh observed section (Washgates) having to be omitted owing to the record number of entries. T. C. Harrison, driving his new Harford II, won the Premier Award, the Kitching Trophy, and K. A. Scales, driving Harrison's Harford I, obtained second place and the Parker Challenge Trophy.

Results :

KITCHING TROPHY : T. C. Harrison (Harford II).
PARKER CHALLENGE TROPHY : K. A. Scales (Harford I).
NOBLE TROPHY : A. J. Lilley (Kemp).
SENIOR TROPHY : R. A. Hopkinson (Bancroft).
ASBURY TROPHY : R. W. Phillips (Fairly).
SOUVENIR AWARDS : J. Clegg (Ford), W. L. T. Winder (Austin), Miss B. Kemble (Ford), A. A. Butler (Clegg), A. M. Beardshaw (Wharton).
STANDARD CAR CLASS
HARRISON TROPHY : R. Oakes (M.G.).
SOUVENIR AWARD : P. H. Dickenson (M.G.).
TEAM AWARD : The "Northern Lights" : T. C. Harrison (Harford II), K. A. Scales (Harford I), M. Wilde (Ford).

NOTTINGHAM S.C.C. PILKINGTON TROPHY TRIAL (Feb. 25th)

About 45 competitors left the "Plaisance" Yacht Club, Nottingham, to cover a course of about 75 miles of fairly mild going. Several competitors, however, became bogged and needed assistance.

An eliminating test in the car park of the Club selected the winner.

Results :

PILKINGTON TROPHY (best outright performance) : W. W. Cope (4½-litre Lagonda tourer).
N.S.C.C. CUP (best award in opposite class) : T. K. Shipside (Morris Ten saloon).
FIRST-CLASS AWARDS : I. D. Forbes (Austin A70 saloon), K. H. Douglas (Austin A70 saloon), B. M. Barton (Talbot), P. Scott (Riley Imp).
SECOND-CLASS AWARDS : S. Merril (Lagonda Rapier coupé), H. Goodman (2½-litre Jaguar saloon), P. W. Strawson (Rover saloon), C. A. Booker ("TC" M.G.), R. F. Brookes (A.C. 2-litre tourer), C. Treen (Treen Riley), I. Wilson (Riley tourer).

PARIS-ST. RAPHAEL RALLYE FEMININ (Feb. 28th-March 4th)

This event saw British competitors well placed, for Betty Haig's "TD" M.G. was third—she has made a habit of representing us in this event, as a Press photograph which came to hand in our files recently, showing her with Miss Williams before the 1938 event, reminds us. Nancy Mitchell's 1½-litre H.R.G. was fourth. Mrs. Allard, after beating Mme. Simon's Ferrari by 2.6 sec. in her Allard to first place in the Lausanne hill-climb, retired and so alarmed the organisers that a police search was instituted; for this she gained a front page news paragraph in the *Daily Telegraph*, in company with members of the Royal Family!

Results :

1st : Mme. de Roquefort (Dyna-Panhard).
2nd : Mme. Simon (Ferrari).
3rd : Miss Haig ("TD" M.G.).
CLASS WINNERS
750-c.c. : Mme. Roquefort (Dyna-Panhard).
1,400-c.c. : Miss Haig (M.G.).
2,300-c.c. : Mme. Simon (Ferrari).
Over 2,300-c.c. : Mme. Henrio (Cadillac).
INTERNATIONAL CHALLENGE TROPHY : France.

BRISTOL M.C. & L.C.C. HALF-DAY SPORTING TRIAL (March 3rd)

M.C.C. CUP : K. E. O. Burgess (Burgess Special).
FIRST-CLASS AWARD : H. E. Roberts (Robros).
SECOND-CLASS AWARDS : D. Bollom (Dellow), L. J. Onslow-Bartlett (Bartlett Special).

SHENSTONE & D.M.C. CUP AND TROPHY TRIAL (March 3rd)

SHENSTONE CUP : J. D. Sleeman (Sleeman Sports).
CLASS I AWARD : J. V. S. Brown (H.R.G.).
CLASS II AWARD : L. Shaw (Wharton).
CLASS III AWARD : H. Tregenza (Bradford).
FIRST-CLASS AWARDS : J. W. Fowler (H.R.G.), G. E. Smith (Dellow) and K. Rawlings (Vanguard).
SECOND-CLASS AWARDS : E. P. J. Reynolds (Dellow), and P. Toogood (V8 Special).

N. STAFFORDSHIRE M.C. BURNHAM RALLY (March 3rd-4th)

RALLY WINNER : J. Buncombe (Healey Silverstone).
SPORTS CARS UP TO 1,500 C.C. : R. Gouldbourn ("TC" M.G.).
SPORTS CARS OVER 1,500 C.C. : C. Heath (Jaguar XK120).
CLOSED CARS UP TO 1,500 C.C. : D. Ryder (1¼-litre M.G.).
CLOSED CARS OVER 1,500 C.C. : P. J. Collins (Ford Consul).
BEST MAINTAINED CAR (age, etc., considered): D. Porter (Bentley).

HANTS & BERKS M.C. BLACKWATER TRIAL (March 4th)

Glorious weather greeted this event, for novices in good cars and experts in indifferent cars, as it were. The first hill was short but sweet, a restart on a steep incline followed by a nice greasy hump proving the downfall of all the Ford Anglias bar Buckler's, but not troubling, to the point of failure at all events, a four-speed Ruby Austin Seven saloon, a modern Vauxhall, Mrs. Willis' B.M.W., an Opel Kadet, or an A90. A Hillman Minx saloon went up fast where a racy-looking Morris-Special had no power, and two Austin Ten saloons, one very well-handled, nevertheless stopped with spin, while a modern open Morris Minor just wouldn't look at it. A vast V12 Lincoln, eight up, was successful, and proceedings were enlivened by the arrival on the hill of a Morris Eight wearing L-plates, its worried driver inquiring if he was "right for the motor-cycle scramble." He backed down.

The next hill was a bit too much for a novices' event, even a fast approach failing to carry cars through the deep mud, and the A90 sinking deep—an Austin of England stuck in a rural English lane! After this, not being issued with a route card, we lost the trial, ending up instead at an aerodrome where a racing car was being tested. But here are the results :—

BEST PERFORMANCE AND BEST OPEN CAR: A. J. Wildy (Ausford), 96 marks.
BEST CLOSED CAR: Mrs. Willis (B.M.W.), 88 marks.
FIRST-CLASS AWARDS: M. W. Taylor (M.G.-Ford), J. Pettifor (Ford Special), Major Hunt (Hunt Special), D. C. E. Johns (Austin A90).

C.U.A.C. SPEED TRIALS, BOTTISHAM (March 4th)

F.T.D.: A. Brooker (Cooper-J.A.P. 1,000).
FASTEST SPORTS CAR: J. R. Stoop ("Mille Miglia" Frazer-Nash).
FASTEST M.G.: A. Scott-Brown ("TD").
FASTEST VINTAGE CAR: S. Sears (1914 T.T. Sunbeam).

LIVERPOOL M.C. JEANS GOLD CUP TRIAL (March 4th)

BEST PERFORMANCE OF THE DAY (JEANS GOLD CUP): W. L. T. Winder (1,172-c.c. Austin, s/c.), lost 7 marks.
BEST IN OPPOSITE CLASS (WADE CHALLENGE CUP): Miss H. B. Kemble (1,172-c.c. Ford), lost 10 marks.
BEST LIVERPOOL M.C. MEMBER (LESLIE SCOTT TROPHY): E. B. Wadsworth (1,172-c.c. Ford, s/c.), lost 10 marks.
FIRST-CLASS AWARDS: F. Dean (1,172-c.c. A.W., s/c.), lost 12 marks; C. Corbishley (1,446-c.c. C.C. Special), 12 marks; K. R. Bailey (1,442-c.c. Bailey Special), 12 marks.
SECOND-CLASS AWARDS: J. Clegg (1,172-c.c. Clegg, s/c.), lost 12 marks; A. W. Lilley (1,172-c.c. A.W., s/c.), 14 marks; H. H. Cryer (1,172-c.c. Ford Special, s/c.), 15 marks.
THIRD-CLASS AWARDS: J. C. Wallwork (1,776-c.c. Standard), lost 19 marks; S. Horsfield (1,172-c.c. Ford), 22 marks; P. J. Clay (1,172-c.c. Austin), 17 marks; C. R. Hardman (1,172-c.c. Dellow, s/c.), 15 marks; A. W. Francis (3,917-c.c. H.R.G. Mercury), 20 marks; H. Spence (1,172-c.c. B.N. Special, s/c.), 22 marks.
TEAM AWARD: Bailey, Corbishley, Wadsworth, lost 34 marks.

A.C. O.C. NIGHT NAVIGATION TRIAL (March 10th)

BEST AGGREGATE PERFORMANCE: E. G. J. Madgwick (Austin Ten).
FIRST-CLASS AWARDS: 2nd: R. N. Webster (Buckland A.C.), who also won the Buckland Trophy; 3rd: R. A. Johnson (Jowett Javelin); 4th: J. A. H. Gott (Ford).
SECOND-CLASS AWARDS: 5th: Barclay Inglis (Allard); 6th: J. C. Smith (Jaguar); 7th: T. C. Sanders (Ford); 8th: A. J. M. Griffiths (Austin); and 9th: K. E. Westover (Morris Minor).

YORKSHIRE S.C.C. "4/44" TROPHY TRIAL (March 11th)

We journeyed to the Frozen North to revisit familiar war-time haunts and see this classic trial, quickly and very comfortably in a Jowett Javelin with "Spa Replica" engine. In Yorkshire plenty of trials-sections are available sufficiently far from civilisation to trouble no one but the competitor. Leys Lane was like this, a long grass-hill in a lonely area between those stone walls so typical of this part of Yorkshire, the job made difficult by a "chicane" the club had erected near the top. Some came up fast, like the Oliver Special, the Bailey, Dean's A.W. Special, some tackled it slowly, Alldred's Ford recovering well, but the mud at the "chicane" defeated all except T. C. Harrison's Harford, H. H. Cryer (Ford), C. Corbishley (C.C.S.) and A. Alldred (Ford). The Bailey got through the "chicane" before it stopped, Corbishley's lady passenger bounced, can we say, "manfully," and Dean's A.W. Special, Wilde's Ford and Bradley's Morford all looked like being successful only to spin to rest. The Wilson Special, more sedate than the Morford, failed at about the same spot, Lilley's A.W. Special cleared the "chicane," but Haithwaite's Ford, Phillips' Fairley and the Underwood Special not only eventually stopped but destroyed ropes and flags into the bargain, although Phillips continued just beyond these hazards.

Clapham's Gray, Bramley's A.G.S., which had a three-S.U. Alvis engine in a vintage Darracq chassis, racing driver Frank Aikens in an Austin Seven, and the Wingfield Special didn't get far from the line, for the hill became steadily more slippery and, in spite of a snowstorm, Clay's Austin emitted a record steam-cloud and others lost much water as vapour. And so they continued to fail, Tooth's Dellow "Tear-Away-Tess" and a non-competing Land Rover included. An efficient telephone system enabled the approach road to be kept clear and throughout the day we saw men armed with clippers—they were not, as we first imagined, patriots practising for the next railway strike, but Y.S.C.C. marshals operating a new checking system entailing clipping holes in competitors' score-cards.

For the post-lunch session the cars moved to that powerful piece of country, Blubberhouses Moor, where we got momentarily lost in a snowstorm, causing our passenger to remark that apparently we had deviated to Siberia.

However, we were able to discover that the Y.S.C.C. had some more "real stoppers" up its sleeve, including Snowdon, which didn't mean we had penetrated into Wales (!), a mud-hole in a wood and another on the Moors, and a steep section up the side of a field. These caused *lots* of failures. A notable feature was the number of spectators' cars that followed the trial.

Results :

"4/44" TROPHY: C. Corbishley (C.C.S.), 9 marks lost.
GAMBLES TROPHY: T. C. Harrison (Harford II), 11 marks lost.
THIRD PLACE: J. Clegg (Clegg), 20 marks lost.
MERITORIOUS PERFORMANCE PRIZE: R. C. Needham (Austin).
NOVICE'S AWARD: W. S. Mason (Dellow).
TEAM AWARD: Westriders Team (T. C. Harrison, E. Harrison and M. Wilde).
SOUVENIR AWARDS: A. J. Lilley (A.W. Special), W. A. Grayson (Grayson), K. R. Bailey (Bailey), R. W. Phillips (Fairley), M. Wilde (Ford), F. Dean (A.W. Special).

LANCIA C.C. DRIVING TESTS, BRAMLEY (March 11th)

PREMIER AWARD: G. Pentony (Cyclops).
FIRST-CLASS AWARDS: G. Gahagan (Bugatti), V.S.C.C.; L. Murray-Austin (Lancia Lambda), Lancia M.C.; M. H. Lawson (Ford/Austin Special), N.W.L.M.C.
NOVICE'S AWARD: A. D. Hasemere (Austin), 750 C.C.
TEAM AWARD: Lancia M.C. (L. Murray-Austin, Paul Pulver and R. Snowden).
SPECIAL AWARDS: Best performance—best Lancia—L. Murray-Austin; S. Sedgwick, B.D.C.; C. S. Elphinstone, Lagonda C.C.; G. Gahagan, V.S.C.C.; P. Linney, Hants & Berks C.C.; A. D. Hasemere, 750 C.C.

W. of ENGLAND M.C. SPRING TRIAL (March 11th)

KENNEDY MEMORIAL TROPHY: W. Cuff (1,172-c.c. Cuff Special), no marks lost.
CLASS I (UP TO 1,100 C.C.): H. E. Roberts (999-c.c. Robros), no marks lost.
CLASS II (UP TO 2,000 C.C.): Dr. J. T. Spare (1,172-c.c. Whitefield Special), no marks lost.
M.C.C. CUP (VISITORS' AWARD): R. Willson (1,172-c.c. H.R.G.), no marks lost.
WEST OF ENGLAND TANKARD: J. J. Whitefield (1,172-c.c. Ford Special), no marks lost.
KNILL TROPHY TEAM AWARD: Taunton M.C. (B. Fitzwater, J. J. Whitefield and L. J. Tolman), no marks lost.
FIRST-CLASS AWARDS: D. W. Price (1,172-c.c. Price Special), A. B. Napper (1,172-c.c. Ford Whisper), L. Parker (1,172-c.c. Parker Special).
SECOND-CLASS AWARDS: C. C. Evans (1,991-c.c. Dacey), L. J. Tolman (1,172-c.c. Betsy), Bruce Blundell (1,172-c.c. B.B. Special), B. Fitzwater (1,087-c.c. Riley Special).

SYRACUSE G.P. (March 11th)

FORMULA I RACE (80 laps):
1st: L. Villoresi (4½-litre Ferrari), 2 hr. 57 min. 31.3 sec.
2nd: L. Serafini (4½-litre Ferrari), 79 laps.
3rd: Fischer (2½-litre Ferrari), 77 laps.
FORMULA II RACE (25 laps):
1st: Stagnoli (Ferrari), 1 hr. 2 min. 40.2 sec.
2nd: Marzotto (Ferrari), 1 hr. 2 min. 46.4 sec.
3rd: Bianchetti (Ferrari).
1,100 C.C. RACE (25 laps):
1st: Sighinolfi (FIAT-Stanguellini), 1 hr. 5 min. 20.3 sec.
2nd: Fagioli (Osca), 1 hr. 5 min. 49 sec.
3rd: Lietti (FIAT-Stanguellini).

BOOKS BY ROYCE

Motoring notables gathered at Hatchards, Ltd., Piccadilly, on March 12th, to hear, from Sir Thomas Moore, C.B.E., M.P., how this firm intends to break fresh ground and take books to the customer in a "40/50" Rolls-Royce suitably adapted for the purpose. Earl Howe was present to bless this venture and explain that motor-racing books will be the first to be dealt with in this manner.

The Rolls-Royce stood outside throughout this pleasant ceremony, and we knew at once that Hatchards must be a *very* influential firm, because whenever we leave a car in Piccadilly, even for ten minutes, the fine costs at least 40s.! We should have said that this lofty vehicle with its disc wheels was a late-model "Silver Ghost" had we not been told that it is, in fact, a 1929 "Phantom I" with the o.h.v. engine. It is very nicely finished and you should watch for it at this season's races—vending books, not *competing*, you understand. Apparently Rolls-Royce have given this enterprising venture their blessing, for their Mr. Stratford was noticed amongst the cocktail-imbibers. And, naturally, many famous motoring authors like Pomeroy, Monkhouse, Karslake, Nockolds, Eason-Gibson, Walkerley, Boddy and others were present, eager, no doubt, to learn how additional royalties are to be earned for them by F. & E. Stoneham, the branch of Hatchards which is behind this mobile bookshop.

ASTON-MARTIN REGISTER

As we were closing this issue for Press, rather early due to the proximity of the Easter vacation, we received the 1951 Aston-Martin Register. It is a splendid effort on the part of the A.M.O.C. From it we learn that 741 Aston-Martins have been built since 1921; this beautifully-produced Register lists about 415 of them, referenced by chassis numbers, in eight type-sections, by registration numbers, and under members' names, and frequently illustrated. We believe a few copies of this 72-page art-paper book are available to non-members, price 2s. 6d. Apply with rapidity to: A.M.O.C., 554, Limpsfield Road, Upper Warlingham, Surrey.

CHAIN CHATTER

by "CARROZZINO"

IT is very pleasing to realise that the international motor-cycling world is so well looked after by the F.I.M. That august body, while meeting at its various Congresses throughout the year to look after the many sides of the sport, also serves international motor-cycling in many other ways. Secretary T. W. Loughborough does a very good job in producing various useful booklets, and among these are two recent issues which those interested in international sport can hardly afford to be without. The first is a complete list of World's Motor-cycle Records standing at January 1st, 1951, giving very full details of every record from the flying kilometre for 50-c.c. machines right through all the classes to the 1,200-c.c. sidecar class, and including the special extra long distance records that run into days and weeks, set up just before the war by French Army officers at Montlhèry. It also includes the rules covering record timing and a list of the venues used for such purposes. Priced at 7s. 6d., this book is one of the most useful reference works existing.

The 1951 "Annuaire," also produced by the F.I.M. at 2s. 6d., contains so much of international interest that it is impossible to do justice to it in writing. The most useful part of this little booklet is the 1951 Calendar, with the names and addresses of all the organisers running international meetings. For anyone contemplating taking part in international racing, of road, grass or scramble type, the "Annuaire" will remove a great difficulty; that of where to write and who the secretary of the meeting is, things that are often difficult to trace. All this is nicely laid out, and the volume also includes details of all the National Federations who are members of the F.I.M.

Both of these booklets are available from the Secretary-General of the F.I.M., at The Old Forge, Hawkhurst, Kent.

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While on the subject of motor-cycling books, another very interesting volume for the small sum of 3s. 6d. is "British Motor-cycles of the Year 1951," published by Stone & Cox, Ltd., 44, Fleet Street, London, E.C.4. This soft-covered book, running to 136 pages, contains extremely detailed specifications of every motor-cycle manufactured in this country at the present time, from bicycle attachments such as the Cymota to the 1,000-c.c. Vincent Rapides. Profusely illustrated and on art paper this book of specifications also contains notes on the Auto-Cycle Union and its workings and an article on the motor-cycle in general by Professor Low.

* * *

Although having happened some weeks ago, the Daytona Beach races are well worthy of mention because of the sweeping successes of British machines. Two events are held annually on the Beach-road circuit, the first of 100 miles in length for amateur riders, and the second a 200-mile event for experts. In the first event English machines finished in the first 12 places, the first three being taken by Norton, Triumph and B.S.A., respectively, while the big race of the meeting saw Norton "double-knockers" in first and second places, with a Triumph, to G.P. specification, coming home third. In this race the first non-British machine to finish was a Harley-Davidson in eighth position. It is almost impossible to put a value on the effects of such successes on a nation. No matter how much you may boost up your products through the medium of the Press, the radio or the salesman, there is nothing so convincing to an assembled crowd as to see your products finishing first in front of all-comers. Whether, in the case of motor-cycles, your machine is faster than its rivals, or better ridden, is quite beside the point. The headline, "British machines finish 1-2-3," is the required result, and the support given by the British manufacturers to these races, together with the invaluable assistance of tuner Francis Beart, who went over to look after the Nortons, deserves the highest praise for keeping this nation at the top of the two-wheeled tree. Being purely national events, all the riders were either American or Canadian, but none the less this country once more showed the Western World that "British is best."

In a week's time the all-important World Championship series begins, with the Spanish G.P., and if this country can continue to hold its own, as it has done in the past, against Italy and possibly Germany, then the industry need have no worries about their exports. As has always been, of course, this prestige-building is left to one or two firms, the others benefiting from the results without assisting. However, compared with the motor car industry the two-wheelers are a hot-bed of enthusiasm and, while only a few manufacturers openly support G.P. racing, there are others who do make small attempts to assist the "big three."

* * *

As so often happens with monthly notes, much of interest is just missed for inclusion, so that if mentioned the following month it is no longer news. However, at the risk of being quoted "stale news," I feel the records set up by a Vespa scooter just recently must be mentioned. Ridden by Dino Mazzoncini, the little streamlined Vespa achieved an average of 106.5 m.p.h. for the flying kilometre. Using a double-piston two-stroke unit of 124 c.c., the Vespa caused something of a major disturbance in Italy, for it had been more or less considered essential to have four-stroke overhead camshaft engines for achieving high speeds with 125-c.c. machines. While not being a normal motor-cycle, inasmuch as it was using small "doughnut" tyres and the whole thing was barely waist-high, the Vespa was in open competition with ordinary racing and record-breaking machines. It was only a short time prior to this that some thought was being given to forming a separate records and racing class for scooter-type vehicles, but it was felt that at the moment the scooters could nearly hold their own with the normal 125-c.c. machines and a separation did not seem justified. This latest "all time high" in the tiddler class by a scooter has certainly removed any possibility of reconsidering the idea. It now remains for the four-stroke 125-c.c. machines to catch up with the scooters. It may also herald the revival of the two stroke for racing, and I for one will receive that with great glee.

NEW MODELS

The Geneva Show last month saw the debut of three new British high-performance cars. Allard showed their new M.2 drophead coupé, with new frontal aspect, the one-piece bonnet, wings and lamps opening hydraulically, the spare wheel being carried under the bonnet and the hood stowing out of sight behind the back seats and operating hydraulically if required. There is a spacious luggage boot and the chassis is that of the P.2 saloon, with 30-h.p. Ford V8 engine, coil spring divided-axle i.f.s., and normal rear axle.

Singer showed a new SM 1500 Roadster with the o.h.c. engine from the SM 1500 saloon with its stroke reduced by 0.6 mm., to give a capacity of 1,497 c.c. instead of 1,506 c.c.; 48 b.h.p. at 4,500 r.p.m. is claimed with a 7 to 1 compression ratio. The axle ratio is 4.875 to 1. The Singer SM 1,500 saloon also has this new 1,497-c.c. engine. Jaguar drew the crowds with the smart new XK 120 coupé—see page 187. All these cars are for export only, at present.

A SINGER CLUB

The "Le Mans" Singer had its day at Hertford, on Sunday, March 4th, when the inaugural meeting of the Singer Owners' Club was held at the Salisbury Arms Hotel. There was an assortment of two- and four-seater sports, 1½-litre converted coupés and later roadsters, as well as an M.G. which brought, among others, an H.R.G. owner anxious to join! It was decided that an interim committee should be set up consisting of five to draft out rules, constitution and a programme, which will report back at a rally on April 29th.

Winner of the *Concours d'Elegance* was Mr. Alan Hewett, owner of a well-preserved Singer two-seater "Speed Model."

One new member was signed up after he had driven up in his Singer and wandered into his local for a drink. An unfortunate latecomer to the meeting was L. Rawlinson, who had travelled from Northern Ireland to tell the new club about the original Singer Motor Car Club, bringing with him the club's car badge, buttonhole badge, rule book and other souvenirs of the mid-thirties.

Acting Secretary: K. D. McDowall, 1, Halesworth Road, Lewisham, S.E.13.

George Hartwell has been experimenting with four carburetters on a Sunbeam-Talbot engine and with a three-abreast convertible body on this chassis.

CARS I HAVE OWNED

by



This time we have persuaded W. M. Couper, the well-known Rally driver and long-distance motorist, to contribute to this new series. "Mike" Couper will be remembered in connection with his very effective runs at Brooklands in the famous Talbot "110" BGH 23 and his successful exploits in pre-war Alpine Trials. Of more recent times, he collected the Grand Prix d'Honneur in the "Concours de Confort" in the 1950 Monte Carlo Rally with a Rolls-Royce Wraith, and repeated the performance this year, with a Mk. VI Bentley. He is interested in motor-cycle racing and is a familiar figure, in the capacity of judge or steward, at B.M.C.R.C. and B.R.D.C. events.—ED.

FROM 1924 to 1927 I was serving an apprenticeship in Dartford, Kent, and week-end journeys were made to my home in Woking on a 492-c.c. "Longstroke" T.T. Sunbeam motor-cycle.

Winter days were not much fun and when in the tram lines of Sutton we did an almighty slide with me going through the swing doors of a corner pub and the bike following, I thought it high time to leave two wheels—the landlord and locals agreed. Practically next door was a Morgan Anzani in a show-room and then and there a deal was arranged.

The Morgan lasted until the end of 1926, and so by mutual consent did the apprenticeship and against family approval it was Couper for cars. I got a job with Barclay and Wyse in Great Portland Street. Naturally being able to drive a car was necessary, so a visit was made to Jack Bartlett and I became the owner of a 1925 Amilcar "Grand Sport"; £130 was the price and my £125 offer was accepted—I wish I had known kindly Jack then as I do now, I might have got the Amilcar for £100! I entered the Amilcar for the 1927 M.C.C. London-Edinburgh Trial and very foolishly lent it to Jim Hall (of miniature motor-cycle record fame) and he returned the car to me with the crankshaft broken—we are just talking again, now. The car was never quite the same afterwards, and curiously enough neither was my girl-friend, so for a short time I reverted to a motor-cycle, a P. & M. "Panther Cub," but girl friends, like trams, keep on turning up, and a used 1926 Morris-Cowley two-seater soon filled the stable.

A short digression here to recall an incident in my first week with Barclay and Wyse: used Bentleys and "30/98" Vauxhalls were the main line of business, and one of my first jobs was to take a "30/98" from the Showrooms to Knightsbridge on trade plates. Sorting out the gears and getting into a busy traffic stream was a nightmare—was my face red—and then into Hyde Park. I did not know why the police turned me out of the Park for weeks afterwards; it was the trade plates, of course.

A broken piston in the Cowley produced thoughts of other possible failings, so I sold that and bought another model of the same year, but with much less mileage. My record shows I did 8,732 miles on this car before selling and buying a 1927 Chrysler "70" coupé off my sister, at, I remember, a sisterly price.

Collecting the Chrysler on a very wet November 11th from Worcester the journey home was chiefly memorable for turning round twice and sometimes having brakes and sometimes not—chiefly the latter. My records show I only did 2,160 miles on this car and perhaps the directional instability and uncertainty was the reason for its short life with me. Certainly family portraits of about this time show that I was beginning to go bald.

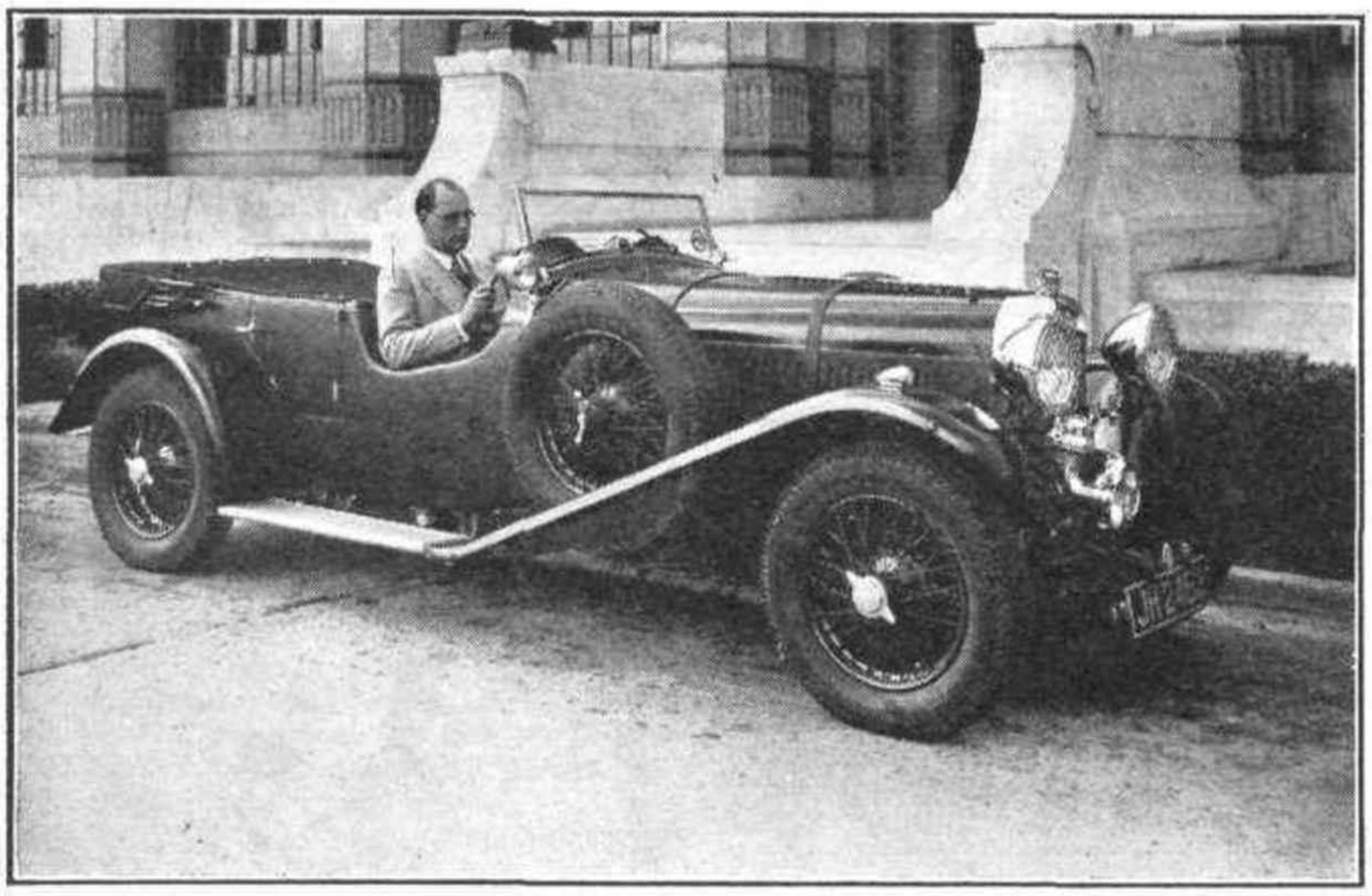
Earlier in 1929 I had joined Lagonda, Ltd., at Staines, and being on the outside-sales side most of my motoring was done—and some records and racing—on the Company's cars. The necessity of personal transport was, therefore, less and the Chrysler was sold and my third Morris-Cowley purchased, a 1928 square-radiator model with two-seater body, price £65. At the B.A.R.C. meeting at Brooklands on May 24th, 1930, there was a race for standard Morris-Cowleys. Entries were made at the post and by virtue perhaps of having a B.R.D.C. badge on my car we were placed on scratch. I believe there were about a dozen entries for the two-lap race and by constant grass-cutting on the inner edge of the track I finally finished third about 100 yards behind the winner, to whom we had given 28 seconds. I am afraid I do not recall our lap speed [52.32 m.p.h.—ED.], but I have never forgotten Timekeeper Ebblewhite's remark when we were waiting to start: "First time I have ever wanted a calendar instead of a stop-watch for a motor race." I kept the Morris eight months and did 4,782 miles on it, and then decided that a Continental honeymoon would be better served by something a little larger, so another Chrysler came along, this time a 22-h.p. drophead coupé of 1928 vintage, for £110. We had a most successful no-trouble trip, going through Belgium and Germany, Switzerland and France, if you discount the fact that my wife tried to take an S-bend over a bridge in Belgium at a speed at least 10 miles an hour faster than a Grand Prix driver would attempt it today. She got away with it. We also used nearly as much oil as petrol. The first thing I could really say nothing about, but made up for that by what I said about oil consumption when I got back. Oh yes, that trip was also remarkable in that we crossed from Belgium into Germany without seeing any Customs and, not realising the seriousness of it, had trouble in Basle when leaving Germany for Switzerland. However, perhaps a few fragments of confetti were still in the car, for the Germans said as there was no record of our entering Germany they couldn't stamp our papers as leaving, and the Swiss claimed we were the first people to come from Belgium directly into Switzerland. They really could not have cared less, but trouble was waiting for us with the A.A. at home, who, however, after about six months' negotiating, got us our £50 Customs deposit back, but said we were lucky we did not have to take the Chrysler back to Germany and clear *their* Customs.

While waiting for the £50—it was cash in those days!—we decided that we had better economise and the Chrysler was sold, having done 3,729 miles with us, and we bought a 1929 Austin Seven saloon for £85. This car stayed with us for 21,616 happy no-trouble miles, but we have still a good laugh when we remember how on a holiday to Devon my wife had to jump out on the first steep right-hand bend on Porlock Hill and 50 yards later I had to get out too, and run alongside—perhaps that was what the hand-throttle was really there for.

In March, 1931, I had gone into partnership with Tim Birkin at Welwyn Garden City, and the Law of Libel being what it is I will only say this lasted till about July, 1932, when I sold out my shares. During that time I had a lot of worries, but a lot of grand cars to drive. A "4½" Bentley at Le Mans and in a 500 Mile Race. Lagonda, Alvis, Aston-Martin and, in the last Brooklands Meeting of 1931, a Rover "Speed 20" which got me a second place after a lap at 97 m.p.h.—a remarkable car on which we spent very little money. I always thought it a great pity the Works never really recognised this model, and I believe only a few were built at the Fulham Service Department. These, however, were not my cars and I must skip them.

In 1932 I wanted badly to run in the Alpine Trial and I asked Lagonda's if they would build me a car suitable—and at a suitable price. General Metcalfe, the (I think) Managing Director and a very dear man, agreed and I had my first brand-new car, JH 2463. It had the standard double-camshaft engine of 2-litres with two S.U. carburetters, two spare wheels, an 18-gallon petrol tank, and a big radiator. The body had the long wings, a folding windscreen and the scuttle flared with two wind scoops. Finished in black fabric with blue upholstery it was one of the best-looking four-seater Lagondas ever built. While running it in before the Alpine Trial I entered it for the J.C.C. Guy's Hospital Coachwork Competition at Brooklands, where it won its class award and then, placed amongst all the class-winners, proceeded to come first in that as well. Just to prove, however, that it could perform we got our Class Cup (Glacier) in the Alpine Trial when our chief competitors were 2-litre Mercédès.

We also used the Lagonda in October, 1932, at Brooklands when attacking the Double 12-Hour record with a 350-c.c. B.S.A. and sidecar, as escort in the dark. We did not have to go very fast, but lap speeds of about 60 m.p.h. behind the



THE FIRST NEW ONE.—W. M. Couper's first brand-new car was this very nice 2-litre Lagonda, specially built for the 1932 Alpine Trial, in which it won a coveted Glacier Cup.

outfit were fun, with the big Lucas P 100 headlights doing noble work.

I never got the Lagonda weighed, but it was heavy—probably about 30 cwt. or more.

I remember how disappointed I was when the factory were the only manufacturers not to advertise a Class Win after the Alpine Trial, but perhaps they were then concentrating on the 2-litre six-cylinder car with the Crossley engine —a car I tried and did not like. After 12,056 miles I sold the Lagonda at a small profit, and for a short time had a saloon model.

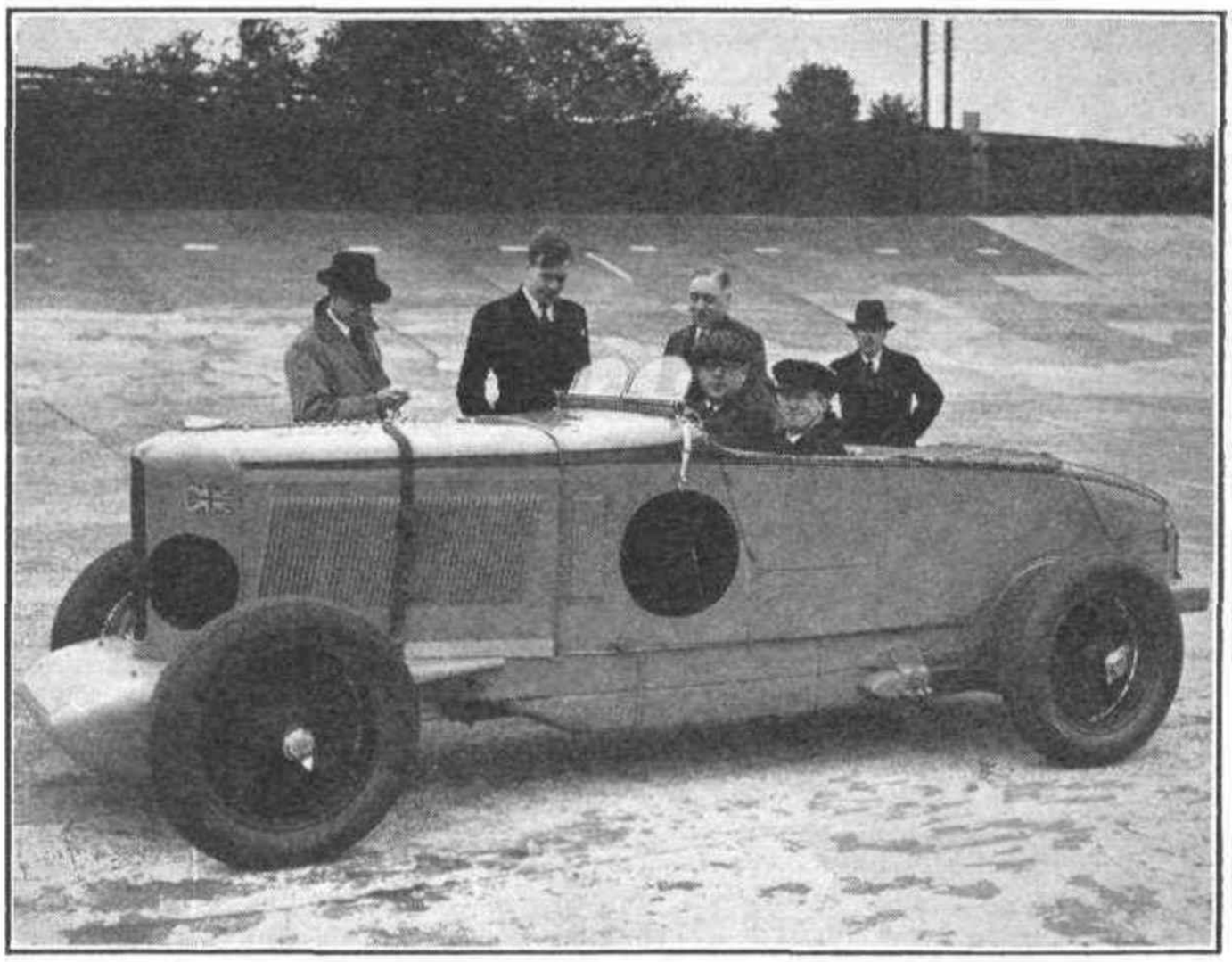
The urge for something for road competitions and the 1933 Alpine Trial then made itself felt, and having an introduction to Georges Roesch I finally bought a new Talbot "90" chassis and had a four-seater body built for it by a firm in Letchworth.

At the same time I had by then bought a motor business in St. Albans, but, though I was the owner, I still bought and registered cars in my own name (I have since learnt better). While the Talbot was having the body built I bought from my firm (how odd !) an Austin Seven coupé with body by Mulliner. This was really to be a temporary measure, but my wife refused to part with it even when the Talbot was ready, and we finally did over 30,000 miles before selling it in 1941.

The Talbot was finished only a week or so before leaving for Merano, which was the starting point of the 1933 Alpine Trial. We set off full of hope only to find on our first Alpine Pass that we had an exceptionally good right lock, but practically nothing to the left —whether the coachbuilders had had the drop arm off I don't know, but anyway this was wrongly fitted, and had to be corrected. Then in Merano we changed all oils and out from the gearbox drain came a rivet ; this was not of the type used anywhere by Talbots—at least so they said—and it was a worried man who started in the Trial. Sure enough our luck was right out, and a hopelessly-choked petrol main feed caused us to lose more than our maximum time before the first Control, and that was that. Once cleared we never had further trouble, and now before any competition I always drain the petrol tank and blow through fuel lines. One night coming back from London in foggy weather I stopped at the traffic lights at Bignells Corner and an irate Alvis owner came alongside and accused me of touching his car as I went by. Quite a rumpus started and a policeman appeared out of the fog. There was no mark at all on my car, and I truthfully denied all knowledge of a bump. On asking him if he got the car's number he said "Oh yes KH 1374" or something like that. "All right, go on," said the Robert to me, "if he can't remember your number (JH 5678) it could not have been you."

I sold this car in September, 1934, after 13,187 miles, to a friend, and years later saw it on the Holyhead Road going like a bomb. Those were the days of depreciation, and I rather naturally lost on it, though only to the extent of £123—although I had bought at trade price and sold retail.

The Austin Seven coupé did us well between selling the Talbot "90" (how these developed-horse-power numbers keep coming back to us today) in September, 1934, and January, 1935, when Talbot "90" saloon AAR 375 was delivered. This had one of the swept-back bodies and was a very good-looking grey saloon with green upholstery. Until we sold it in February, 1939, we did 40,115 miles. Again the weight was fantastic ; an engine of only 2,276 c.c. and 36 cwt. to propel. Maximum speed was about 78 m.p.h. on the level, and though shock-absorbers were controlled from the steering column they never lasted very long. Nevertheless, whatever faults the car had it never gave trouble, and we did two longish holiday trips abroad, one to Spain in 1935 and one



VERY FAST INDEED.—W. M. Couper in the famous Talbot BHG23, which ran quietly and reliably, yet eventually, with "110" engine, lapped Brooklands at 129.7 m.p.h. and covered virtually 100 miles during the 1936 M.C.C. One Hour High-Speed Trial. Driver Earl, of the "Royal Scot," is seen with Couper ; he afterwards exchanged rides, "Mike" going with him on the footplate from Euston to Carlisle.

to Budapest in 1937, taking in Yugo-Slavia and Italy, and going from Lucerne to Paris, 372 miles, in 10 hours including all stops.

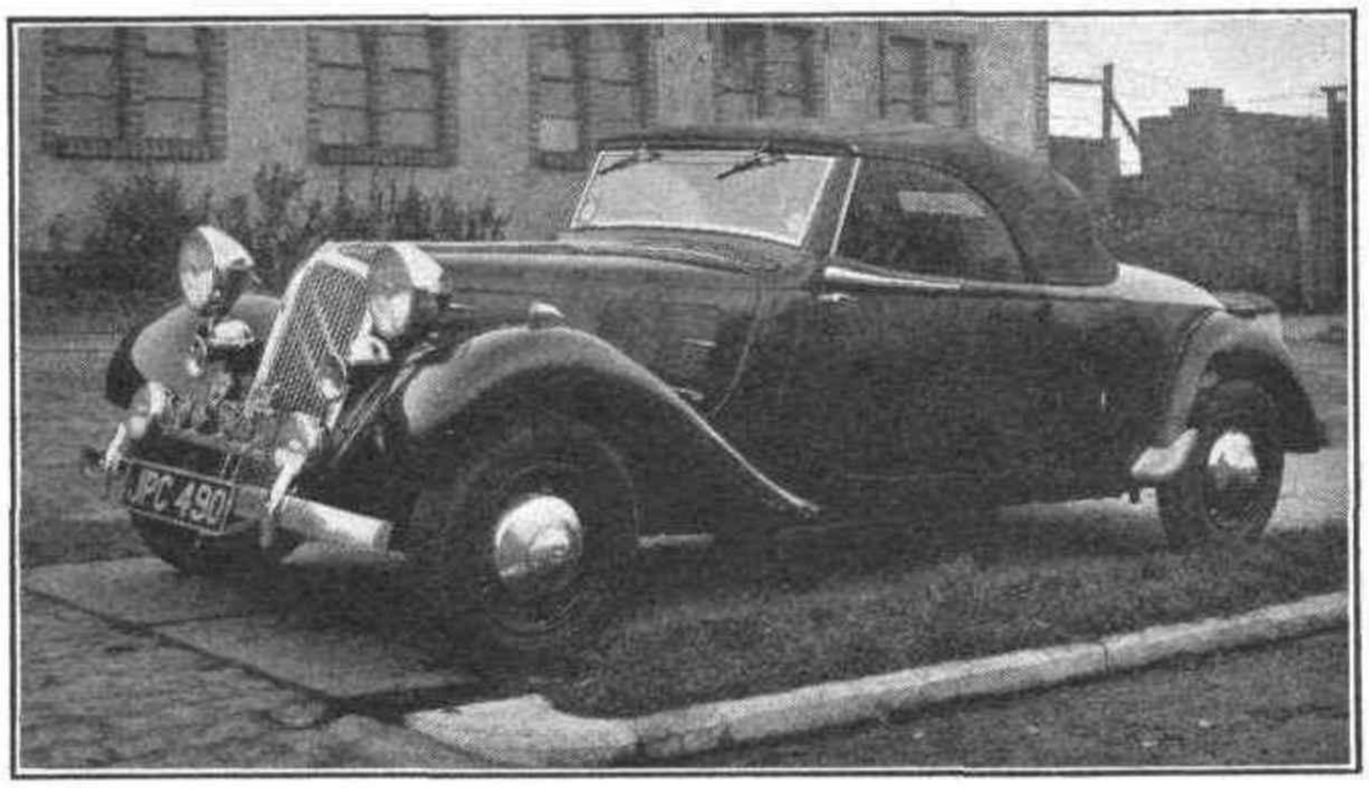
To revert to 1934, Talbots had given up racing, officially or unofficially, but with Tommy Wisdom and Hugh Eaton we persuaded them to let us run a team in the 1934 Alpine Trial. Three cars were built and, sponsored by Pass and Joyce, Ltd., they were just as the older team cars with "105" engines and that most attractive and clever four-seater body with the alligator tail. Finished in Talbot green they certainly looked and performed the part. We managed to win the Team Prize without loss of marks, and while we were too late to enter for the Ulster T.T. as we had secretly hoped to do, I did persuade the Works to lend me "my" car for the September M.C.C. Brooklands Meeting and High Speed Trial. With no special preparation and full equipment we managed to make fastest time in the Hour run in the morning, at 85.06, and later in the day won a two-lap handicap at 86.62 m.p.h. and a one-lap scratch race at 80.20 m.p.h. I think the Works were pleased, because they agreed to lend me the car again for the October B.A.R.C. Meeting, and this time, with equipment removed, we won a three-lap handicap at 100.81 m.p.h., after a battle with H. G. Dobbs' Riley which we just beat by 50 yards.

From then on we ran in most B.A.R.C. meetings until the end of 1938. The engine was changed to "110" in 1936, and though we never did 100 miles in the hour in an M.C.C. Hour Run we very nearly did in 1935, and *The Times* gave us credit for doing so, saying: "Unhappily the timekeepers would credit him only with the full 36 circuits, and not the 1,200 yards he also covered, still his speed was 99.61 m.p.h. for the 36 laps." Ah, well!

I have said quite a bit about BGH 23 because, although it did not become my own property until the end of 1938, by a very kind settlement with the Rootes brothers, arranged by J. E. Scott, I did rather look on the car as mine by "squatters licence," and in fact also ran it on the road in two R.A.C. Rallies and one Scottish Rally. What a car for road and track; I shall never forget it.

In 1939 I dropped the axle-ratio, fitted standard compression pistons, and generally made the car suitable for town and country planning, although always for Brooklands, Shelsley, etc., we drove the car to and from the course.

In March, 1939, I bought a Sunbeam-Talbot Ten saloon, very stupidly selling it on the outbreak of war, and taking a small profit of £23 after 6,070 miles. A week before the war we were in Lucerne (a Swiss wife is a great advantage when her family are living there) and my Works, thinking that Cannibalism begins at Calais and I probably only got news from jungle drums, 'phoned me to come back in a hurry. This we did—Lucerne to Rheims, 325 miles, in just under nine hours. We spent the night in the Lion D'or only to be woken up by a terrific clap of thunder, and for a few moments I thought the war had started and that we had just about had it. Next day on to Calais, where there was quite a little flap going on. But Townsend Ferry rose to the occasion and no cars were left behind on that day.



WARTIME SANITY.—The rare long-chassis Citroen "Big 15" d.h.-coupe for which the Talbot BHG 23 was exchanged in 1940.

Well, having sold the Sunbeam-Talbot I was still left with the Talbot "110," the Austin Seven coupé and a 500-c.c. International Norton which I had bought in July, 1939. The Norton and the Talbot had many similar characteristics, not the least being the terrific power available and the feeling that here was something alive and part of oneself.

In February, 1940, with petrol rationing, I laid up BGH 23, taking in part exchange a 1937 Talbot Ten two-door saloon. I bought this car—oh yes at standing-in price—and proceeded to run it till October, 1940, when the Austin coupé was sold after 32,000 miles for £12 10s., and my wife kept the Talbot on the road, doing work which the Petroleum Officer agreed necessitated a supplementary ration.

In May, 1940, the King at last agreed there was no hope of winning the war without my services and in I went—the barrel was even then being scraped pretty low. During October, 1940, I was stationed in Lincolnshire and one day my manager wrote me to say a man was after BGH 23 and had a 1940 Citroën coupé for part exchange. Could I get leave and do a deal? The man turned out to be Peter Whalley (who later used MOTOR SPORT correspondence columns to throw out various challenges!), his Colonel refused to let junior officers use a car (some Colonels were hell!) and if he had to store a car for the war it might just as well be something that would give him a lot of fun later on. Leave I got—the excuse of seeing accountants about income tax generally worked—and saying to myself, surely I don't want a Citroën, I arrived in St. Albans.



"MIKE" COUPER'S 1940 STABLE, l. to r.: Austin Seven, Talbot Ten and Talbot "110" BGH 23 and International Norton "The Snort,"

I fell for the Citroën right away and fixed up an exchange which later proved a very good one. The Citroën was definitely of 1940 Series and possibly the only one of its kind in the country—a drophead coupé on the long "Big 15" chassis of 10 ft. 1½ ins. and fitted with what Slough called De Luxe equipment. I have never seen another one like it and as long as petrol rationing lasted and sometimes on leave even when it didn't, I had a very happy time with this car. I kept it until June, 1947, doing 18,933 miles, though I very rarely managed to make a silent gear-change from second to first when on the move. Once, being on a course at Feltham, I left the Citroën at Slough for a three-day check and on getting the car back got a speedometer reading of 88 m.p.h. Unfortunately, this was found to be between 10 per cent. and 12 per cent. fast, but nevertheless I think the car was good for 80 m.p.h. Front tyres lasted for 10,000 miles and by the time they had done more mileage on the rear wheels a complete set saw about 14,000 miles. I never had anxious moments with the front-wheel-drive and even if it was necessary to take the foot off the throttle when going into fast bends nothing untoward ever happened that was at all odd.

The car was red and I gave it a repaint and a new hood in 1946, but found that a few months later the paint was fading—a fault I believe to be found frequently with this colour on many makes of cars. The rear panel of the hood was detachable and on hot days with this removed it was an ideal way to travel. (Other makers of drophead coupés please copy.)

Well, as you may have read in the papers, the war ended and we had to face the rigours of an English Peace.

The Talbot Ten was sold and the Norton as well, and another Austin Seven

purchased—a 1936 saloon of very low mileage which stayed with us for 23,610 miles and then produced a £55 profit.

In July, 1946, we thought it about time we went abroad again, and with a growing daughter decided the Citroën was a bit too cramped for three in front. I went very thoroughly into the question of removing the big parcel tray behind the seat, extending the hood and bringing four seats under it, but the problem was too great and might have given trouble if we had removed the body panel behind the seat and in front of the dickey. I, therefore, abandoned this idea and as a temporary measure bought a 1935 3½-litre Bentley Park Ward saloon with ride control. I was a bit scared with the future unknown possibilities of the motor trade and only kept "The Grey Adventure" for our holiday and a mileage of 3,750 and still being innocent of post-war trade was quite happy with a selling profit of £20. We checked the car over in my works and though the car showed 80,000 on the speedometer there was very little to be done to it, but being cautious I thought a few spares might be taken abroad as a precaution. I 'phoned Hythe Road and asked for gaskets and a fan belt, only to be laughed at and told my request was unusual, but a fan belt *might* be required. I know them now, but how right was their attitude.

Our holiday included Belgium, Luxembourg, France and Switzerland, taking in the then-new Susten Pass two days before the official opening. Though we had to move one barrier nobody seemed to mind. We did meet quite a number of other cars, some of which I was delighted to notice came from the other side of the Atlantic, and which my daughter truthfully christened "Bouncing Boilers."

On returning home and parting with the Bentley I found I was not as happy as before with the Citroën, but I kept it until June, 1947, when, feeling that being in the Motor Trade must have some compensations, I took delivery of a new Armstrong-Siddeley "Hurricane" coupé. No, I don't think I will say what price I got for the Citroën, but the new owner was happy, and I see the car fairly frequently and it is kept in beautiful condition.

I got the Armstrong in July and it had under 1,000 miles on the clock when we went abroad for our 1947 holiday. It was a very hot day when we crossed London and though no thermometer was fitted we knew we were on boiling point. By the time we were 50 miles on there was no question of it, and by the waters of Maidstone we sat down and wept. If the car was running hot then what would happen across France and in Switzerland? Luckily the next day was cooler and we crossed France successfully. In Switzerland we boiled on the Gothard, but frequent stops for photographs eased the situation and hid my shame. When we visited Zurich I visited the distributors there and asked them what they did to produce more cooling. They at first denied all knowledge of over-heating, but when I explained that I was an Armstrong agent and genuinely worried, the manager said, "Ah well, when you three got out of the car, I turned to my mechanic here and said—'Here come three *Poulet Roti*.'" Anyway, when we got back home we cut more louvres in the side engine-trays, put a louvre in the top of the bonnet, removed the thermostat, and fitted a new hood with the rear panel detachable—all these modifications were incorporated on later cars—and in 1948 we took the same "Hurricane" abroad again with no trouble. I liked the car and you only had to look at the starter button and the engine sprang into life. Springing was a bit light on the front and some pitching occurred on certain surfaces. By virtue of automatically self-adjusting hydraulic tappets, self-adjusting front brakes and many other good points, maintenance costs were kept to a minimum.

So in January, 1949, I parted with HUR 700 (what a lot of fun the Swiss had with this registration prefix) and KJH 700, another Armstrong-Siddeley, took its place, but this time the very nice-looking "Typhoon"' two-door saloon. The "Hurricane" had done 12,100 miles. The "Typhoon" was my works' demonstrator, but used only by myself, and this was parted with—at list price, in May, 1949, after 3,409 miles—so nobody should complain about that. Various points had been improved and I was quite sorry to see it go, but business is business and a Mark V Jaguar was on the way.

The Jaguar (KRO 700—I must have some influence with the licensing department!) arrived in May and I kept it for a year, doing 8,032 miles. What a fine car it was—104 m.p.h. on the speedometer when demonstrating it to the County Police, no trouble of any sort, and nothing that I could find to dislike or criticise. There are enough Jaguars about now, so that little need be said, but here is real value for money, and what delightful people kind Bill Lyons has gathered about him in his factory.

Since early 1950 it has been Bentleys, Bentleys all the way, and again, lest unkind persons should think the Motor Trade is an easy way to fortune, I can only add that really I was very fond of my Old Uncle and sorry when he departed this life.

In the December, 1950, MOTOR SPORT, Raymond Mays said as much as I can about Mark VI saloons, all of which I do bear out. It is, I suppose, possible to pass a few minor criticisms, but if these are made by non-Bentley owners I feel almost personally affronted. I want nothing better and each time I take the car out there seems something new to eulogise over.

When a small boy asked, "What will she do, mister?" I said very truthfully, "Everything, and very perfectly too."

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The Hants and Berks M.C. and Bristol M.C. & L.C.C. Versatility Trial will start from Castle Combe on April 21st (scrutineering at 9 a.m.) and finish in the Marlborough area. It is open to Hants & Berks, Bristol, S.U.N.B.A.C., 750, W. Hants & Dorset, V.S.C.C., N.W. London M.C., and Southsea members, and entries close first post on April 14th, at £1 per car, teams 15s. Cars will be timed over three laps of Castle Combe circuit and then be set to climb trials hills, using the same tyre pressures throughout; marks will also be given for luggage accommodation, comfort, etc.—an interesting innovation. MOTOR SPORT has advocated frequently something of this sort. It is a pity the first Goodwood Members' Race Meeting has been shifted to the same date. Details from: M. Burn, 3, Pondtail Road, Fleet, Hampshire. Blown cars over 2 litres are barred.

* * *

Entries for the *Daily Express* Silverstone Meeting in May must reach the B.R.D.C., Park Lane, W.1, by April 9th—they are *free from fees*. Good show! Prize money totals nearly £2,000.

* * *

Mrs. Rivers Fletcher has presented separate ladies' awards to the N. London E.C.C. to be won by the most meritorious performance at each meeting (driving, navigating or marshalling etc.,) by a lady member in this Club's 1951 events. This is appropriate, for during the Club's dinner/dance last January, two ladies—Mrs. Rivers Fletcher herself and Miss Williams—collected prizes. It was at this meeting that Mrs. Tee, wife of the proprietor of MOTOR SPORT, presented to Jim Mayers the MOTOR SPORT Brooklands Memorial Trophy and Replica.

* * *

Congratulations to Leslie Johnson who, on March 12th at Montlhèry, covered 131.83 miles in an hour in his privately-owned Jaguar XK 120.

The "sports car hour" is not officially accepted as a record, in any case, but is nevertheless an exceedingly interesting yardstick.

We believe its history to be as follows:

1937 S. C. H. Davis (2-litre B.M.W.), 102.22 miles.
1937 A. C. Hess (4½-litre Lagonda), 104.40 miles
1938 Earl Howe (4½-litre Lagonda *saloon*), 101.50 miles (including stop for puncture)
1939 Mrs. Jill Thomas (2-litre B.M.W.), 101.22 miles.
1939 G. E. T. Eyston (4½-litre Bentley *saloon*), 114.64 miles
1950 L. Johnson (3½-litre Jaguar), 112.40 miles*
1951 L. Johnson (3½-litre Jaguar), 131.83 miles.

* During 24-hour run.

One wonders what Forrest Lycett's famous 8-litre Bentley would make of this run—incidentally Jaguar have not, at the time of writing, challenged its s.s. and f.s. fastest-ever sports car sprint times.

* * *

The first all-cyclecar speed event for many a moon, the Morgan Three-Wheeler Club's speed trial at Madresfield Court, Worcs., on April 15th, commences at 2.30 p.m.

* * *

"Australian Motor Racing" (Australian Motor Manual, 1-7, Knox Place, Melbourne, 5s. 6d.) is a useful guide for emigrants to the sport "down under." This paper-backed 130 page booklet briefly describes and illustrates 77 competing cars, and details clubs, history, personalities, etc.

* * *

S.U.N.B.A.C. COLMORE TROPHY TRIAL

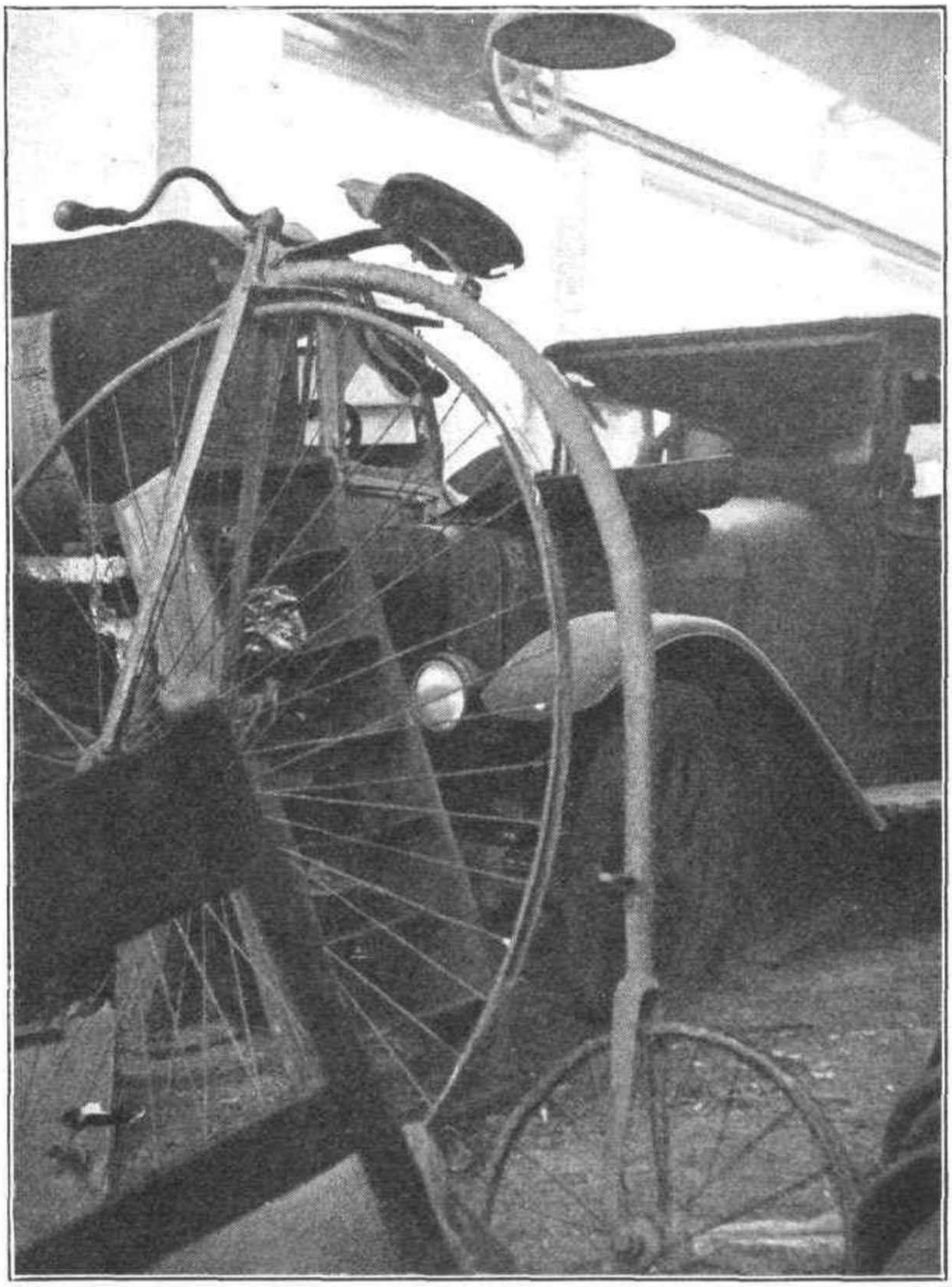
COLMORE TROPHY: R. W. Faulkner (1,172-c.c. Paul Special), 4 marks lost. RHODE CUP (under 1,300 c.c.): E. Crump (1,172-c.c. Marden), 8 marks lost. SHELL CUP (1,300-3,000 c.c. un-s/c. and up to 1,300 c.c. s/c.): W. H. Waring (1,196-c.c. s/c. Dellow), 8 marks lost. BERNARD NORRIS CUP (over 1,300 c.c. s/c. or over 3,000 c.c. un-s/c.): A. W. Francis (3,917-c.c. Mercury), 8 marks lost. CLUB TEAM TROPHY (R. W. Faulkner's team): Faulkner, Crump, Waring. FIRST-CLASS AWARDS: *Burgess* (*Burgess*), *Corbishley* (*C.C.S.*), *Lowe* (Dellow), Atkinson (Atkinson Special), Sleeman (Sleeman), Mosby (Ford), Harrison (Harford), Wilde (Ford), Imhof (Imhof Special) and Tracey (Dellow).

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ALLARD BEATS THE FIELD

John Fitch and Fred Wacker driving Allards came first and second in the Juan Perons Grand Prix. The field included Alfa-Romeos, Ferraris, Healeys and Jaguars.

VINTAGE VEERINGS



VINTAGE cars will be well catered for by the V.S.C.C. this season, peace and petrol permitting. On April 7th the Northern Section has its Blubberhouses follow-my-leader trial, starting (at 11.31 a.m.) and finishing at Ilkley, this being confined to vintage cars and vintage light cars. On May 19th there is the Silverstone Race Meeting, when the vintage sports, vintage racing and even the Edwardian cars disport themselves on the tarmac, and the programme includes a One-Hour High Speed Trial and the 100 kilo. Seaman Trophies Race for vintage and historic racing cars, and a second Silverstone Meeting on June 23rd, to which other clubs are invited.

The Pomeroy Memorial Trophy Competition will be decided on July 7th, a rally will be held at Madresfield on July 29th and Prescott Hill taken for a day's speed on August 18th. A speed trial may be held in September if a course becomes available. The week end of August 6th/7th will be devoted to a trial and tests in Wales, November 3rd to the Nidderdale Trial and December 2nd to one of the Bisley dash-abouts.

* * *

Two other vintage dates for your diary: on June 3rd the V.C.C., together with the V.S.C.C., will be holding a Festival of Britain Cavalcade of old cars from London to Windsor, which sounds a good day out, and on June 23rd at the Anniversary Meeting at Shelsley Walsh ascents of the hill will be made by a selection of vehicles dating from 1901 to 1951, to represent the progress made by the Industry during this period. We gather that some of the actual cars and drivers who competed in 1901 will drive—and that, surely, must include George Lanchester's Lanchester?

* * *

Apart from these fixtures, further proof of the prevailing enthusiasm for vintage cars (as if any were needed!) is provided by that wonderful organisation, the Bentley Drivers' Club. Some time ago we announced that the B.D.C. had over 1,000 members, mostly owning vintage Bentley cars. Yet, in the first quarter of this year 83 further members were enrolled, bringing in with them 35 more 3-litre and 22 4½-litre cars, as well as an 8-litre and some "6½s." One new member has that potent combination, a 3-litre with 4½-litre engine, and the remainder enrol on the strength of 3½ and 4¼-litre Derby-built Bentleys, the club admitting these and reminding any sceptics that one of Woolf Barnato's deepest wishes was that one day the new Bentley should carry into present-day motoring the great traditions of the vintage versions of the marque. Such enthusiasm for one make is quite *infectious*!

This club's fixtures seem to fall on unlucky dates from MOTOR SPORT's point of view, their Eastbourne Rally falling on March 31st/April 1st, so that this ambitious event cannot be reported here. A pity, for it embraced a long-distance road section at night, driving tests, and timed ascents of Firle hill, resurfaced for the occasion.

Another date for your vintage diary—vintage date for your diary—anyway, a date—is July 21st, when the B.D.C. stages its Silverstone Race Meeting, replete with the traditional triangular duel between Bentley, Sunbeam and Mercédès-Benz cars.

* * *

One Saturday morning when the sun decided to shine I handled a front-wheel-drive Alvis for a few miles, a car with the classic blown four-cylinder o.h.c. engine, reputed to have been one of the team cars. It produced some surprises—a clutch so light that the action was as if the pedal were disconnected, a rather pleasing right-hand ball-gate gear change, and much lighter steering than I should have expected, which was also endowed with a good lock. There was lots of mechanical noise, of course, but no sound that I could discern from the neat Roots supercharger mounted on the near side of the cylinder block. This particular car, incidentally, had a fuel tank in the pointed tail of its two-seater body; a vulnerable part was the front brake linkage, this being the lowest point of the chassis. The brakes were really effective.

* * *

Old cars continue to come to light in odd places, as the picture above and the letter which follows serve to emphasise. The "supply" cannot be inexhaustible but will probably last for a long time yet.

Sir,

A promised introduction to someone who is prepared to *give away* two motor cars is sufficient to turn the head of any enthusiast. However, this really happened to me a few weeks ago, and since the affair appears to bristle with question

marks I am prompted to record an account of what actually took place.

A friend dropped in one evening to ask if I would go with him to " vet " a special he had spotted in a local advertisement. And, as if to encourage me, he said casually " By the way, I happen to know where there are two motor cars you can have for nothing—if you can get them here. I don't know much about them, but one is a Lagonda." I must point out here that my friend is noted for his leg-pulling, so that at first I did not take much notice of his remarks ; but gradually my curiosity got the better of me, and I began to question my friend most carefully on the matter. It then came to light that a business acquaintance of a friend of his had had these cars in a derelict foundry where they had been undisturbed for nineteen years, but as the premises were being put to some other use the cars were just in the way.

A day or so later I was introduced to the owner, and I was conducted to the resting place of a 1922 " 11.9 " Lagonda and an Anzani A.C. of similar vintage. Words fail to describe the scene of desolation that confronted me, but, as will be observed in the accompanying photographs, in the midst of chaotic piles of disused machinery, core boxes and mounds of casting sand, were the complete, though sadly neglected, cars.

My first reaction was to forget the whole thing, but after climbing over tons of scrap iron to obtain a closer examination of the Lagonda and finding it in apparently good condition once the dust of ages had been removed, the situation began to seem more promising. Idly I engaged the starting handle and attempted to turn, and, much to my surprise, the engine revolved quite freely. Perhaps it was this willingness of the old Lagonda that decided me on embarking on the seemingly impossible task of removing the sad remains to my home. Willing hands soon appeared, and after half a day spent in lifting, levering and lugging, a clear path was forged from the doors of the foundry to the rear of the car.

During the " trail blazing " activity, many small gold mines were discovered, including a spare engine for the Lagonda, five spare wheels, a complete front axle, gearbox and transmission, and a whole box of sundry other spares, all in a fine state of preservation.

Hopefully a foot-pump was obtained and, after much activity two of the 3 by 26 in. beaded-edge tyres responded to treatment and assumed their proper shape, but alas, the other half of the set refused even to allow air to enter the rusted remains of their valves. At this point we all felt rather thirsty, and the lowering of the necessary was commenced by four of the dirtiest motorists ever seen in the saloon bar of the local.

After the refreshments we all felt more equal to the task of moving the Lagonda out of its captivity and on to the highway—a task which proved to be much easier than expected, for by engaging reverse gear and turning lustily on the handle, and with the occasional assistance of a crow-bar under the rear axle, my new-found friend was cautiously manoeuvred between the heaps of heavy machinery, and finally arrived on the road. This resuscitation was greeted by cheers from our side and jeers from hoards of children who miraculously appeared from out of the ground and who stared goggle-eyed at quite the oldest car they had ever seen.

Further unsuccessful attempts were made to inflate the remaining tyres, but hope was finally abandoned and it was unanimously decided that the vehicle should be towed as it was the seven miles to its new home. With gaudy chalk, the proud back of the car was inscribed with the degrading words " On Tow," followed by the registration numbers and letters of a 1929 Austin Seven, which was the only towing appliance available. Having procured a suitable rope and firmly attached each end to the respective vehicles, there commenced for me quite the most exciting seven miles' journey it has ever been my lot to make. Under ideal conditions, being on tow is not pleasant, but when such hazards as two flat tyres, doubtful two-wheel brakes, and one inch of snow on the roads are added, the prospect of crossing a town of one-quarter million population (a large proportion having apparently turned out to watch the ghastly spectacle) is not my idea of an enjoyable ride.

Again luck was on our side, and St. Christopher was working overtime, for, assisted and encouraged by the good humour of other road users and the indefatigable strength of that worthy Austin Seven, which after the first mile emitted clouds of steam but nevertheless maintained an average speed of 7 m.p.h., the journey was completed.

The arrival home after such expeditions as this is always faced with some apprehension. Sure enough, long before the tow rope was disconnected the reception committee appeared on the doorstep, and my long-suffering wife's remark, " You've had your lunch," followed in the same breath by " Where on earth did you get that thing and what do you think you're going to do with it ? " was rather an anti-climax to the morning's toils. The matter was duly rectified, however, when, later in the afternoon, the dear lady appeared in slacks and an old coat, armed with a vacuum-cleaner and sundry brushes, and casually remarked : " If I have to go in it I suppose I had better clean the inside."

I am, Yours, etc.,

Syston. A. E. JERROMES.

* * *

Sir,

In your January issue in " Vintage Veerings " you say of the 1926 Delaunay Belleville " the forerunner of all subsequent versions of quick-action radiator caps." This is hardly correct. This distinction belongs to Armstrong Whitworth. All Armstrong Whitworths from the first turned out in 1907 or 1908 were fitted with a quick-action radiator cap. This was a hinged cap secured by an over-centre toggle lever. Further, the Wilson Pilcher car, which was made by Armstrong Whitworth, also had the same cap from its commencement in, I think, 1905.

I am, Yours, etc.,

JOHN HARRIS REED.

Newcastle-on-Tyne.

* * *

Sir,

I feel the wish to take Mr. Oldham to task for his letter in your March issue, and for his pungent comparison between his present Austin Twentys and his despised " Heavy Twelve."

Once again—and how very often !—we meet the error of formulating comparison between two cars of widely differing capacities, and designed by Mr. Herbert Austin (as he then was) for two widely differing sets of potential customers.

I entirely disagree with Mr. Oldham that the " Twelve " has an " absolutely nil " performance. It may not be brilliant—it isn't meant to be ! One must appreciate that Mr. Austin designed and marketed this " Twelve " for, may I say, the middle-aged, and bodied it accordingly, without fear or favour. Very comfortable seating, see-over-the-hedge visibility, and easy " in-and-out," plus your hat. In short, dignity of mien, and a touring progression of 30-40 m.p.h.

Primarily, a " Twelve " is, beyond doubt, much over-cooled. Therefore, obviously, fan off and a partially blanked radiator. Further, I would suggest a " Grade 20 " oil to reduce sluggish running from cold. Personally, in my very early 1930 saloon, I use " Sprol 20," graphited, and find it excellent. (No advertisement intended !) Perhaps, also, slightly larger jets may prove advantageous.



Vintage light cars at a Lagonda C.C. meeting at Thame last year—from left to right, " 11.9 " Lagonda, Bayliss Thomas, another Lagonda, " 8.11" Talbot and a Trojan. Those who enjoy this sort of thing should note that the Vintage S.C.C. Light Car Section will meet for lunch on April 14th, at the Folly Inn, Adstock, on the Buckingham-Aylesbury road.

For your "Twenty," thank you, Mr. Oldham, for gracious credit to a very great engineer—somewhat stubborn maybe—but a man with both feet firmly planted in his own wise convictions. And from me, a humble "thank you" to him for his "Twelve."

Finally, Mr. Oldham, as a free tip from me, ease off your rear Hartfords a turn, your rear-seated passengers may be grateful.

I am, Yours, etc.,

Arundel. L. H. MUSKETT.

Sir,

At the close of his letter in the last issue W. J. Oldham disposes of the Austin Twelve as having absolutely nil performance. Study of Brooklands records provides an answer to this, as to most things. I find that at the 1925 B.A.R.C. August Meeting a black and aluminium Austin Twelve with the 72 by 102 mm., 1,661-c.c. engine was entered for two races by S. Holbrook and during the afternoon, although unplaced, did a lap at 74.33 m.p.h., driven by H. Cutler. In both cases the car was re-handicapped, presumably because the B.A.R.C. found it "hotter" than they had expected, and certainly it must have been good for at least 80.

The car does not appear to have run again, and although I thought I had given all these rather obscure cars fair mention within the three volumes of my "Story of Brooklands," I admit this Austin escaped me. Perhaps those responsible for it will see this and supply some details. There was also a very sporting-looking Austin Twelve which I used to encounter on the Bath Road near London Airport a year or two ago; it certainly *looked* to have better than nil performance.

I am, Yours, etc.,

London, E.C.1. W. B.

* * *

Sir,

I was very interested in your remarks in "Vintage Veerings" for February regarding magneto troubles experienced on many vintage cars. Having experienced similar magneto trouble on my 1925 Morris Cowley, I overcame the difficulty for the modest outlay of about 10s. and one hour's labour. The average magneto can be converted into an efficient distributor by removing the windings and condenser from the magneto armature, taking care to see that the centre bolt which secures the contact breaker assembly to the armature is insulated from the latter. If the high tension pick-up brush leading to the rotor arm is removed and a H.T. lead from a coil is introduced through the back cover plate of the magneto in such a way that contact with the rear end of the rotor arm is made, the ignition system is completed with the connecting of a suitable condenser between the body of the magneto or earth and the "ignition off" terminal on the contact breaker cover plate. By connecting the positive terminal of the coil to the battery *via* an ignition switch and coupling up the earth terminal a very reliable conversion unit is completed.

I have used this system now for two years, having purchased a secondhand coil from a breaker's yard for a few shillings and it has required no further servicing.

While many "vintagenarians" would regard this as rather infra dig, it has the advantages of easy starting in frosty weather, coupled with freedom from further trouble, all for a minimum outlay.

I am, Yours, etc.,

Slough. C. E. Cox.

* * *

Sir,

The vintage cars mentioned in the correspondence in MOTOR SPORT are very interesting. Before the war I had a new car, afterwards a secondhand one which was not vintage; both were a constant source of trouble, even a brand new motor-cycle proving a snare and delusion. Just before the bad winter of 1947 I bought a 1929 Triumph Eight tourer in which I have done some 31,000 miles with very little trouble. The car was in very bad condition when I bought it, but the engine was quite good.

Apart from hood, upholstery and replacement carburetter, the only non-standard part is a change from magneto to coil ignition, with a home-made mounting for a Delco Remy distributor and a Runbaken "Oil Coil." This was a difficult job as reduction gearing had to be fitted. The magneto was scrapped as oil leaked on to the windings despite all efforts to stop it.

After doing some 17,000 miles without touching the engine I ran a big-end some 40 miles from home and managed to get back safely by retarding the spark. Then I had it resleeved and remetalled.

Both before and after this, performance was good; with four up I can average 30 m.p.h. on main roads with about 36 m.p.g. To do this I never need exceed 40 m.p.h. as the pulling power is so steady that I do not lose much even on long hills. There never seems much need to hurry—what a difference from some engines and how much more comfortable.

Modern designers would do well to revert to the split windscreen which enables me to drive in fog in relative comfort even when cold. There are many little things which do make "Vintage Motoring" a delight; the coach-built body is much warmer than the modern pressings, the headlights are really good, the plain tooth gearbox is quite as easy as synchromesh when one is used to it, etc., etc.

My only regret is the high tax and price of petrol which prevent me from buying a Bentley or similar vintage car.

I am, Yours, etc.,

Birmingham. "TRIUMPH."

* * *

Sir,

Yours is a most worthy journal which gives an immense amount of pleasure to the most amateurish of amateur motorists. I am just one of those gentlemen, but since I have owned, now for four years, a 1921 16-h.p. Wolseley tourer, I am also one of the most enthusiastic vintage owners.

And for this reason I bring to your attention the fact that in the last twelve months there has been no mention anywhere in your paper (including advertisements) of this particular brand of motor-car. Now this 1921 Wolseley model was a respectable family car, no doubt—the handbook has a photograph of it with an immaculate chauffeur holding the jack in gloved hands. And it cost something like £950, I believe, in those days; it therefore does not qualify as a sports-car, by your definition in your last issue.

But it does qualify as an example of fine motor engineering. I know a little of its history. The engine was an offspring of one of the Wolseley aircraft engines of the 1914-18 war which had a great success. This was one of the first overhead camshaft engines, and coil ignition could be provided as an alternative to magneto. Generally, the engine was a bit ahead of its time, and not many were sold and Wolseleys went back to side-valves in '23 or '24 until about 1927, when they re-introduced the 1921 engine with a few odd modifications.

My particular car is in magnificent mechanical condition, and has never given any serious trouble except for a noise which developed in the gearbox and which I cured by adjusting the tapered roller bearings (with which incidentally, the whole car is fitted). I have never looked inside the engine, partly because I distrust my mechanical abilities and partly because it just doesn't seem to be necessary. I cruise about the country in wonderful wind-swept comfort and dignity at a respectable 50 m.p.h., which I find is just about sufficient to keep most modern cars where they belong—behind me and out of sight. There is the occasional upstart who dares pass with a superior grin on his face, which usually disappears when I put *him* in his place with a slight depression of the throttle pedal.

I would be extremely pleased if other owners of this type of car could get in touch with me through your columns. I do not know any, and I have never met on the road any of our sisters.

With my very best wishes for the continued success of your journal.

I am, Yours, etc.,

London. BRYAN THWAITES.

[We did mention seeing a rather sporting Wolseley tourer of this era near Hindhead last year and another is known in the North, and is for disposal. The Wolseley o.h.c. gear was probably based on the Hispano V8 aero-engine which Wolseley built under licence during the Kaiser War.—ED.]

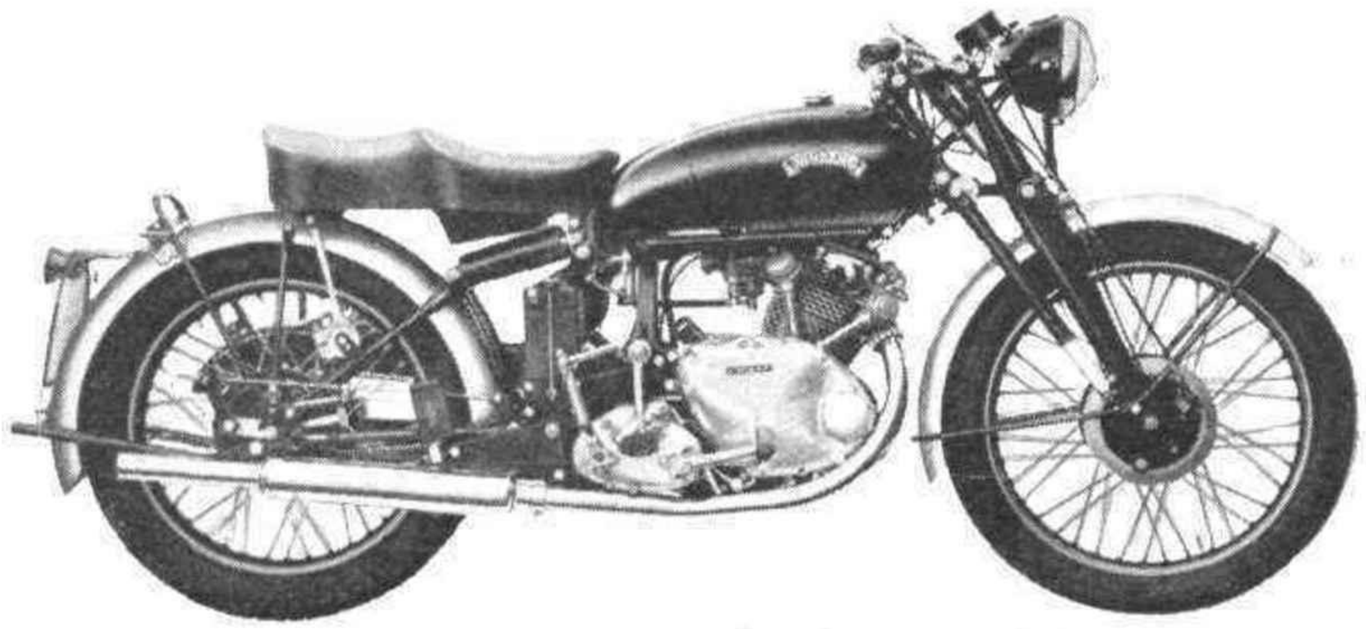
Mr. D. W. Gillies, 17, Dudley Gardens, Leith, Edinburgh, 6, is forming a Scottish section of the Alvis Owners' Club, and all those interested, north of the Border, should contact him. R. P. Birks, 201, Yew Lane, Ecclesfield, Sheffield, 5, is Hon. Sec. of the Club, which has over seventy members at the time of writing.

* * *

Another Tamplin cyclecar in a very good state of repair has turned up in Wales, and we hear of a 1921 Phoenix somewhere in Kent. The Lagonda Register is inviting tenders for a drawing or design as subject for a picture to be used as a Trophy, which sounds like something many of our readers would be able to tackle—tenders to P. A. Densham, Dormers Farm, Martin, near Fordingbridge, Hants.

The Vincent Comet

Road Impressions of a Sports 500-c.c. Motor-cycle



THESE days the accepted idea of a road test is such a cut-and-dried affair, with standardised lists of figures and tabulations, that I felt something rather different was called for when dealing with any given machine. Under the normal formula for a Press road test the firm concerned usually pick out a good model from the production line, check it and test it to make sure everything is spot-on, and then hand it over for test with a reasonable amount of miles on the speedometer consistent with removal of the high spots. Now, while a machine may be perfect when loaned from the works, or delivered to the customer, one wonders at times what the state of the machine will be after some thousands of miles of usage by the average owner.

Having decided that the Vincent Comet was the machine to put to the test, I was very fortunate in meeting, quite by chance, Mr. Roy Branch, the owner of a Comet and, through a mutual friend, arranged to try it. Here, indeed, was a Vincent as desired. It was in regular daily use in the hands of its second owner and it had just passed the 9,000-mile mark. I felt that this would definitely give one experience of a Comet as average as one could find, with no question of picking out a good one, or making sure everything was perfect before riding it. In other words, I was to have the opportunity of experiencing the Comet just as any average Comet owner uses his machine, and by so doing could record very genuine impressions of a popular model.

This Series "C" Comet was standard in all respects with the exception of having a manually-controlled B.T.H. racing magneto in place of the normal Lucas automatic advance and retard model. From the end of the magneto shaft a rev.-counter drive was mounted, the instrument being fitted to the top of the forks, matching with the speedometer head. This rev.-counter modification was from standard parts as used on the racing version of the single-cylinder Vincent.

The single-cylinder engine, of 84 by 90-mm. bore and stroke, giving a capacity of 499 c.c., is mounted at an angle of 25 deg. and as will be seen from the illustration, the engine itself forms the front down tube of the frame. The top member of the frame, which passes through the petrol tank, forms the oil reservoir and the rear pivot type suspension swings about a point just to the rear of the four-speed Burman gearbox. The front forks are the patented Vincent "Girdraulic," which very cleverly combine the rigidity of girder forks with the movement and characteristics of telescopic forks. Long coil springs are mounted in the tubular members behind the main fork member and a central hydraulic damper acting in both directions takes the place of the normal central fork spring. With 9,000 miles already covered, this Comet showed no very great outward signs of not being a new machine, and the first-class finish, which has always been notable about Vincent machines, was wearing well, from the black and gold 3½-gallon petrol tank to the polished aluminium mudguards. On taking the bicycle over, at night and in torrential rain, my first impression was the confidence the machine gave me after only a matter of half a mile or so. Naturally, coming from one's own machine to a strange one meant that the riding position was not what one was used to, but the ease with which I settled down to a 50-m.p.h. cruising speed through the rain and dark, showed that there was not very much amiss with the general handling of the motor-cycle. The beam from the Miller headlamp, like so many motor-cycle electric components, was my first worry. For some reason there exists a feeling among electrical manufacturers that motor-cyclists do not want to travel fast at night. While well up to standard, the headlamp beam did not encourage me to go much over 60-65 m.p.h. under the conditions prevailing, which were foul to say the least. At 50 m.p.h. lighting was adequate, but above that I had to peer into the gloom pretty carefully. After some 50 miles through the downpour I was very gratified to find that the front brake had kept very clear of water and was just as powerful as when I started. The back one, however, was not good, the movement through the Bowdenex cable being rather stiff and requiring an abnormal amount of "standing on the pedal" to be indulged in if any sort of results were to be obtained. Without a doubt the most outstanding feature of the Vincent was its perfect straight-line running; it may seem a relatively simple matter to make a bicycle run in a true straight line, but it is surprising how few machines really come up to scratch on this point. So sure is the Vincent that the steering damper was never needed, and at 50-60 m.p.h. I found myself releasing the bars with both hands to wipe my goggles without giving a thought to whether the machine would deviate over any bumps; in fact, it was not until I was getting hold of the bars again that I realised exactly what had been an automatic action. If a bicycle can instill that sort of confidence in you on first acquaintance under very bad conditions, then it must be pretty sound. In traffic, in London, the low-speed balance of the machine enabled me to arrive at traffic-lights and come to rest before having to remove a foot from one of the high-set rests. If the riding position of the Vincent needs criticising, then it is in the mounting of the footrests that criticism lies. Relative to the one-piece saddle, I found them too high, so that my legs were bent at an uncomfortable angle, and I have rather short legs, so that a tall rider must find some difficulty. Admittedly the rests are adjustable, but as they swing about the end of a long arm it means that there can only be one position where their to-and-fro distance from the gear-lever and brake-pedal are right. Also, it was necessary to get used to what might be termed the "Vincent stance," that is, the hands close together on the very nice narrow handlebars, but the feet very wide apart, straddling the gearbox, definitely not one of the most comfortable riding positions, for it puts undue strain on the leg muscles. The dark and wet precluded any fast motoring, but I was able to appreciate to the full the very good gear ratios and acceleration of the Comet, for they enabled one to shake off traffic at any checks with great ease. In bottom gear, 20 m.p.h. felt a nice speed at which to select second, and in that gear 40 m.p.h. was a comfortable speed at which to go into third, and if there was no hurry then top could be selected almost immediately afterwards and a 50-m.p.h. cruising speed was soon reached. However, if time was short or there was a gap to nip through in the traffic on an arterial then 50 m.p.h. in second came in very useful, and if that did not suffice to get clear of the traffic then 60-65 m.p.h. in third usually did. The makers claim much higher maximums in the gears, but that naturally entails taking the engine up to peak revs and in the normal course of riding no one does that habitually. The figures quoted, by speedometer, of course, are those you can use all day and every day without causing any fussiness in the engine. During the course of some 200 miles of daylight running the real qualities of this 500-c.c. machine came to light. It cruised happily at 70 m.p.h. on the open road, but more surprising was the way I found myself holding 55-60 m.p.h. along very secondary roads when doing a cross-country route. That was not so much due to the performance of the bicycle as to its handling properties. It gave such a smooth and steady ride that those speeds seemed quite normal and did not require any undue concentration. If in hurry on the main roads then 80 m.p.h. could be reached very easily and held with no fuss at all and with the twist-grip rolled back quite a considerable amount, while 90 m.p.h. could be shown on the speedo without having to lie down to it. Admittedly only an indicated speed, but the average Smiths instrument is rarely more than 4 or 5 m.p.h. fast, if that. It was when motoring fast that the true worth of the Vincent steering became noticeable for the way it could be driven round open bends at 75 or 80 m.p.h. was quite exceptional, and all the while there was that rock-steady feel to the whole machine and never was there any need for the steering damper to be used. I had the feeling that nothing would ever make the Vincent wag its handlebars, and at times I felt perhaps this solid feeling was verging on the edge of a "deadness," but just to show it was alive it wagged its head just once throughout the whole run and over some very bumpy roads, taken at speeds between the 70 and 90-m.p.h. marks. For a bicycle to handle as this one did after nearly 10,000 miles of use shows that very little wear was taking place in the many pivots and joints of the suspension system, and, of course, one would not expect anything else from a quality machine, but one hears so often of new machines literally falling apart after very little use that to find a machine as new after its opening period of life is the sort of thing one appreciates. Without question the handling of the Vincent is its main charm, for the engine is not an exceptional power unit, although it is very smooth for a single cylinder; it is noisy, much of the valve-gear noise being transmitted up through the petrol tank so that one is always accompanied by a clacking noise at all speeds. The gearbox, with its short-travel lever, is not found wanting, except for its inability to have bottom gear selected from neutral without some grating. To say that the steering and roadholding of the Vincent is the best there is would be a foolish statement, for it would indicate that I have ridden every motor-cycle ever made, which would not be true; equally, to say it is the best I have tried would mean little, the reader not knowing how many machines I had tried, but to say there was nothing to complain about with its handling would be very true, for there was nothing, and I cannot say fairer than that. The brakes were divided, for the front one made up for the deficiencies of the rear one; so good is the Vincent duo-front brake, with its two 7-in. drums, that hard application made the speedo needle drop back as though it were a rev.-counter.

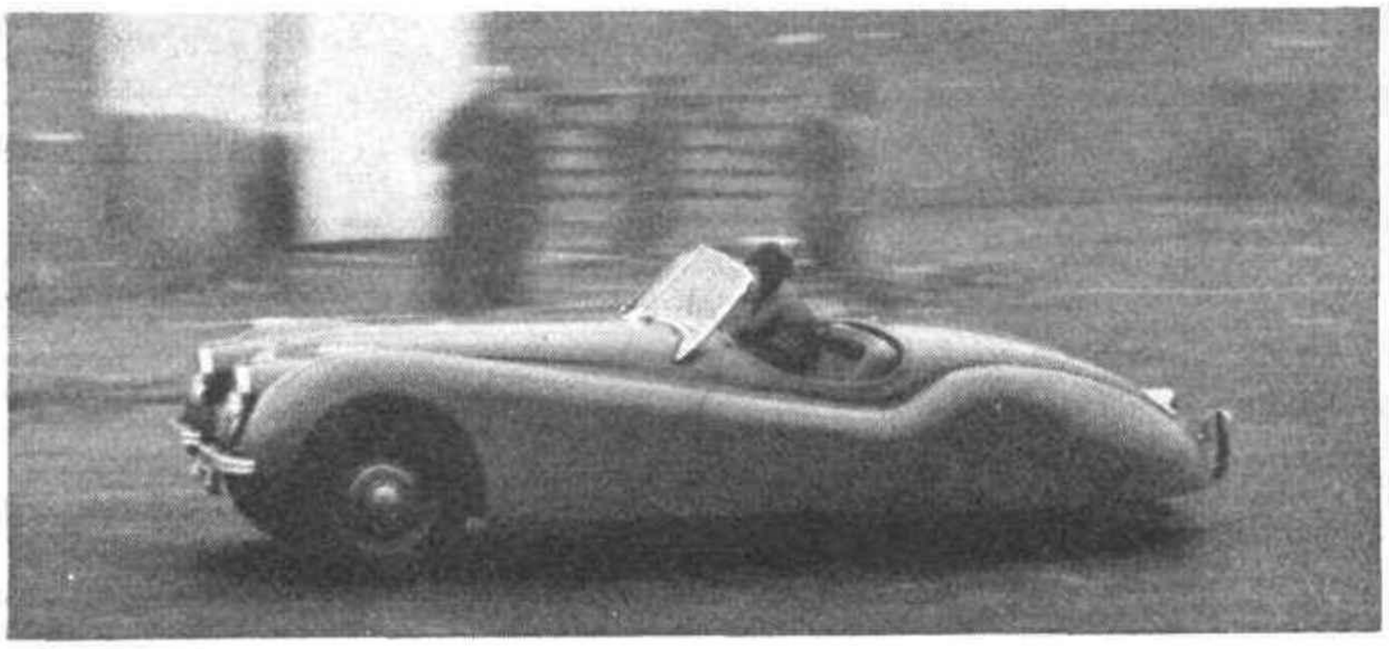
During the run I called in at the Vincent works at Stevenage and learnt from their very extensive files that this particular Comet had been built in January, 1950, was despatched to a dealer in the West Country in March of that year and they had not set eyes on it since. They were very gratified to find one of their machines being used for this particular test and had sufficient faith in their products not to be surprised to find the machine as good as new and going as such, if not a little better. Admittedly 10,000 miles is not a great mileage, but it is one that is liable to take the "new shine" off a machine; but it had not done that to this particular Comet in any respect, apart from some wear on the brake linings and tyres, of course.

Here then was a very robust sports 500-c.c. motor-cycle surveyed during two days of its normal life and not found wanting. It had had no preparation whatsoever; we merely swopped machines in the course of our everyday use and went on riding. It could show 80 and 90 m.p.h. on the clock with great ease, handled superbly, braked adequately and gave a very pleasant ride. It did 60 m.p.g. ridden hard and with the carburetter set on the rich side for performance rather than economy and used no oil, nor did it leak any, apart from inevitable "breathing" along joints, amounting to an accumulation of sticky dust rather than oil marks. None of the newness of appearance had gone from the bicycle and those points which did call for criticism such as the riding position were all in the original design. Taken all round, this Comet, now a secondhand machine, was indistinguishable from new in all respects and represented a very intriguing mount for the fast sporting rider who likes his motor-cycle to be a motor-cycle, to feel like one and perform like one. On handing it back to its owner I felt that if I tried it again after another 10,000 miles, or even the same again, it would not have changed very much. It had a very sound and solid feel about its whole being.

When new, the Series "C" Comet costs £190 plus £51 6s. purchase tax, and represents a very sound piece of motor-cycle engineering with an external finish equal to anything.—D. S. J.

"Motor Sport's" Impressions of that Much-Discussed Car—

THE JAGUAR XK 120





[MOTOR SPORT *copyright.*

LEFT.—Another busman's holiday, when the Editor exchanges typewriter for XK 120. *He discovers he isn't nearly as fast at Brands Hatch as Stirling Moss but enjoys himself for all that!*

ABOVE.—A further shot of the Jaguar on this exciting one-mile circuit.

AFTER going along to Henly's showrooms, appropriately situated at the head of Great Portland Street, formerly known as the "Street of Cars," to snatch a pre-view of the new fixed-head coupé on the Jaguar XK 120 chassis, I was able to fulfil a long-standing ambition and take away for test an open XK 120. This remarkable Jaguar made its appearance 2½ years ago and since then many and varied have been the Pressmen who have tried it. Perhaps the fact that MOTOR SPORT has not done so sooner is so that we can have the last word—at all events, our test coinciding with the release of a newer model, it rather seems so.

First impressions of an unfamiliar fast car are not always the most favourable, and so it was with this XK. The snug hood and rigid side-curtains were erect when I took over, and as the reassurances of "Lofty" England were cut off abruptly as he stood upright I realised that I was alone in the maelstrom of London's rush hour traffic in England's fastest standard car. Naturally no self-respecting motoring journalist wants to loiter in such a vehicle, but as I pressed strongly along I was embarrassed to discover the great distance my throttle foot had to travel to encounter the brake pedal and a bit put out at the way the Jaguar wallowed and howled its Dunlops when deflected from the straight ahead—you have to be used to sailing small boats to master this chap, I thought.

But the response to the throttle was magnificently stimulating and that of the brakes likewise, when I could find them. It was almost immediately apparent, too, that the 3½-litre, twin-cam 160-b.h.p. engine, like a bank clerk, is quite devoid of temperament. I left it idling all the while we were in the Bayswater traffic hold-ups and I poodled along at 500 r.p.m. in top gear without upsetting the mixture or lubricating the sparks. When a gap appeared—my word, how we made use of it.

So to the A30 Arterial, where people roaring homeward in the extreme right hand groove were perplexed, sometimes peeved, to receive a reminder from the Jaguar's *very* polite horn, so that we could get on with *our* motoring. The way we left everything behind will long live in my memory.

Thus to familiar roads, where I discovered many new corners—the same as I did on first driving a Morgan "4/4" after long spells in family saloons, only now these corners were *acute*!

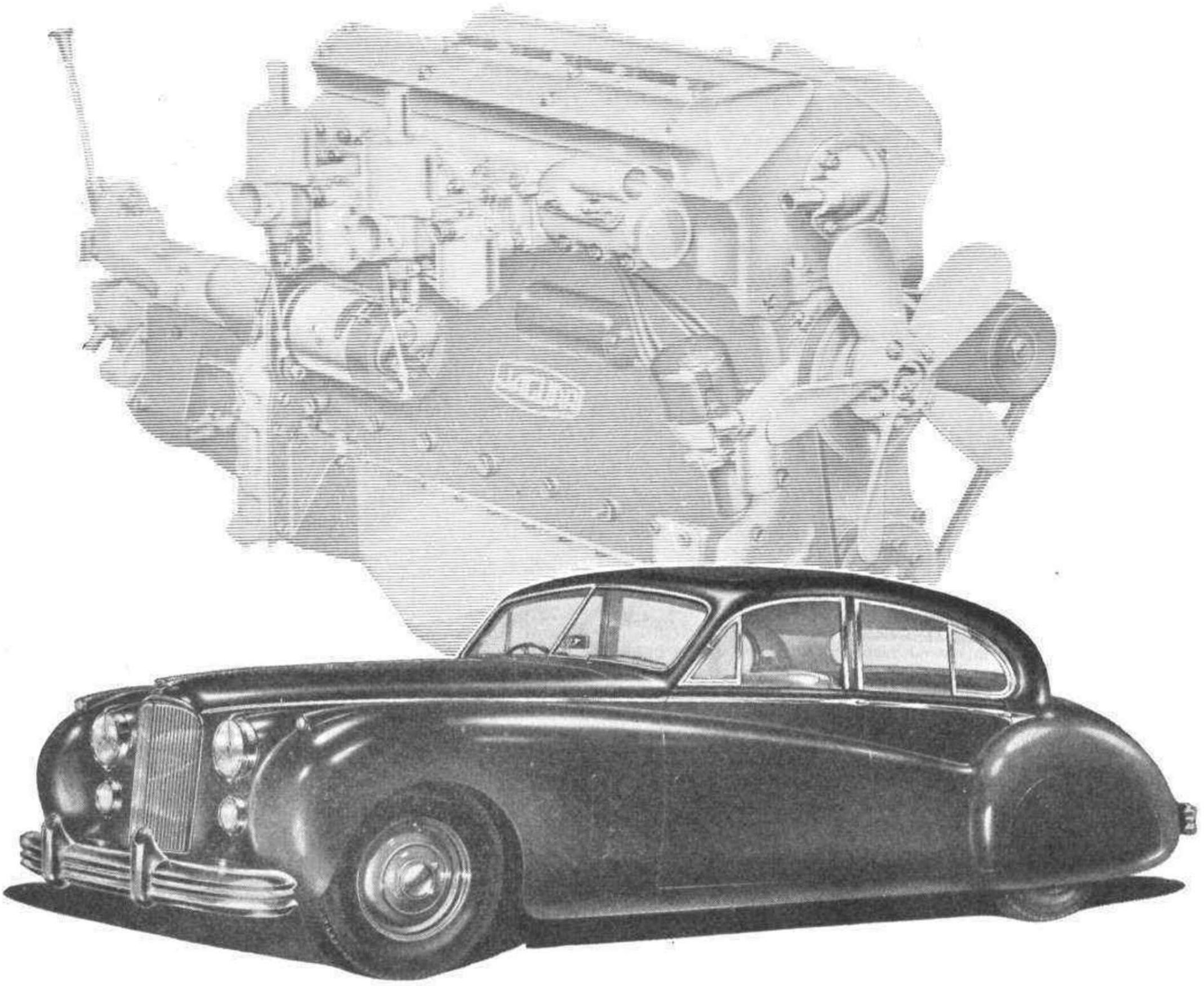
At first I felt alarmed at the idea of hurrying along the twisty bits in a car so softly sprung, for the XK 120 is that all right. It gives a most creditably comfortable ride over atrocious roads. You can hear the suspension links, anti-roll bars or whatever they tie the wheels to the chassis with these days, chattering to themselves over the rough bits and if, even at a crawl, you lock over hard on a loose-ish surface, the outer front wheel scrubs in a manner I met pre-war in the Mk V Bentley and V12 Lagonda, when really supple springing on really rapid cars was in its infancy. The Jaguar also rolls freely and dips its nose if you anchor at all sharply, then "breasts the waves" as you accelerate. But I realised how well the wheels followed the surface contours and later, when I negotiated twisty roads at advanced throttle openings, I was surprised how correctly geared the Burman-Douglas steering seemed, although in fact it asks 3¼ turns lock-to-lock whereas usually I fret at anything lower than 2. Indeed, the Jaguar "holds in" splendidly round fast bends and is exceedingly stable on wet roads.

A part explanation of this is the exceedingly generous steering lock, so handy for turning the XK 120 round in narrow places—if ever anyone wants to ply for hire in London streets in one of these cars Scotland Yard certainly won't find any fault with the lock; it's immense! The rest of the explanation seems to be the accuracy of control. In spite of its rolling tendencies the XK comes to heel decently, so that you know just how much wheel work will be needed under given circumstances and the steering accurately interprets the driver's desires. The wheel, rather thick-rimmed, has its spokes placed properly, the vivid castor-action is both useful for straightening-up hands-off after acute corners and takes all backlash out of the steering, while only the slightest tremors are transmitted through the wheel. Whip an XK through the "chicane"-type of bend and you will quickly appreciate that, if "disconnected" in the modern manner, the steering is very good. It is also reasonably light, although at racing speeds one is conscious of holding the car against the powerful castor action. The seats and steering column adjust to give a good position, although the seat squab leans back a trifle too far for a truly alert posture.

Rev. up the engine and pleasing sounds come from the exhaust, but the outstanding impression left by this wonderful car is its combination of extravagant performance and silent, effortless functioning, exhaust sound vanishing at about 2,500 r.p.m. So easily does the XK 120 go about its task that at first a newcomer behind its long alligator bonnet is a trifle disappointed. As he glances at the speedometer needle showing 65 or so he wonders, where is this great speed they speak of? Then he reflects that the speedometer is mostly only

The Mark VII

POWERED BY THE WORLD-RECORD-BREAKING JAGUAR XK120 ENGINE



Features. Body design of unparalleled beauty with interior spaciousness affording generous comfort for five passengers • Powered by the famous XK120 engine • Capable of speeds in excess of 100 m.p.h. Supremely smooth and silent • Wide ranging visibility Enormous luggage space (17 cu. ft.) • Vacuum Servo-assisted Brakes • Light, positive, accurate steering.

Press Opinions. "A world beater . . . if ever there was one" (*Daily Mail*) • "Achieved an objective which previously eluded British Manufacturers . . . Unmistakably British yet with most modern lines" (*The Times*) "Well over 100 miles per hour and phenomenal acceleration" (*Daily Telegraph*) • "A sleek, streamlined six seater with every luxury fitment imaginable" (*Sporting Life*).

JAGUAR

THE FINEST CAR OF ITS CLASS IN THE WORLD

consulted as the car is eased through corners and that afterwards the immense acceleration, still with no display of effort, thrusts the car forward into the eighties and nineties in a refreshingly brief space of time. Even driving the Jaguar as essentially a top-gear car, 90 m.p.h. becomes commonplace in between dodging the lorries along any main or secondary road, so great is the accelerative ability. No particular speed can be cited as the cruising speed—rather do you make a series of hawk-like swoops past slower traffic, punctuated by firm applications of the brakes to tuck you safely behind prevailing obstructions. It is all tremendously exhilarating—that is the word!—and accomplished so easily that after hundreds of miles you never even begin to feel blasé. The "quick" steering and this smooth, unending surge of acceleration brings familiar towns and villages quite astonishingly close together.

The 12-in. Lockheed brakes normally do their stuff admirably, too. With only slight pressure and small travel on the pedal (I soon found it wasn't *really* inaccessible) truly powerful, progressive, snag-free retardation is available, without which the XK 120 wouldn't be half the car it is. I write "normally," because I did come up against rather disconcerting fade. I had braked hard from about 80 m.p.h.—one is so seldom *under* 70 or 80 in this car—for a minor cross-roads and entered some narrow lanes, which I took at about 50, braking for the incessant corners. All of a sudden I found almost all anchorage had evaporated, just as if I'd wetted the shoes in a water-splash, only I hadn't. The harder I pressed the more negative was the effort, until negotiation of a congested high-street at 20 m.p.h. constituted quite an adventure. By this time you could *smell* how hot the drums and linings were from the cockpit. After I had had lunch temperatures (and tempers) were normal again and the brakes as good as ever. Now this fading did not occur in really fast main road driving luckily, but I can now sympathise with XK 120 drivers who have slapped the straw during a sports car race or come down an Alp a thought too quickly.

This suave Jaguar was so enormously quick from one place to another that to plot its true performance seemed somewhat pointless. In any case, it was in absolutely standard trim, with the 7 to 1 compression ratio instead of 8 to 1 and the low 3.64 to 1 axle ratio, and, of course, no undershield. The engine "pinked" almost inaudibly on "Pool," started from stone cold instantaneously and ran straight up into "the red"—well over 5,000 r.p.m.—without the slightest anxiety. It was silk-smooth to 4,000 r.p.m., a bit rough beyond that, vibration travelling up the gear-lever at 4,500 r.p.m. and above. Speedometer readings of 40, 70 and 100 m.p.h. were realised in the indirect ratios of 12.29, 7.22 and 4.98 to 1. I suspect the speedometer was optimistic and 90 m.p.h. the true maximum in third gear. Normally, of course, I started in second, went almost at once into third, stayed there up to 70, then got going in top. How easily speed builds-up in the 3.64 to 1 top ratio is illustrated by a casual run down past Frensham Ponds from Farnham, when, baulked on the "run-in," I nevertheless got up to 4,300 r.p.m. along the undulating straight beside the lake. This represents about 97 m.p.h., although the speedometer said 110. Later I saw 120 m.p.h. recorded along a mile or so of straight road and colleagues using the Southend Arterial "clocked" 130. This represents a true 120 m.p.h. and I would put the genuine two-way maximum at approximately 110 m.p.h. The surge of acceleration from 80 m.p.h. onwards is, perhaps, more exhilarating than those impressive maximum speeds. The real punch comes in at about 50 in this gear, but this is no hardship, for the gear-change is delightful to use—reminiscent of that of a "TD" M.G.—and from a crawl things happen very satisfactorily indeed when you open up in third.

Its pedal rather far to the right, the clutch functions as a Borg and Beck should; there is ample room for your left foot.

For a car good for 100 m.p.h. almost anywhere the XK 120 is notably docile in conception and demeanour. It runs very cool, the water temperature mostly below 60 degrees C. Oil pressure builds to 40 lb./sq. in. as the revs. rise. The facia is devoid of masses of switches and dials; it even incorporates a cigar lighter (fancy smoking a *cigar* in an XK!). There is one of those *wonderful* petrol gauges that becomes an oil-level indicator when you press a button. The oil part always read "full" while I had the car; alas, not so the "petrol" indicator, for speed costs money and we only seemed to be doing about 13-14 m.p.g.

This is a snug car, too, when hood and side bits are unfurled, absolutely suited to taking the popsie to—well, to the pictures. Open, the big screen gives excellent protection even at 100 m.p.h., at the expense of a bit of a blind spot created by its centre support. Even torrential rain blows clear of the occupants over 40 m.p.h. Both wings are easily visible and the rear-view mirror is excellent for those built-up areas where they do not *disguise* their police cars. Actually, Jaguar drivers are the least likely to exceed speed limits; for example, I took a great pride in doing a genuine 10 m.p.h. for the entire length of the police diversion so limited in Farnham, to the amusement of the policeman on point duty; after all, only moments before I had seen the speedometer at 110, and could get it there again many times before reaching London.

Lack of cubby holes is compensated for by excellent flap-covered door pockets, the door "pulls" and internal locks are nicely done, the doors shut "expensively" and getting in and out couldn't be easier. The lines of the car are superb, and the hood stows away neatly. Minor grumbles—a draught about my feet, the irritation of speedometer and rev.-counter needles moving in opposite directions and a craving, unsatisfied, for an oil thermometer, direction indicators when the car was enclosed, a fuel range greater than 200 miles (15 gallons—only about five hours running time in an XK), and some means of knowing whether "side lamps on" had been selected correctly with the single rotary lamps switch—in which connection, isn't it rather droll that they tell you when the headlamps are full on but nothing about your nav. lamps?

A few rattles intruded but the gears are well behaved. Having to unlock a flap before you can refuel has mixed blessings. I was spared a radio and heater, liked very much the fly-off handbrake, and found the headlamps (foot-dipper) penetrating, if a thought "uppish." The big luggage locker is useful, too—and in case anyone asks what this and similar "amenities" have to do with *real* sports cars, let me say that the very rapidity and driving pleasure afforded by such cars makes them appropriate for long-distance touring.

Before parting with the car it was subjected to some very hard laps of Brands Hatch, after which it completed some very enjoyable miles in Kent with only slightly more free-movement of the brake pedal and a trace of an oil-leak from the gearbox to indicate how hard it had been driven. It never boiled and on the circuit only slight brake-fade intruded.

By the high quality of its finish and appointments alone the XK 120 represents very good value for money. Its very liberal speed and acceleration, accomplished with such willing ease, are unrivalled and to drive this Jaguar is to enjoy an experience at once unique and embracing one of the highest pinnacles of modern motoring.—W.B.

THE JAGUAR XK 120 TWO-SEATER

Engine: Six cylinders, 83 by 106 mm., 3,442 c.c.; 7 to 1 compression-ratio. 160 b.h.p. at 5,200 r.p.m.

Gear ratios: First, 12.29 to 1; second, 7.22 to 1; third, 4.98 to 1; top, 3.64 to 1.

Tyres: 6.00 by 16 Dunlop Road Speed on bolt-on steel disc wheels.

Weight: Approx. 25½ cwt., without occupants.

Steering ratio: 3¼ turns, lock-to-lock.

Fuel capacity: 15 gallons; Range approx. 180-200 miles.

Wheelbase: 8 ft. 6 in.

Track: 4 ft. 3 in. front; 4 ft. 2 in., rear.

Overall dimensions: 14 ft. 5½ in. by 5 ft. 2 in. by 4 ft. 4½ in.

Price: £988 (£1,263 3s. 11d. with purchase tax).

PERFORMANCE DATA:

Speeds in gears:

1st	...	40 m.p.h.
2nd	...	60 m.p.h.
3rd	...	90 m.p.h.
Top	...	120 m.p.h.

Acceleration through gears:

0- 30 m.p.h. in 2.8 sec.
0- 60 m.p.h. in 9.0 sec.
0- 80 m.p.h. in 14.9 sec.
0-100 m.p.h. in 25.4 sec.

Brands Hatch flying lap (anti-clockwise): 1 min. 0.5 sec.

Makers: Jaguar Cars, Ltd., Coventry, England.

Pre-War W163 Mercédès-Benz Twice Beaten by 2-litre Ferrari at Buenos Aires

THE return to racing of Mercédès-Benz, when they entered a team of 1939 two-stage, 3-litre V12 W163 cars for the Buenos Aires races, was one of the highlights of this new season. The cars were tested at the Nurburg Ring under the disguise of being filmed, and Farina, Lang and Kling were appointed to drive them. They were shipped to the Argentine and, after they were well out on the high seas, the race organisers insisted that Fangio should handle one of the cars. Mercédès-Benz apparently refused, but the organisers cabled that in that case no spectators would want to attend the races and they would be cancelled. In this "electric" atmosphere, Mercédès-Benz, faced with the loss of finance over preparing and shipping the cars, reluctantly gave in. Farina was naturally cross and has lodged a protest with the F.I.A.

The first race, for the Peron Cup, took place on February 18th, over 45 laps of the Circuit of Costanera, a total distance of nearly 100 miles. Lang's Mercédès-Benz led at first, followed by Fangio (Mercédès-Benz) and Gonzales' short-chassis, 2-litre V12 Ferrari. On the difficult course with its many corners the greater power of the Mercédès-Benz was more than matched by the good handling qualities of the Ferraris. Moreover, Fangio had a defective front shock-absorber and had to pause for a wheel-change.

Lang's lead of a mere 13 seconds was worn down by Gonzales, who took the lead on lap 23. He increased this to a comfortable half-minute, lost all this advantage because of a pit-stop, but caught and passed Lang for the second time, winning by 16.4 seconds. Kling, the motor-cycle rider, lost so much time that his Mercédès-Benz was *right out of* the picture.

Results :

1st : Gonzales (Ferrari), 1 hr. 35 min. 18.9 sec. (61.45 m.p.h.).
2nd : Lang (Mercédès-Benz), 1 hr. 35 min. 35.3 sec.
3rd : Fangio (Mercédès-Benz), 1 hr. 36 min. 10.4 sec.
Galvez' Ferrari, Pian's Maserati and Kling's Mercédès-Benz completed 44 laps.

The second race, for the Eva Peron Cup, was run off on February 25th, over the same distance and circuit as the first. This time the three Mercédès-Benz led for six laps—we envy the Argentinians this sight!—before Gonzales overtook them. The Ferrari built up an unassailable lead, winning from Kling by 2 min. 12.5 sec. Lang was third but Fangio's Mercédès-Benz, which really *is* his, as he has recently purchased it, retired after 17 of the 45 laps. It seems that Mercédès-Benz again found the twisty circuit unsuited to their power and also couldn't get their fuel right—they are somewhat sensitive to the fuel-mix, as the Americans know to their cost.

It will be exceedingly interesting to see what Mercédès-Benz do to atone for these defeats. As they have sold one of the 3-litre cars to Fangio the team may *not be raced* again, or they may use a spare car with which to reform it. At all events, Fangio will presumably make good use of his! Incidentally, how nice if Mercédès-Benz were to enter officially for the B.R.D.C. Manx Cup *Formula Libre* race in the I.O.M. on June 14th.

Results :

1st : Gonzales (Ferrari), 1 hr. 35 min. 40.6 sec. (62.21 m.p.h.).
2nd : Kling (Mercédès-Benz), 1 hr. 37 min. 53.1 sec.
3rd : Lang (Mercédès-Benz), 43 laps.
Daponte's Maserati also did 43 laps, the only other finisher being Menditeguy's "3.8" Alfa-Romeo, which managed 35 laps.

CLUB AFFAIRS

Entries for the R.S.A.C. ninth Scottish Rally close on April 17th. Copies of the regulations are available from A. K. Stevenson, Blythswood Square, Glasgow, C.2.

* * *

Entries for the Lancashire A.C.'s National Morecambe Rally and Concours, scheduled for May 25th–27th, close on April 30th. Regulations from : J. Taylor, New Market Street, Blackburn, Lancs.

* * *

The Singapore M.C. informs us that it will hold the Singapore Trophy Race Meeting or Hill-Climb on May 13th, a "Test Teaser" on July 1st, the Johore Grand Prix Races over August Bank Holiday, subject to the gracious permission of H.H. Sir Ismail, D.K., S.P.M., K.B.E., Tungku Mahkota of Johore, a Gymkhana in competition with the police on September 16th, a hill-climb on October 28th and a Road Safety and Courtesy Trial on November 25th. Hon. Sec. : F. J. Storkey, P.O. Box 3009, Singapore.

* * *

The A.C. Owners' Club is organising a map-reading point-to-point for novices, probably in Bucks, on Sunday, April 29th. Certain clubs have been invited, but any eligible driver is invited to compete, whether a member of those clubs or not. Entrants must not have competed in or been associated with more than one map-reading motoring event already, and must not have won an award in that. The course will probably involve a route of about 60–70 miles, and take anything from three to five hours. Competition licences will *not* be necessary. Interested parties are invited to contact T. C. Sanders, "The Little Cottage," Chertsey Road, Shepperton, Middlesex.

The Committee of the Midland A.C. is glad to inform club secretaries that special car parks for clubs visiting the 50th Anniversary Meeting on June 23rd can again be arranged as before the war.

The minimum number of cars for a special car park would be 25 and a reduced parking fee made for clubs. A club windscreen sticker for identification purposes would be required.

Clubs interested in rallying to Shelsley Walsh on June 23rd for this very special meeting should write to the M.A.C., 87, Edmund Street, and full details will be sent by return of post.

* * *

The Annual General Meeting of the Harrow C.C. was held at the "Sudbury Arms Hotel," Greenford, on February 2nd.

A. E. Moss, Esq., the President, was Chairman, and satisfactory reports from the Secretary and Treasurer were received and adopted. S. G. E. Tett was re-elected Captain and D. H. Drew of 8, Wroughton Terrace, Hendon, N.W.4, was elected Secretary. The Club's activities this year will include the following :—

May 19th & 20th: Walton and Frinton Rally.
April 1st : Social Run.
June 2nd : Eight Clubs Silverstone Meeting.
July 1st : Social Run.
August 26th : Gymkhana.
October 7th : Social Run.
November 17th : Cottingham Memorial Trophy Trial.
December 17th : Christmas Party.

On the first Thursday in each month at 8 p.m. there is a "Noggin and Natter" at the "Hop Bine Hotel," East Lane, North Wembley, and all are welcome.

* * *

Entries will be accepted up to April 29th for the W. Sussex D.M.C. standard car trial on that day. It is open to the Bognor, Brighton and Hove, Citroën, Horsham, L.C.C. and Southsea Clubs. Details from : J. C. Bartlett-Day, "Marisole," Kings Road, Lancing.

* * *

The Citroën C.C. reports having nearly 250 members. It is holding one of those popular night trials on April 7th/8th. Regulations from the general secretary : 103, Kingston Hill, Surrey.

* * *

The V.S.C.C.'s "third Thursday evening" meetings have been transferred from the Hog's Back Hotel to the "White Lion," Cobham.

* * *

On June 9th, H.R.H. Princess Elizabeth will be in Birmingham for the Festival celebrations. The club has been asked by the Lord Mayor of that city to organise a run of Veteran and Edwardian cars from Birmingham to Coventry, and Her Royal Highness will start the event.

* * *

The Public Schools Motoring Club is once again well established; full particulars can be obtained from the Hon. Sec. : J. E. B. Hissey, 11, Collingham Road, Earls Court.

* * *

The new address of George Bance, Secretary of the N. London E.C.C. is 11, St. George's Avenue, Ealing, W.5.

CONNAUGHT PRICE

The price of the Connaught is £1,350, *including* purchase tax, whereas it was given last month as exclusive of this troublesome levy.

Club News

WE HEAR

We hear that a well-preserved 1923 Gwynne Eight with spare engine was for sale in Leeds recently and that a 1919 Royal Enfield combination with three new tyres, acetylene lamps, etc., was looking for its next owner up in Forfar, the price being under £20. According to N. P. Waring, who has "covered" every Indianapolis 500 since 1927, the car Clark Gable drives in "To Please a Lady" isn't Faulkner's Grant Piston Ring Special but Joie Chitwood's Wolfe Special. Apparently it was driven for the cameras by Rose and finished fifth in the actual race. Powell Duffryn (Air), Ltd., 59, St. Mary Axe, E.C.3, can fly solo motor-cycles across the Channel in Bristol Freighters for £3 in each direction, plus £2 for the rider, so if you motor-cycle, have £10 to spare and want to escape from this Austerity Isle you can do so in 20 minutes! If you decide not to return, you need only £5. In Australia, John Hamilton has a 1911 15.9-h.p. Thames two-seater. It has front brakes, a top-gear ratio of 4 to 1 and does 3,600 r.p.m. although Hamilton says he suspects wheel-spin, as this would equal 72 m.p.h.! His other car is an old Sunbeam tourer and he would like to know if any other Thames cars exist.

Referring back to the article on vintage aeroplanes in the January issue, R. J. Wicksteed points out that the Comper Swift, G-ABUS and the "12/50" Alvis we illustrated some time earlier, are actually the property of A. J. Linnell, but on loan, respectively, to Tony Cole and Wicksteed. A 1920 Wolseley Fifteen tourer, with good tyres and of very low mileage, a 1923 Morris Cowley tourer and a 1914 Royal Ruby motor-cycle are the latest "discoveries," seeking new homes—they are in a shed in Lancashire. J. C. Thompson has installed a diesel engine in a 1934 Railton.

When we listed club magazines in the February issue we knew we should inadvertently overlook some. The Cemian M.C. has accordingly sent us a copy of its nicely-produced, duplicated *Oil Rag*, which now gets "honourable mention." An o.h.c. Wolseley Ten has turned up in Kent and the overhaul in process includes a re-cast alloy inlet manifold, N.F.S. carburetter, modified valve gear (in the original the valves work in holes in the head, *sans* guides!), and a 1938 Flying Standard gearbox installed ahead of the normal back-axle gearbox, which is to be locked in top gear. Also, new radiator and body, Rotoflow shock-absorbers and modern easy-clean wheels. Later, rotary valves and petrol injection are envisaged, *reminiscent of the rotary-valve Inman-Hunter* "10/23" Talbot. But what interests us particularly is that this is another instance of an old car coming to light, under a hedge in this case; it had been bought by a farmer for 15s. and he sold it for ten bob! Before this the gallant Wolseley towed a mower, at first on a cricket-pitch, later on a golf-course. The Morgan Three-Wheeler Club has struck the happy idea of stating how new members have been enrolled when it lists them in its magazine. We see that MOTOR SPORT has been responsible for quite a few recruits. This club has at last managed to settle its oft-postponed speed trial The date is April 15th, at Madresfield Court, Wores, practice to begin at 11.30 a.m. Those of you who want to see "Mogs" at speed, make a note of it.

A turbine motor-cycle has apparently been committing rapid lappery of Monza track.

The Editor of MOTOR SPORT feels he owes it to the book-reading public, the book trade and himself to explain that his book "The World's Land Speed Record" was written during the winter of 1946/7, at the request of Motor Racing Publications, Ltd., who chose the subject-matter. Proofs were passed by the author in March, 1947, and the publishers declared themselves well satisfied. The book has not appeared at the time of writing; but Boddy hopes you will find it worth the long wait when it *does* appear!

Kent seems a good haunt for old cars. Although a Jaguar XK120 moves pretty swiftly, when we took one that way during a recent test we had time to spot a very smart "10.8" Clyno, converted into a light lorry, in Maidstone, and a flat-radiator Morris-Oxford saloon and FIAT Eight two-seater between there and Biddenden. Congratulations to the Bugatti O.C. for publication early in March of another very excellent issue of *Bugantics* (price to non-members, 2*s.* 6*d.*). From it we learn that the 2-litre Bugatti which Count Zborowski drove at Indianapolis in 1923 has come to light again, now as a two-seater, and is owned by John Horridge. When we were younger we used to hang about for hours in the hope of seeing someone start-up a fast car (or a steam-roller). These days the young are better catered for, for they are likely to encounter Bentleys at almost any time, the B.D.C. holds so many gatherings. A word in their ears—if they feel like admiring Aston-Martins, they should glance at the car park of "The Plough," Ruislip, on the second Tuesday evening each month; but, remember, you didn't read this in MOTOR SPORT!

B. S. Cotham is overhauling a 1911 66 by 120 mm. four-cylinder Type CR de Dion Bouton and craves a handbook. Peter Waring is disposing of his special Alvis Speed Twenty, which has been placed in nine out of fourteen events since the war and should be a quick car for someone. A 1913 model-T Ford completed a 3,000-mile holiday tour to Rome and back from Norwich last summer. A London reader seeks an experienced rally driver to partner him in the R.A.C. Rally in a 3½-litre Jaguar. An air-cooled V-twin Stoneleigh has come to light in Yorkshire. Ernest Newton & Co., Ltd., Holt Street, Birmingham, 7, have again issued the R.A.C. National Calendar in booklet form, available free to anyone who writes to them, mentioning MOTOR SPORT. John Cobb's Land Speed Record Railton Mobil, a Cooper 500, a racing Norton, a 1910 omnibus and a 1901 Lanchester car will form part of the Road Transport Section of the Festival of Britain Exhibition.

MEMBERS' DAY RACE MEETINGS

As Winter gives way to Spring the boys' and girls' thoughts turn to long days spent racing or watching the race rather than to the hours of preparation and planning, and the day itself could hardly be more stimulating! The gum-boots, sou'westers, British warms and charcoal stoves of the trials season can be put away although, knowing English summers, rain-coats and umbrellas should continue in the race-going equipment! The smaller clubmen's race meetings provide truly excellent sport and a fine grounding for greater things to come. Many of these meetings are confined to members of the organising clubs, but usually someone can be found to take you in as a guest, or by joining a club that gets a majority of invitations to other events, the V.S.C.C. for instance, admission charges assume *negligible proportions.* This year's remaining dates are:

B.A.R.C. Closed Members' Meetings (sports cars only) at Goodwood, counting towards the MOTOR SPORT Brooklands Memorial Challenge Trophy and £50 cash prize, at present held by J. C. C. Mayers (Lester-M.G.):—

April 21st.
June 16th.
August 18th.

Clubmen's meetings at Silverstone, including those counting towards the MOTOR SPORT Silverstone Challenge Cup and £50 cash prize:—

May	19th:	Vintage S.C.C.	*C.*
,,	26th:	Maidstone & Mid-Kent M.C.	*C.I.*
June	2nd:	Eight Clubs.	*C.I.*
,,	16th:	Bugatti O.C.	*C.I.*
,,	23rd:	Vintage S.C.C.	*C.I.*
,,	30th:	Midlands E.C.C.	*C.I.*
July	21st:	Bentley D.C.	*C.I.*
,,	28th:	Aston-Martin O.C.	*C.I.*
Aug.	11th:	M.G. C.C.	*C.*
,,	25th:	750 M.C.	*C.I.*
Sept.	1st:	S.U.N.B.A.C.	*C.I.*
,,	8th:	M.C.C.	*C.*

Other clubmen's race meetings:—

May	12th:	Bristol M.C. & L.C.C., Castle Combe.	*C.*
,,	12th:	W. Essex M.C., Boreham.	*C.*
,,	14th:	Sheffield & Hallam M.C.C., Gamston.	*C.I.*
,,	20th:	Aberdeen & D. M.C., Longside.	*C.I.*
June	30th:	West Essex M.C., Boreham.	*C.I.*
,,	30th:	Ulster A.C., Newtownards.	*C.*
July	7th:	Darlington & D. M.C., Croft.	*C.I.*
,,	8th:	Aberdeen & D. M.C., Longside.	*C.I.*
,,	14th:	Middlesbrough & D. M.C., Redcar.	*C.I.*
,,	14th:	Sheffield & Hallam M.C., Gamston.	*C.*
Aug.	6th:	Nottingham S.C.C., Gamston.	*C.I.*
,,	6th:	500 M.C. of Ireland, Mullaghmore.	*C.*
,,	11th:	W. Essex M.C., Boreham.	*C.I.*
Sept.	8th:	Aberdeen & D. M.C., Longside.	*C.I.*
,,	8th:	Yorkshire S.C.C., Croft.	*C.*
,,	15th:	W. Essex M.C., Boreham.	*C.I.*
,,	23rd:	Peterborough M.C., Conington.	?.
Oct.	6th:	Berwick & D. M.C. and Lothian C.C., Winfield.	*C.I.*
,,	6th:	Nottingham C.C., Gamston.	*C.*

C.—Closed Event. C.I.—Closed Invitation Event.

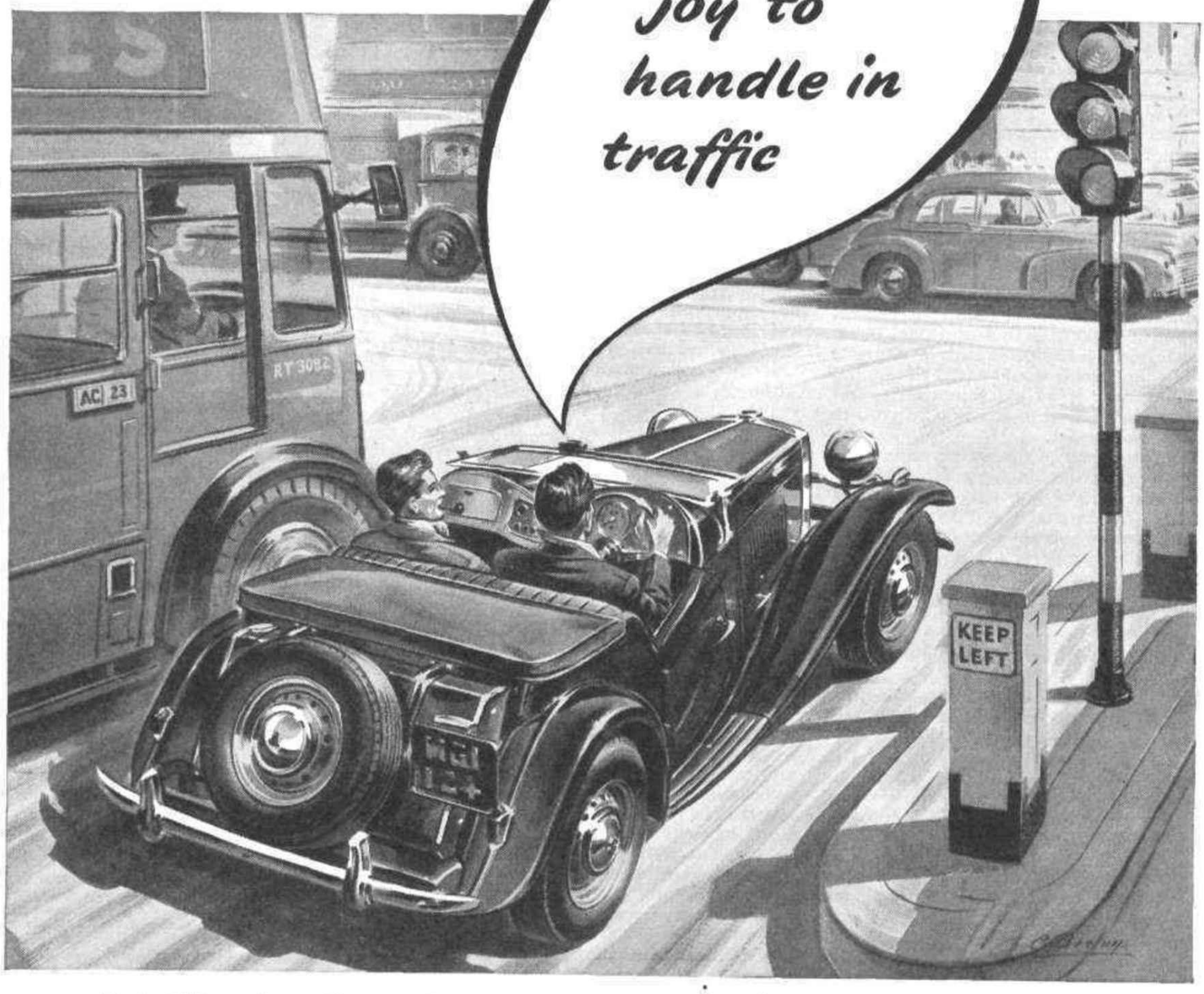
In addition, the Half-Litre Club has a number of club meetings at Brands Hatch, besides more important fixtures at this venue, while Castle Combe and Gamston saw meetings last month.

★

ONE-MAKE REGISTERS

One-make registers continue to flourish. That for Wolverhampton-born Sunbeams now has nearly 200 members and plans a number of events, social and otherwise, this season—Registrar, Mrs. W. Boddy, "Carmel," Wood Lane, Fleet, Hants. The Vintage Humber Register is also coming along well, membership last month standing at nearly 40—Registrar, Lt. A. B. Demans, R.N.,

MG PLUS★ FEATURES IN ACTION



She's off like a shot . . . first away from the traffic lights . . . up through the gears in a flash ! The new rack and pinion steering, too, is light and direct-acting, positive and vibration-free. She's got stamina, this Midget, and just feel the response from those twin carburettors ! Yet she idles in traffic at ten miles an hour with never a shudder. And more powerful hydraulic brakes can be relied on to bring you home in traditional M.G. Safety — *Fast!*

★ *Rack and pinion, direct-acting steering is a new "plus feature" of the T.D. series M.G. Midget. Other important "plus features" include:*

Powerful Lockheed hydraulic brakes.
Coil spring independent front wheel suspension.
Luvax Girling piston-type shock absorbers.
Wider, sturdier frame, roomier seating.
Comfort fittings, walnut facia panel.
Bigger tyres, disc wheels.

. . . and remember its grand sporting record

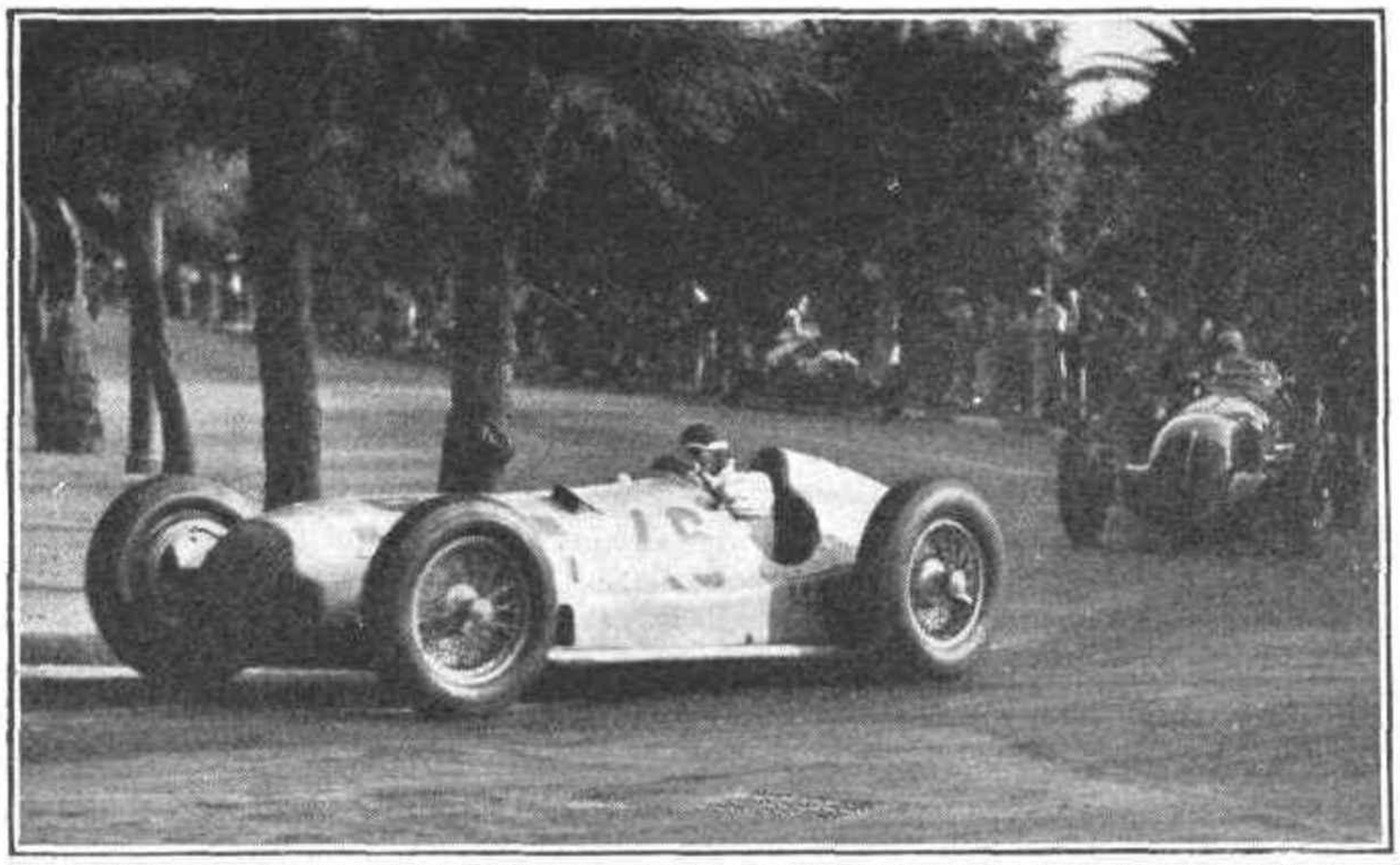
THE 'PLUS FEATURES' MG MIDGET . . . .

Safety fast!

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD
London Showrooms : University Motors Ltd., Stratton House, 80 Piccadilly, W.1
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NUFFIELD PRODUCTS

62



EPISODES FROM HISTORY : 15.—Two more Monkhouse pictures for Maserati fans. Above Count Trossi's 8CL is seen about to pass Lang's Mercedes-Benz and take second place in the 1938 Coppa Ciano race. Below, Trossi is leading the Mercedes-Benz cars of Caracciola, Lang and Brauchitsch in the same race. During practice he had made fastest lap each day, although Caracciola was out in the 1939-type two-stage Mercedes-Benz prototype. Trossi's opening laps during the race shook the Germans considerably but, alas, his Maserati later "blew-up"

"Roselands," St. Michaels, Tenbury, Worcs.

These one-make registers, which also exist for Lagonda, Alvis, Salmson, Crossley, Vauxhall, Rover Eight, O.M., "14/40" Delage and Lea-Francis, do excellent work in keeping owner-pride at peak, putting owners in touch one with another and distributing data relating to servicing and spares, etc.

★

V.C.C.

The Veteran C.C. fixtures for this year are :—

April	7th :	Oxted Rally.
,,	28th :	Southport Rally.
May	20th :	Biggleswade Speed Trials.
June	3rd :	Festival Cavalcade, London to Windsor.
,,	23rd :	*Kent Messenger* Run.
,,	24th :	Bexley Gymkhana.
,,	30th :	Midland Run, Coventry to Birmingham.
July	28th :	Dorking Speed Trials.
Sept.	2nd :	Hull-Scarborough Rally.

In addition, the Club will co-operate over the Tunbridge Wells M.C.'s Rally on June 16th, the Bristol M.C. and L.C.C.'s Bristol Veteran Rally on July 14th and the Brighton Run next November.

Sec. : J. Jane, 46, New Oxford Street, London, W.1.

★

NO MOTORS, BY REQUEST !

We learn that during the Festival of Britain Battersea Park will offer us the Fun Fair, Amphitheatre, Punch and Judy, Aviary, Schweppes' Grotto (not *Blotto* !), a *Festival Clock*, *Mermaid* Fountain, Nestle's Playland, a Night Garden and the Far Tottering and Oyster Creek Emett Railway. Doubtless our taste is perverted, because the only one of these that attracts us is the last-named.

We cannot help feeling that had this been the Festival of New York there would have been midget-car dicing under the arc-lights and some bigger-time racing elsewhere.

Surely the British Motor Industry, that has done so much with so little (steel) for Britain in war and peace could have been given the opportunity of staging, if not motor racing, at all events an exhibition of its work and progress down the years. The site could well have a bit of Brooklands, fenced off from Vickers' affairs and containing a few hangars full of old cars. We believe the Festival planners might have received quite a surprise as to the numbers of overseas visitors, particularly Americans, who would have flocked to such a Show just to tread the holy ground of the old Motor Course.

Certainly it is high time we had a proper British automobile museum, Festival or no Festival. In spite of the several car museums in the States, both commercial and enthusiast-owned, last February the American paper *Speed Age* pressed editorially for a national motor racing Hall of Fame. In England we have more old-time racing cars than they can muster in America—so why not let us give our U.S. friends a lead in this matter of a proper racing car museum ? And that does not imply that the cars on show should not emerge and compete in V.S.C.C. and V.C.C. events just as many of them do now from the garages of their proud owners. All we have, speaking Festivally, is the V.C.C. London to Windsor Cavalcade on June 3rd, for which dare one assume no licences will be required and petrol will be free, or paid for ? Let us make the most of this display, inadequate as it is, to portray the progress of our great Motor Industry.

★

LOUGHBOROUGH COLLEGE M.C.

The L.C.M.C. held its first annual dinner on February 28th, Mr. and Mrs. Bob Gerard and Dr. and Mrs. Harris being among the 85 present.

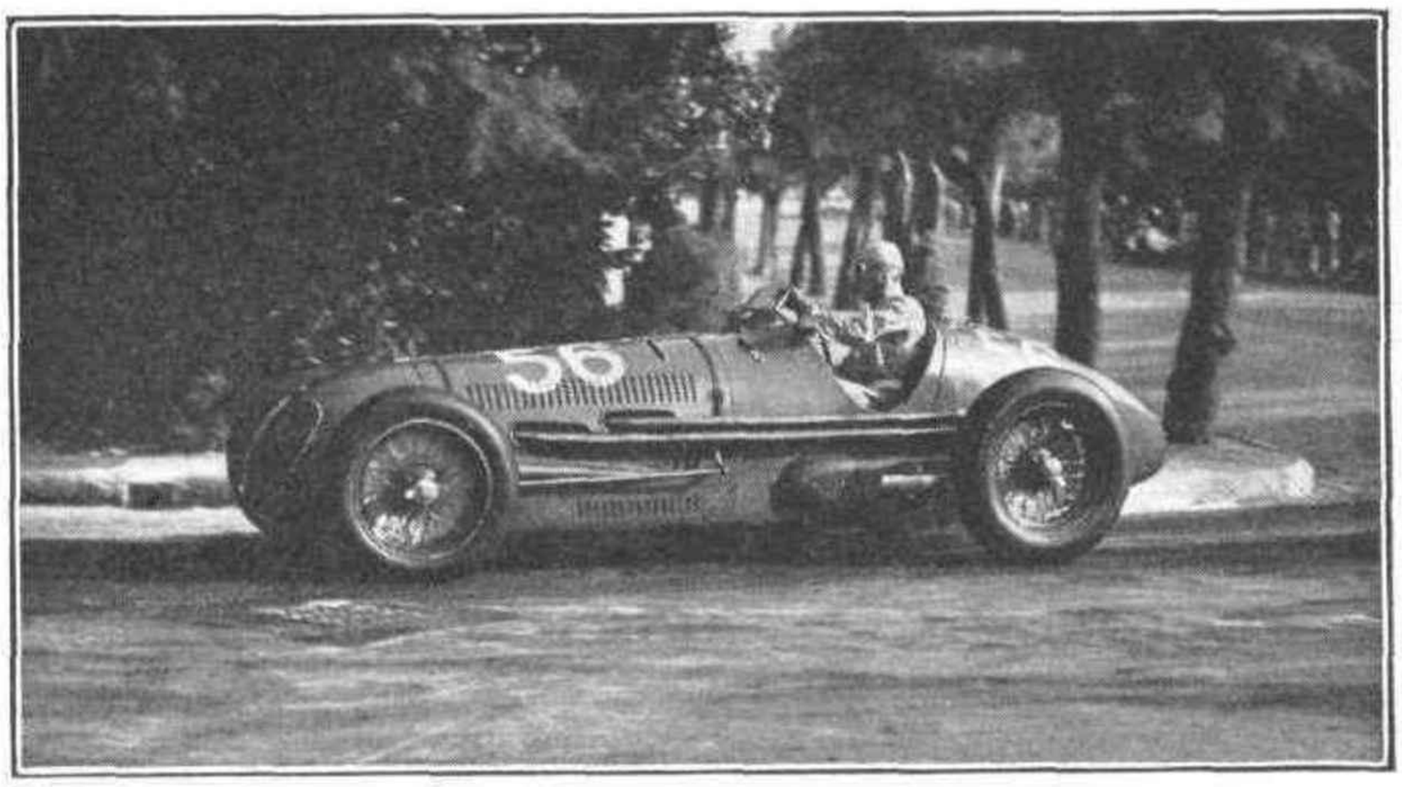
In proposing the toast of the club the President, Mr. C. G. Duce, commented on its virility, and added that no other club in the College was so efficiently and skilfully run by the students themselves. He then congratulated the club on its affiliation to the R.A.C., made possible by the hard work of the Secretary, Mr. Vaughan Skirrow.

Mr. M. E. A. Manning, the retiring Chairman, replying, reminisced about the early days, and reminded us of events of bygone days and doubtful legality ! He also informed the company that membership of the club was no longer restricted to students, and that a branch of the B.R.M. Association was being formed within the club.

In a witty speech, the Secretary proposed the toast of the ladies and our guests, and Dr. Harris replied on their behalf.

Mrs. Gerard very kindly agreed to present the following awards for the year's trials :—

TREASURE HUNT : Mr. Val Modi ("TC" M.G.).
MOTOR-CYCLE CLASS : Mr. J. C. Crisp.
ROAD TRIAL (CLOSED) : Mr. Ken Shipside (Morris Ten).
ROAD TRIAL (OPEN) : Mr. M. E. A. Manning (Morris Minor).



ASTON-MARTIN O.C.

The Aston-Martin Owners' Club is running no fewer than nine cars in this year's 24-Hour Bol d'Or sports car race on June 3rd/4th, and very wisely and ambitiously it organised a "dress rehearsal" at Brands Hatch the other day, including pit-work, fuel consumption tests and night driving, the last-named the first time such a thing has been seen on a British track since Edge's 24-hour record at Brooklands in 1907, we believe. Congratulations to all concerned, particularly to Jerry Ames who organised the thing. The club certainly keeps alive the spirit behind the Bertelli and Bamford Aston-Martins. Their hill-climb on April 14th is replaced by another event, but there will be driving-tests at Stapleford Tawney on May 20th. Hon. Sec.: Dudley Coram, 554, Limpsfield Road, Upper Warlingham, Surrey.

★

ODD REASONING ?

The Secretary to the National Committee on Cycling has expressed himself as follows:—

"It should not be forgotten that the only purpose of a cyclist's rear warning is to protect him from road users who are themselves breaking the law by driving at an excessive pace in relation to the conditions of visibility." In which case, if this is logic, heavy lorries and steam rollers also require no lamps! Indeed, eventually the happy state of affairs could arise where one maker and one maker only of private cars would proudly advertise: "The XYZ 300—*proved* the fastest car on the road; rear lamp compulsory by Scotland Yard's findings."

BRITISH INTERNATIONAL RACES—1951

Mar. 26th: B.A.R.C., Goodwood.
(*REPORT ON PAGE* 184)
May 5th: B.R.D.C., Silverstone
May 14th: B.A.R.C., Goodwood
June 2nd: Ulster Trophy Race, N. Ireland
June 14th: B.R.D.C. Manx Cup and Formula Libre Races, I.O.M.
June 23rd: Half-Litre Club, Brands Hatch
June 28th: B.A.R.C. Jersey Road Race
July 14th: R.A.C. British Grand Prix, Silverstone
Aug. 4th: W. Hants. and Dorset C.C., Thruxton
Aug. 6th: Half-Litre Club, Brands Hatch
Sept. 15th: R.A.C. Tourist Trophy Race, Ulster
Sept. 29th: B.A.R.C., Goodwood.

★

TESTING

We have *not* been asked to publish this but we think that many of our readers will be glad to know that Brands Hatch circuit is available for testing most weekdays. It should be booked in advance (Mr. Hall, Tel.: West Ash 253), and we believe the fee is 30s. for two half-days or 50s. for a whole day. Tea and cakes are available in the pavilion but, naturally, petrol supplies and covered bays as at Brooklands cannot be expected at a venue so recently established. However, the spectators do get a view round the entire one-mile tarmac course, which includes two long left-hand sweeps and a right-hand bend, and the faster sports cars (so far racing has been confined to "500s") have reached over 90 m.p.h. along the home straight where the open grandstand is situated.

FIXTURES FOR APRIL

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

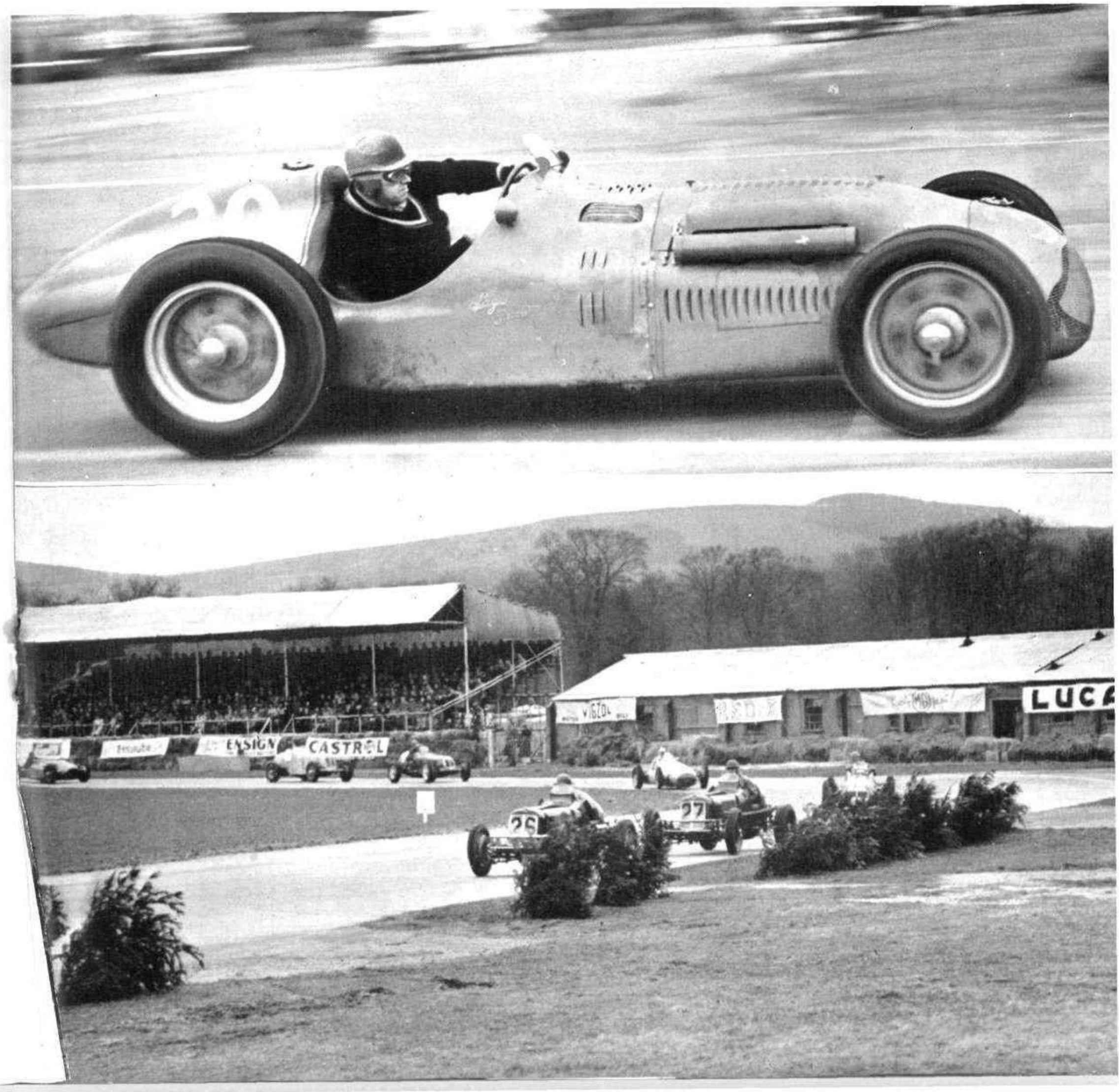
1st.—Bugatti O.C. Trial, Salop. *C.I.*
Chester M.C. Trial, N. Wales. *C.I.*
Horsham & Dist. M.C. Trial, Horsham. *C.I.*
W. Essex C.C. Speed Trial, Boreham, near Chelmsford, 10 a.m. *C.*
Hagley & Dist L.C.C. Rally, Ludlow. *C.*
Plymouth M.C. Trial, Devon. *C.*
Berkhamsted & D.M.C. & C.C. Winwood Cup Standard Car Trial, "King's Arms," Berkhamsted. *C.*
4th–8th.—Isle of Wight C.C. Rally, Ryde. *C.I.*
7th.—Lancashire A.C. Trial, Lancs. *C.*
Liverpool M.C. Speed Trial, Cheshire. *C.*
Veteran C.C. of G.B. Rally, Hoskins Arms, Oxted, noon. *C.*
Vintage S.C.C. Trial, Ilkley. *C.*
7th/8th.—Citroen C.C. Night Trial, Hatfield, 9.30 p.m. *C.*
8th.—M.G. C.C. (N.W.). Trial, N. Wales. *C.I.*
Falkirk & Dist M.C. Trial, C. Scotland. *C.*
Half-Litre Club. Race Meeting, Brands Hatch. *C.*
Mid-Derbyshire M.C. Trial, Derbyshire. *C.*
Riley M.C. (N.W.). Speed Trial. *C.*
Sunbeam-Talbot O.C. Rally, Blandford. *C.*
12th.—Omagh M.C. Trial, Omagh. *C.*
14th.—Aston-Martin O.C. Speed Event. *C.I.*
14th.—Rhyl & Dist. M.C. Rally, N. Wales. *C.I.*
B.A.R.C. Race Meeting, Goodwood. *C.*
Manchester Univ. M.C. Trial, Derbyshire. *C.*
V.S.C.C. (Light Car Section) Opening Rally, Adstock. *C.*
14th.–15th.—Sunbeam-Talbot O.C. Rally, Blackpool. *R.*
Pathfinders & Derby. M.C. Rally. *C.I.*
W. Hants. & Dorset C.C. Night Trial. *C.*
14th.–16th.—Aberdeen & Dist. M.C. Three-day Trial, Aberdeen. *C.*
15th.—Blackpool & Fylde M.C. Trial, Lancs. *C.*
M.G. C.C. (N.E.). Trial, Yorkshire. *C.*
Cemian M.C. Trial, Chilterns. *C.*
Morgan Three-Wheeler Club Speed Trials, Madresfield. *C.*
21st.—Half-Litre Club. Race Meeting, Brands Hatch. *C.*
Bristol M.C. & L.C.C. and Hants. & Berks. M.C. Trial, Castle Combe, 9 a.m. *C.*
W. England M.C. Trial, S. Devon. *C.*
N. Ireland M.C. Trial, Londonderry. *C.*
21st–22nd.—M.G. Car Club (M.). Rally, Wales. *C.*
22nd.—Lancs. & Cheshire C.C. Trial, Derbyshire. *C.I.*
Eastern Counties M.C. Trial, Suffolk. *C.I.*
Severn Valley M.C. Trial, Shropshire. *C.*
Weybridge M.C. Trial, Weybridge. *C.*
22nd.—Coventry & Warwicks. M.C. Trial, Coventry. *C.*
Pathfinders & Derby. M.C. Driving Tests, Derbyshire. *C.*
Taunton M.C. Trial, Taunton. *C.*
Leicestershire C.C. Trial, Leicestershire. *C.*
Herts. County A. & A.C. Trial, Chilterns. *C.*
Brighton & Hove M.C. Driving Tests, Sussex. *C.*
Lagonda C.C. Register. Rally, Hindhead. *C.*
23rd.—W. Cornwall M.C. Trial, Launceston. *C.*
28th.—Half-Litre Club. Race Meeting, Brands Hatch. *N.*
Westmorland M.C. Hill-Climb, Westmorland. *C.I.*
Ulster A.C. Trial, N. Ireland. *C.*
Veteran C.C. of G.B. Rally. Southport. *C.*
28th–29th—Yorkshire S.C.C. Rally, Scarborough. *C.I.*
29th.—Cambridge Univ. M.C. Rally & Speed Trial, Bedwell Hay. *C.I.*
Exmoor M.C. Trial, Exmoor. *C.I.*
Gosport A.C. Speed Trial, Gosport. *C.I.*
Grimsby M.C. Driving Tests, Grimsby. *C.*
Lothian C.C. Driving Tests. *C.*
Plymouth M.C. Ladies' Trial, Devon. *C.*
Loughborough Coll. M.C. Speed Trial, Ashby. *C.*
Riley M.C. (N.E.). Trial, Holmsley. *C.*
W. Sussex Drivers' M.C. Spring Trial (standard cars), Worthing, 11.30 a.m. *C.I.*

PICTORIAL REVIEW

THE B.A.R.C. EASTER MEETING AT GOODWOOD
YORKSHIRE S.C.C. 4/44 TROPHY TRIAL
AERIAL VIEW OF CASTLE COMBE CIRCUIT

Top : INTERNATIONAL VICTOR.—Popular Johnnie Claes from Belgium, in a French Lago-Talbot, drives determinedly to win the Fourth Easter Handicap at the B.A.R.C. Easter Goodwood Meeting, at 86.5 m.p.h.

Bottom : PACKED STAND.—Part of the Goodwood crowd has an excellent view of tricky Woodcote Corner. Here A. G. Whitehead's E.R.A., in second place, leads Shawe-Taylor's E.R.A., Murray's Maserati, "Bira's" Osca, Gerard's E.R.A., Green's E.R.A. and Claes' Talbot on the first lap of the Chichester Cup Race. Parnell, who won, is already on his way to victory.





WINNING ITS FIRST RACE.—Stirling Moss takes one of the new Formula II H.W.M single-seaters to victory in the Lavant Cup Race at the Goodwood Easter Meeting. He averaged 80.91 *m.p.h.*



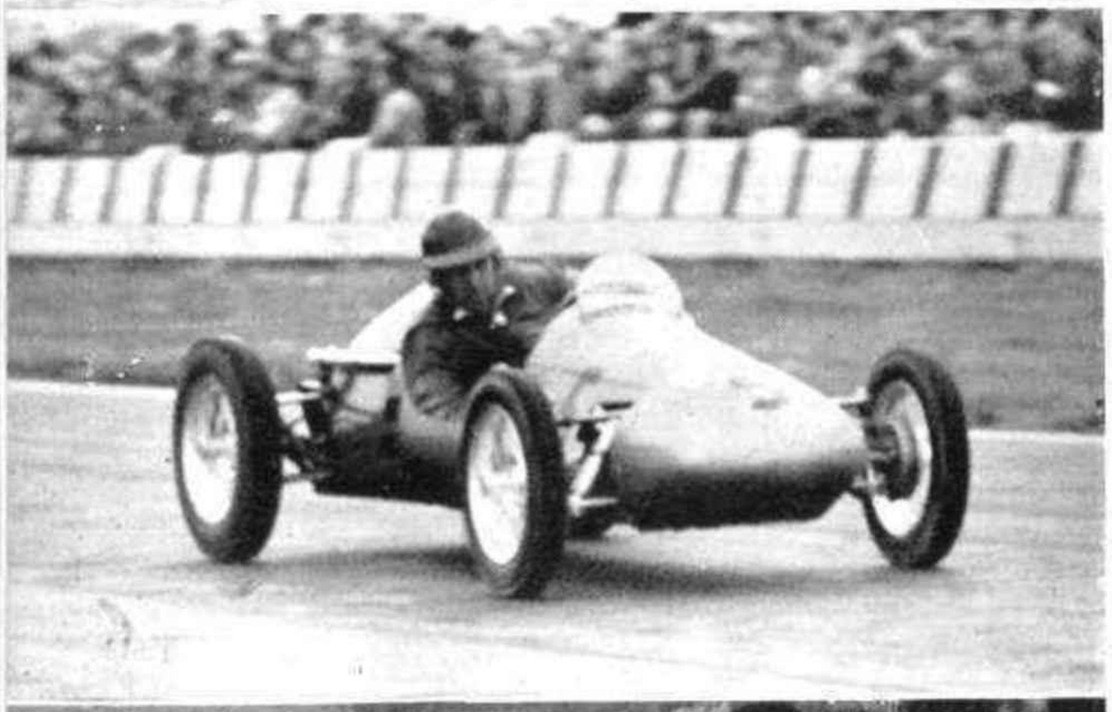
REG. PARNELL, after winning the Chichester Cup Race at 82.92 *m.p.h. in his famous 4CLT Maserati, went off the road in a big way in trying to catch "Bira's" Osca during the Richmond Trophy Race, seriously damaging the oil scavenge-pump on the rough ground.*



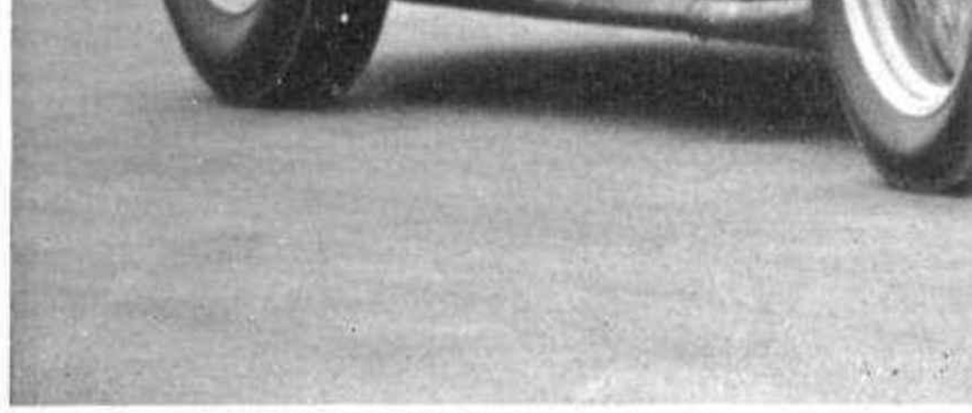
CONNAUGHT SECOND.—In spite of a good start in the Second Goodwood Easter Handicap, Shawe-Taylor in the Formula II Connaught reckoned without John Cooper's V-twin Cooper 1,100, *which made up its* 20-*second handicap and won from the four-cylinder car by* 0.6 *sec.*



ECHO FROM A GLORIOUS PAST.—J. Goodhew's ex-Hutchison "2.9" monoposto Alfa-Romeo, with Dubonnet i.f.s., ran in three races at the Goodwood Easter Meeting and finished second in the Fourth Easter Handicap to Claes' Talbot.



NEW STAR.—Alf Bottoms had the legs of the Coopers with his J.B.S. at Goodwood at Easter. In practice he set a new 500-c.c. lap record of 81.2 *m.p.h. and at the meeting won the Earl of March Trophy Race at* 75.91 *m.p.h., with Dryden's J.B.S. second.*

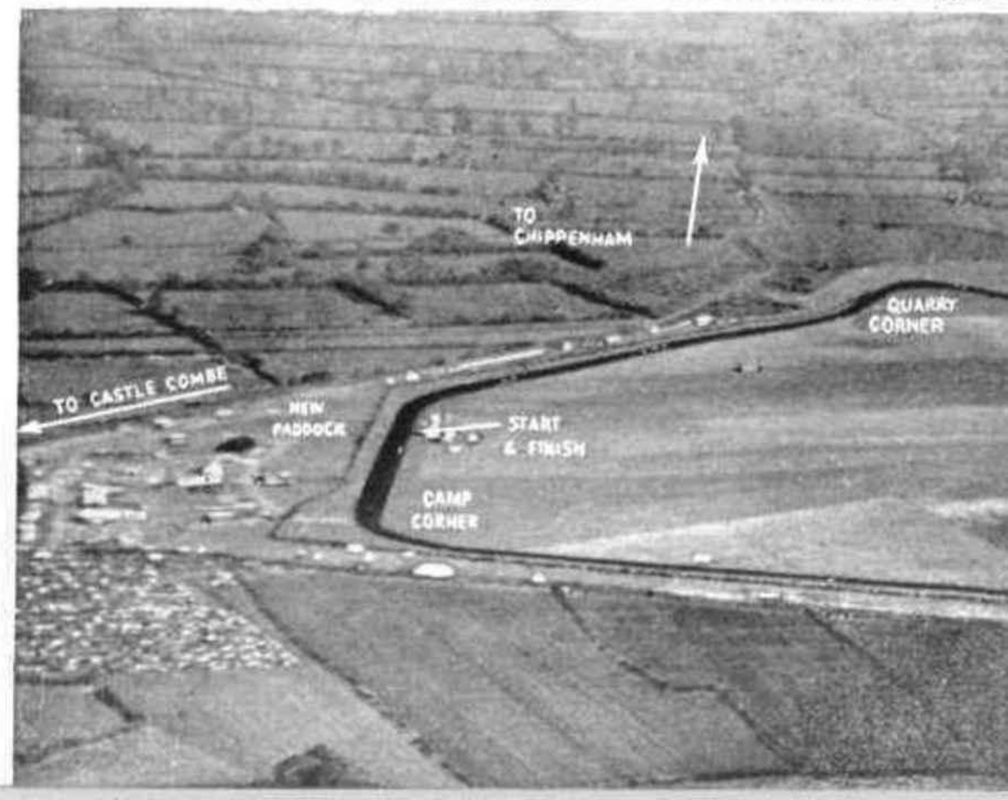


NEW CHAMPION OF GOODWOOD!—"B. Bira," ha lap record of 90.38 *m.p.h., won the big race of the Easter and gained two third places. Ample reward for driving hi mechanics*

WEST-COUNTRY CIRCUIT.—The Bristol M.C. and took place on March 31*st and another, open to Bristol and April* 16*th. Details from: C. B. Salter,* 25, *Cotha*



SUCCESSFUL DEBUT.—All "Bira's" efforts to get to Goodwood in time were rewarded, and handsomely. Here a mechanic is changing plugs in the V12, 4,470-*c.c Osca engine. Note the* 1,100-*c.c. Osca nose-cowl on the Maserati*





UP TO FORM.—Brian Shawe-Taylor gained two second places in his old E.R.A. at Goodwood. He is here seen making fastest lap, at 85.38 m.p.h., in the Chichester Cup race, a very fine performance up to his usual standard.



...ly driving under his own colours of blue and yellow, set a new ...ing, the Richmond Trophy, at the record speed of 87.57 m.p.h., ...s on himself, against time, across Switzerland from Italy, when his ... became fatigued.

...L.C.C.'s Castle Combe 1.84-mile circuit, where a closed race meeting ... 750 Club members, is due on May 12th, entries for which close on ...n Road, Bristol, 6. This aerial picture is by W. V. Ellis.



YORKSHIRE SCENE.—A steep descent and water-splash preceded Leys Lane in the Yorkshire S.C.C. "4/44" Trial. W. A. Grayson's Grayson shows K. R. Bailey's Bailey that there is nothing to it.



SPEED was the essential approach to Leys Lane in the Yorkshire S.C.C. Trial and here Cyril Corbishley is putting this into effect in his C.C.S. He made best performance and won the "4/44" Trophy.



GETTING INTO ITS STRIDE for a muddy bit of the "4/44" Trial, Grayson's Grayson, which gained a Souvenir Award.



THROUGH THE "CHICANE." — Leys Lane in the "4/44" Trial was rendered difficult by an artificial "chicane." It is being tackled here by M. Wilde's Ford, also a Souvenir Award winner.



WITH A TYPICAL YORKSHIRE STONE WALL for a background, W. S. Mason (Dellow) discusses his chances at Leys Lane with the marshal-in-charge. He won the Novices' Award.



"BIRA" OUTSTANDING AT
B.A.R.C. EASTER GOODWOOD MEETING

HIGHLIGHTS of Goodwood at Easter were "Bira's" effective return to racing under his own colours with the new 4½-litre Osca-engined Maserati, the winning of the last race by Claes' Lago-Talbot, thus justifying by a very narrow margin the meeting's title of "International," and Moss' winning of the new H.W.M.'s very first race. The entry list was not outstanding, emphasising the bad effect which the rising cost of living is having on racing: moreover, non-starters reduced the runners in the last race from 15 to 7. Apart from Moss' victory the new H.W.M. and Connaught Formula II cars had not found their form. A big crowd nevertheless watched in a biting wind laced with drizzle good racing amongst "the sporting bloods of the well-to-do," as our American contemporary *Speed Age* would put it.

Practice episodes included Abecassis' crash in a new H.W.M., McAlpine's spin and ploughing act at Woodcote, Leston's spin by the Paddock, and the arrival, per Bristol Freighter, of Claes' Lago-Talbot, his yellow-hued equipment following in a London taxi! "Bira" arrived dramatically from Modena after trouble with his van, which he drove himself when his mechanics went on strike, to qualify the Osca on race-day morning. The Maserati is his 4CLT with a rather more bulbous nose cowl from a 1,100-c.c. Osca. In practice, Parnell set a new lap record of 90 m.p.h., Moss (H.W.M.) doing 87.3, Shawe-Taylor (E.R.A.) 85.5; Bottoms (J.B.S.) broke the 500-c.c. lap record with 81.2, Whitehouse doing 78.26.

* * *

LAVANT CUP
(1,100 c.c. S/c., 2,000 c.c. Non-s/c.), 5 laps.

Clark's H.R.G., with new driver, broke its gear-lever before the start. The new, very pretty Cromard went sick, and it was Brandon (Cooper), Moss' H.W.M., and Aston's Cooper, going great guns, until Moss woke up and just won from the air-cooled car. McAlpine had spun viciously at Madgwick and bumped the barrier, but was pluckily push-restarted.

1st: S. Moss (H.W.M.). Won by 0.8 sec., at 80.91 m.p.h.
2nd: E. Brandon (Cooper 1,100); fastest lap: 82.92 m.p.h.
3rd: W. S. Aston (Cooper 1,100).

EARL OF MARCH TROPHY (500 c.c), 5 laps.

Hartwell bumped his Cooper on an M.G. in the Paddock and dislocated the near-side front wheel. With Alecto-J.A.P. and Daniell's Emeryson absentees, it was a J.B.S./Cooper battle. Sliding at Madgwick on the eventful first lap, Bottoms' J.B.S. let Collins' Cooper through to second place behind Brown's Cooper V. He soon recovered and, true to practice form, led throughout. On the second lap Dryden's J.B.S. displaced Collins' Cooper and the latter was passed on lap four by Carter's Cooper. Aikens' J.B.S. fluffed and was never higher than eighth, and Leston's J.B.S. retired, but the J.B.S. flag flies high for all that. Pugh's Cooper also needed towing in. Emery duelled with Brown's Cooper far back, and the front-drive car was the loser, while Pycroft, in the other Emeryson, was last.

1st: A. Bottoms (J.B.S.). Won by 1.4 sec., at 75.91 m.p.h.
2nd: R. M. Dryden (J.B.S.).
3rd: K. Carter (Cooper).
Fastest lap: Collins (Cooper), 79.85 m.p.h.

CHICHESTER CUP (Formula Libre), 5 laps.

"Bira" came out late. From flag fall it was Parnell's Maserati leading and Shawe-Taylor doing his utmost to close up, driving his old B-type E.R.A. magnificently. It is to the latter's credit that only 2.4 sec. separated low red car and high green one at the finish. Murray's and Ashmore's Maseratis retired on lap one. "Bira" came nicely into the picture to finish third. Blomfield's Maserati had thrown a rod in practice and did not start.

1st: R. Parnell (Maserati). Won by 2.4 sec., at 82.92 m.p.h.
2nd: B. N. Shawe-Taylor (E.R.A.); fastest lap: 85.38 m.p.h.
3rd: "B. Bira" (Osca).

FIRST EASTER HANDICAP, 5 laps.

This was rather a leisurely race in the opening laps, reminiscent of a "75 Short" at Brooklands. Treen's revamped Riley Nine, resenting its absence of any but tiny air-holes for its radiator, boiled merrily but led for two laps, when Keen's "Le Mans" H.R.G. passed it. Ruddock's crisp-sounding H.R.G. was third until Collins' Cooper 1,100 came by with a rush. On the last lap Collins caught Keen but Bradnack's Cooper 1,100 couldn't catch Ruddock.

1st: P. Collins (Cooper 1,100), 10 sec. Won by 49.8 sec., at 81.24 m.p.h.
2nd: M. J. C. Keen (H.R.G.), 1 min. 9 sec.
3rd: G. A. Ruddock (H.R.G.), 40 sec.
Fastest lap: Collins (Cooper), 82.92 m.p.h.

SECOND EASTER HANDICAP, 5 laps.

Mr. Ebblewhite made this race look a gift for Shawe-Taylor, given 45 sec. start in the new single-seater Connaught, and seemed to have a grudge against Oscar Moore, whose last-year's H.W.M. was on scratch. But we had reckoned without John Cooper's very fast Cooper 1,100, which had to give the Connaught 20 seconds and actually made up 20.6 sec., winning in a photo-finish. Parker's Dubonnet-i.f.s. Meadows Frazer-Nash went magnificently, only swamped by the E.R.A.s of Martin and Fotheringham-Parker on the very last lap. In contrast, the Cromard was unwell again and the Billy Skelly slow.

1st: J. Cooper (Cooper 1,100), 25 sec. Won by 0.6 sec., at 83.99 m.p.h.
2nd: B. N. Shawe-Taylor (Connaught), 45 sec.
3rd: E. M. Martin (E.R.A.), 10 sec.
Fastest lap: Cooper (Cooper), 85.89 m.p.h.

RICHMOND TROPHY (Formula I), 12 laps.

With only nine starters in this, the big race, it was still a stirring event. It began in a drizzle of rain and "Bira's" blue, yellow-wheeled Oscar led lap one by a small margin from Parnell's Maserati after having passed with difficulty. The redoubtable Shawe-Taylor was third in that ever-green E.R.A. Trying to close with the new opposition that was challenging his title of Goodwood's Invincible, Reg. made a bad mistake, motoring round a haystack by Lavant straight and apparently damaged the oil scavenge pump, for four laps later a smoke screen swelled from the red Maserati as it sped down to Woodcote and Reg. limped to the Paddock—his title lost. "Bira" imperturbably built up a vast lead, breaking Parnell's lap record by 0.38 m.p.h. in doing so and winning Goodwood's fastest race to date. Shawe-Taylor refused to be displaced by the wheel-sawing, duelling Claes and Fotheringham-Parker (the E.R.A. passed the Talbot on lap 10) and the H.W.M.s seemed to get mixed up amongst themselves and to be somewhat off-edge. Gerard's E.R.A. had retired on lap four. The new lap record is 1 min. 35.6 sec.

1st: "B. Bira" (Osca). Won by 17.2 sec., at 87.57 m.p.h.
2nd: B. N. Shawe-Taylor (E.R.A.).
3rd: P. Fotheringham-Parker (E.R.A.).
Fastest (and record) lap: "Bira" (Osca), 90.38 m.p.h.

THIRD EASTER HANDICAP, 5 laps.

This was virtually a sports-car race and nothing could catch Gibbs' limit "Le Mans" H.R.G., howl their tyres how Jaguars may! Keen's re-handicapped sister-car held second place until the last lap, when Wicken's and Craig's Jaguar XK120s caught it. Spiller indulged in tail slides in his "Silverstone" Healey in holding off Holt's XK120, and Walsh's "Silverstone" cornered bravely, though last. Gibbs looked to have a rough ride, shifting in his seat after taking Woodcote.

1st: L. Gibbs (H.R.G.), 39 sec. Won by 7 sec., at 72.85 m.p.h.
2nd: G. H. Wicken (Jaguar XK120), scratch fastest lap, 78.99 m.p.h.
3rd: J. H. Craig (Jaguar XK120), scratch.

FOURTH EASTER HANDICAP, 5 laps.

"Bira's" Oscar had seemed to fluff a little in winning the Richmond Trophy Race at record speed and Goodhew's ex-Hutchison "P3" Alfa-Romeo was sick during the fifth race. Both had recovered and Goodhew led in his historic car for three laps, fluffed again a trifle and let Claes, driving manfully in spite of failing brakes and a jamming gear-lever, pass into the lead, never to be caught. "Bira" equalled his recently established lap record in motoring beautifully into third place—everyone awaits the Osca's next appearance with keen anticipation. A. G. Whitehead's E.R.A.—how these fine old cars weather the passing of the years!—was fourth until the Osca *shot* by it coming out of Woodcote on lap four, and in the end Shawe-Taylor, already in possession of three second places that afternoon, went by Whitehead into fourth position. The H.W.M.s, do what Moss might, remained in the background—but their day will come, one feels. So the only "foreign" driver, Johnnie Claes from Belgium, in a borrowed blue Lago-Talbot of the latest type, won, and at a handsome speed.

1st: J. Claes (Talbot), 26 sec. Won by 11.6 sec., at 86.5 m.p.h.
2nd: J. Goodhew (Alfa-Romeo), 46 sec.
3rd: "B. Bira" (Osca), scratch; fastest lap, equals own record, 90.38 m.p.h.

JOTTINGS

The Connaught, now with de Dion back axle, and Clark's H.R.G. now have long, separate exhaust pipes from each cylinder of their Lea-Francis engines, staggered so that all are of equal length.

* * *

Fotheringham-Parker's E.R.A. is the Peter Bell car reconverted to single-stage supercharge.

* * *

Very pretty car—Spikin's latest two-tier-tubular-chassis Cromard single-seater, now with four S.U. carburetters to its Lea-Francis engine, stub exhausts, E.N.V. self-change box, Citroen type rack and pinion steering, Volkswagen-type i.f.s., transverse spring swing-axle i.r.s. and Girling 2LS brakes.

* * *

Neat—the big external air tunnels to the carburetters on the new H.W.M.s, with pipes running to the two float-chambers to equalise air pressure.

* * *

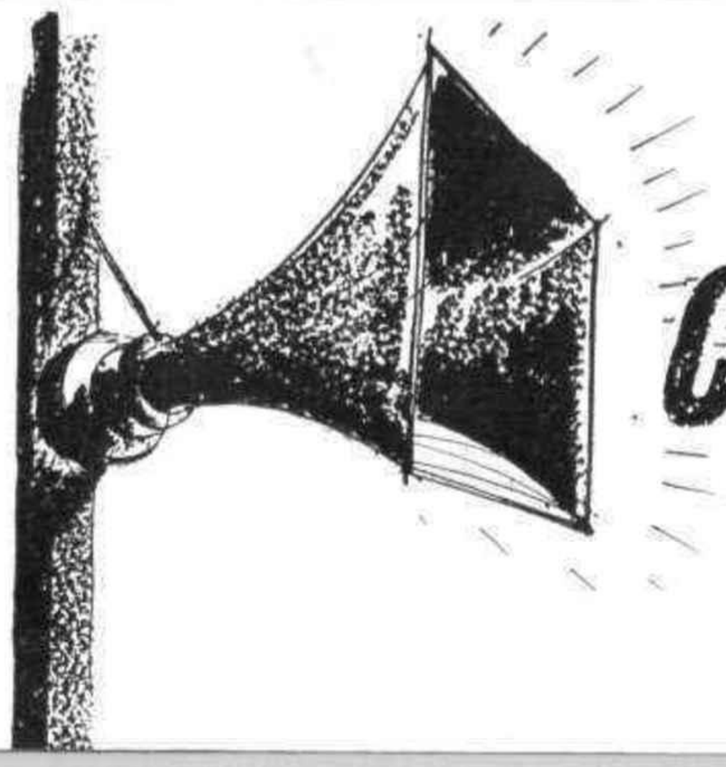
The Bugatti O.C. "Rallye Telegraphique" and Half-Day Trial scheduled for March 31st/April 1st were cancelled.

* * *

Those Land's End competitors who took a solicitous interest in Neil Smith's 1920 Tamplin cyclecar in which Boddy rode as passenger may care to know that, although only nine minutes were lost by the electrical bonfire at the start, retirement occurred a few miles before Basingstoke due to cracked engine mountings. Repairs are in hand!

* * *

STOP PRESS.—Villoresi's Ferrari won the Pau G.P. at 57.32 m.p.h. from Rosier's Talbot with Farina's Maserati 3rd. Ascari's Ferrari made fastest lap, at 60½ m.p.h.



CASTROL WINS

GOODWOOD
EASTER HANDICAP RACES

SECOND RACE 1ST J. COOPER (Cooper) at 83.99 m.p.h.

THIRD RACE 1ST L. GIBBS (H.R.G.) at 72.85 m.p.h.

SIDESLIPS

by

"BALADEUR"

SO much has already been written about Paris–Madrid that it would seem to be a work of supererogation to write any more; but a correspondent has recently asked me a question with regard to this race, which is still so famous although it was run as long ago as May 24th, 1903, and the answer to this question involves points which proved to be of so much interest to me that it struck me that they might be equally intriguing to others also. If in the course of this inquiry it becomes necessary in part to destroy a legend, I am sorry for it, and can only plead that the truth is sufficiently marvellous as to need no superstructure of myth in order to inspire posterity with awe.

As is generally known, therefore, Paris–Madrid, which was the last of the great town-to-town races, although always known as such, is really misleadingly so-called, because, as a result of the number of accidents on the first stage to Bordeaux, the race was stopped there by the authorities, and not one of the racing cars got nearer than that to Madrid. The course of the race, therefore, was actually Paris–Bordeaux, and the distance, after deducting the portions of the road passing through towns which were neutralised, was 342 miles. Over this distance the winner proved to be Gabriel on a 70-h.p. Mors, whose time was 5 hours 14 minutes 31.2 seconds, and whose speed was 65.3 m.p.h.

This performance is sufficiently remarkable in itself; but the greatest difficulty with which the drivers in the race had to contend was the dust, with the result that those who started at the head of the procession gained an enormous initial advantage. The number of Gabriel's Mors, however, was 168, and quite a few cars, therefore, started in front of it. They started, in fact, at intervals of one minute, and yet—and this, quite rightly, has always aroused the wonder of posterity—Gabriel's Mors was the third car to reach Bordeaux.

The fact has, indeed, aroused so much wonder in my correspondent that he is almost inclined to doubt its possibility. For example, he argues, car No. 8 apparently started 160 minutes or 2 hours 40 minutes before Gabriel, and unless it took nearly 8 hours over the journey to Bordeaux, which would be an average of about 43 m.p.h., it must have got there first. In fact we know that over thirty cars made a better average than 43 m.p.h. for the journey. How was it, therefore, that only two of them reached their journey's end before Gabriel's Mors?

If I could journey to Paris and consult the archives of the Automobile Club de France, I could, no doubt, answer my correspondent's question very accurately; but not being in a position to do so, I must fall back on a very good second best in the shape of Gerald Rose's "Record of Motor Racing." Without Rose's work in front of one, it may, I fear, be rather difficult to follow the present thesis. I take it, however, that anyone who is interested in Paris–Madrid probably possesses this classic work, and anyone who is not has probably already abandoned this article. I proceed, therefore, with a comparatively clear conscience.

Now the first point is that my correspondent has been misled by the fact that Gabriel's Mors carried the number 168 into concluding that it started 168th in the race. In fact, however, entries for Paris–Madrid totalled 314, and although 39 of these had been cancelled by the time that entries closed, every entrant was apparently left with his original number on the entry list: I do not know who had the number 314, but Gibert actually started in the race carrying the number 313 on his 24-h.p. Gillet-Forest.

The 275 entries which remained consisted of 112 heavy cars, 64 light cars, 40 voiturettes and 59 cycles, but of these a fair number proved to be non-starters. Rose, in fact, shows that there were actually at the start 90 heavy cars, 49 light cars and 36 voiturettes, making a total of 175 cars of various kinds and an unspecified number of cycles, of which 15 finished. The total number of starters must, therefore, have lain between a minimum of 190 and a maximum of 234, the actual figure being, I believe, about 225. Already, therefore, it is apparent that a good many numbers were missing from the list of starters.

The matter is, however, further complicated by the fact that while the heavy cars and the light cars were started indiscriminately, according to their numbers, all of them were sent off before any of the presumably slower voiturettes and cycles were despatched. Any of these latter, therefore, which carried lower numbers than Gabriel's Mors were nevertheless despatched after the winner.

Having thus cleared the ground to some extent it now remains to see how many cars did in fact start before the Mors, which can be determined by seeing how many of the heavy cars and light cars in Rose's list had lower numbers; and after several recounts I have come to the conclusion that the answer is 81. Gabriel, therefore, started not 168th but 82nd, and the mystery of Paris–Madrid begins to clarify somewhat.

We can now check this result to some extent by seeing whether, if he started eighty-second, Gabriel arrived in Bordeaux at about the time one would expect him. In the "Record" we only have, of course, the net racing times taken by the cars for the journey, and to this must be added the time which they spent in the "controls." Following an investigation which Mr. Rose has recently made in Paris, and the results of which he has kindly communicated to me, we know that the standard addition to be made to the net times on this account is 2 hours 54 minutes. The first car to leave Versailles, where the race actually started, was a 45-h.p. de Dietrich driven by Charles Jarrott, who should have got away at 3.30 a.m.; but as at that unearthly hour it was considered to be still too dark, his start was in fact delayed until 3.45 a.m. The first car to reach Bordeaux, at 12.15 p.m., was Louis Renault's 30-h.p. light car, which started third, that is to say at 3.47 a.m. Renault's time was 5 hours 29 minutes 39.2 seconds, to which must be added control additions, in this case, of 2 hours 57 minutes, and 12.14 p.m. is the actual time he should have arrived at Bordeaux. "Sixteen minutes behind came Jarrott," says the "Record"; that is to say he arrived at 12.31 p.m., and if in this case one adds control additions of 2 hours 53 minutes to his running time of 5 hours 52 minutes 55 seconds, the calculation again checks up.

"After Jarrott had disappeared into the town," continues the "Record," "there was a long wait. Nearly forty minutes slipped by, and then Gabriel drove in." Unfortunately this does not give us a very precise time for Gabriel's arrival. If it means that this took place nearly forty minutes after Jarrott's, then we should expect Gabriel at about ten past one. If, on the other hand, it means nearly forty minutes after Jarrott had disappeared into the town, then obviously Gabriel arrived a few minutes later than this. Starting eighty-second, he would have got away from Versailles at 5.06 a.m.; his running time was 5 hours 14 minutes 31.2 seconds; the control addition in this case is 2 hours 53 minutes; and we should therefore expect Gabriel at Bordeaux at 1.13 p.m. This is so close to the time at which he evidently did arrive that we can, I think, rest quite content with the calculation that he did in fact start eighty-second.

Of the 81 cars which started before his, only two reached Bordeaux before Gabriel's, and somehow, therefore, the winner must have got past the other 79 on the road. It is not necessary, however, to suppose that he passed all of them at speed, and in a cloud of dust. As a matter of fact, of the 175 cars which started in Paris–Madrid, only 99 reached Bordeaux, and it would thus be statistically possible for Gabriel only to have passed three moving cars on the road! In actual fact, of course, all 76 which failed to finish did not start before the winner, and, of the 81 which did start before him, the number which fell out was 37. Unfortunately, in the majority of cases, we do not know whether they retired before Gabriel caught up with them or afterwards. Of the remaining 42 cars, all of which Gabriel somehow passed, and all of which reached Bordeaux, a proportion, no doubt, had temporary stops, and Gabriel may have passed some of them while they were changing tyres or effecting repairs at the roadside; but even allowing for this uncertainty, it would seem reasonable to estimate that he got by something between forty and sixty cars while they were on the move.

We can, moreover, glean a little more information as to what he did and when. By the time Rambouillet was reached, we learn from the "Record," "Jenatzy had passed some sixteen cars and Gabriel about twenty-five." This is really extraordinary, because the racing distance to Rambouillet was only 17½ miles. Of the twenty-five cars which started immediately in front of Gabriel, eleven failed to reach Bordeaux and some of them may have dropped out right at the start. Two more made very slow total times, and

may well have had trouble even on this stage. The remaining dozen, however, all averaged over 40 miles an hour to Bordeaux, and Gabriel's first twenty-five victims must actually have included some others much further up the line.

In any case, after this initial violent 17½ miles, his task was an easier one. There were still 56 cars ahead, and somehow 54 of them were passed in the next 324 miles, an average of one every six miles. But in fact we know that not all of them were passed while they were running. For example, we know that de Knyff, who started second, got no further than Châteaudun, which is about 70 miles from the start. At that time, however, he was well up with the leaders, and his retirement must almost certainly have taken place within, say, 80 minutes of his starting time, that is to say before Gabriel had left Versailles. We also know that, a further 60 miles down the road, Werner on his 90-h.p. Mercédès passed Jarrott just before Tours, Jarrott at that time being second. On the hill which climbs out of the town to the south, however, the Mercédès broke its back axle, and all Gabriel passed in this case was its wreck.

Stead, who had started ninth, also on a de Dietrich, was in the control at Tours at the same time as Jarrott, and thereafter indulged in a terrific duel with Salleron on a 70-h.p. Mors, which ended in Stead crashing, at Montguyon, about 20 miles from Bordeaux. As Gabriel only arrived in Bordeaux four minutes before Salleron, it is probable that in this case also it was the wreck of the de Dietrich which he passed. We also know quite a lot (all too much in fact) about what happened to Marcel Renault, who started thirty-eighth and who turned over and was fatally injured at Couhé-Vérac, 20 miles south of Poitiers, while trying to pass Théry's Decauville, which had started fourth. Marcel Renault at the time was well up with the leaders, and Maurice Farman, who was just behind, abandoned the race when he saw what had happened. Madame du Gast also stopped to render first aid, and as, in spite of having been at this point among the leaders, she took nearly 11 hours (racing time) to reach Bordeaux, it is almost certain that Gabriel went by while she was still at Couhé-Vérac. Théry went on, but, according to his own subsequent description, he was so unnerved by what had happened that he could not drive thereafter at more than forty miles an hour. When Gabriel passed him, therefore, Théry was scarcely racing.

At Angoulême, some 75 miles from Bordeaux, Jenatzy, who had started forty-seventh, was hard on Jarrott's heels, and if he could have stayed there he might well have won the race, for he had picked up three-quarters of an hour on Jarrott, who was beaten by Gabriel by less than forty minutes. In fact, however, soon afterwards Jenatzy had a prolonged stop, due to a fly getting into his carburetter, and this stop must have lasted for about an hour and a quarter, as his actual racing time was about half an hour more than Jarrott's. In all probability, therefore, Gabriel passed him while he was stationary.

When all is said and done, however, this only disposes of about half a dozen of the cars which Gabriel somehow got ahead of, and his drive to Bordeaux must always remain a racing epic. Curiously enough, however, his subsequent career provided no parallel to this outstanding victory. In the Gordon Bennett race in Ireland a few weeks later, his Mors was the slowest of the French team, and although he finished fourth, both de Knyff and Henry Farman on their Panhards were ahead of him, as well as Jenatzy on the Mercédès. In 1904 he changed his allegiance to de Dietrich, and in the French Eliminating Race in the Argonne he was much the fastest of his team, making the second fastest lap behind Henry Farman's Panhard; but he finished fourth and thus just missed a place in the French team. In 1905 de Dietrich succeeded in capturing third place in the Eliminating Race, and thus provided one of the French representatives in the Gordon Bennett race itself; but this time the driver was Duray, and Gabriel did not figure at all prominently in the race.

In the first Grand Prix, in 1906, none of the de Dietrichs did very much good, and Gabriel's actually went out on the first lap. The Lorraine house won the Circuit des Ardennes later on in the season, but again their successful driver was Duray, while Rougier was third and Gabriel could only manage fifth. In the 1907 Grand Prix, on the other hand, Gabriel was the most successful of the de Dietrich drivers, but he did not finish higher than fourth, although Duray took the lap record and the de Dietrichs, therefore, may well have been the fastest cars in the race. In the 1908 race this distinction was claimed for the overhead camshaft Bayard-Clément, and Gabriel was now driving one of these cars. Their chances of victory, as it turned out, were entirely sacrificed by their continual tyre troubles, but even so Rigal, who changed nineteen tyres, managed to finish fourth, while Gabriel could not do better than twelfth.

With the eclipse of Grand Prix racing in 1909, the leading drivers suffered an eclipse also, and those who returned to the arena finally did so through the hitherto despised medium of voiturette racing. To Gabriel, who had started his career on a Decauville "voiturelle" in 1899, this was no great novelty, but when he made his reappearance in the Coupe de *l'Auto* of 1911 (now actually for *voitures légères*) it was at the wheel of a Belgian F.I.F., which was one of the slowest cars in the race; while in 1912 he drove a two-stroke Côte which seems to have been almost slower.

In 1913 and 1914 he was back in Grand Prix racing proper, at the wheel now of a Th. Schneider, but neither year did he succeed in finishing. Ten years later, in 1923 and 1924, he was taking part in the Grand Prix de Tourisme, driving an Ariès. And the last I heard of Gabriel was ten years later still, in 1933, when, according to a letter in the *Autocar*, he was living in the suburbs of Paris and "is still not only an active motorist but a frequent competition driver." That was 34 years after his first appearance in the Tour de France of 1899, and although nothing afterwards quite came up, perhaps, to the triumph of Paris–Madrid, Gabriel's drive in the last of the town-to-town races remains an epic which should last most ordinary mortals for a life-time.

Festival Fantasia

Soon the Festival of Britain the high spots will be hittin'
Of delay and loss and unofficial strikes,
And it's time that motor racing the facts of life was facing
And gave the British Public what it likes.

Driving tests in Rotten Row and dicing in the Park,
Formula Three just after tea and Formula One in the dark,
And Norton double-knockers doing better than the dockers
When it comes to putting Britain on the mark.

How nice if those in public life
Would quit their acrimonious strife,
Would make their wills and, full of dash,
Come to Hyde Park and have a bash.

Bang off the grid, some bold, some wary, Mrs. Braddock on Bloody Mary,
Ernie Bevin of all control bereft,
And Lord Woolton on a Bentley dealing anything but gently
With those whose drift is too far to the Left.

See each clever politician as he jockeys for position,
See the pitwork of Aneurin, 'Erb, and Clem,
While, some miles away, Farina laps the Harringay Arena,
Towing in a badly-busted B.R.M.

There could be a glorious free-for-all, Lands End to John o'Groats,
That would stir men's blood from Paris to Madrid;
I'd like to see back-benchers busy totting up the votes
They'd lose or win upon the starting grid.

With possibilities so endless, our country, now so friendless,
Would soon regain prestige in every land,
And even Stalin we'd impress him if Winston Churchill, bless him,
Should achieve the Land Speed Record down the Strand.

W.C.

The Ultra Light Aircraft Association, c/o R.Ae.C., Londonderry House, 19, Park Lane, W.1, has commenced a series of flight-assessments of ultra-light aeroplanes in its Bulletin. Written by J. Fricker, these neatly describe the construction, performance and flying characteristics and also touch on existing examples. No. 1 deals with the Dart Kitten.

RUMBLINGS

So it seems that we are going to be spared a fuel-consumption limit for the next Grand Prix Formula, due to come into force for 1954, the main Formula to be up to 750 c.c. supercharged, up to 2½ litres non-supercharged, without any other limitations. There will, apparently, be Formula II and III, their revised definitions yet to be decided; indeed, the final ratification of the 1954 Formula I, recommended at a meeting of the C.S.I. at Brussels in February, will not occur until the F.I.A. meets in Paris next October. A new Formula to cover gas-turbine and supercharged diesel racing cars is also on the stocks.

The 1954 G.P. Formula

Rather naturally, the topic of discussion is how the new Formula I will suit Britain, and technicians' slide-rules are in need of early re-sleeving! Learned gentlemen talk of a 750-c.c. B.R.M., using one half of its engine as a V8, and others point out how nicely the "unblown 2½" part of the Formula is going to suit Aston-Martin, for example. All this seems a bit premature, considering that the V16 version of the B.R.M. has so far never won a race outside its country of origin and that in 1947 we had scarcely *heard* of a DB II as such. Lots can happen in three years these days, and maybe the bottom will be knocked out of the new Formula for gas-turbines and suchlike by the advent of an atomic-propelled projectile.

How does the layman view the changed Formula I? He usually says, a bit wistfully, that he supposes *speeds* won't be quite so high as with blown 1½-litres. We refuse to be drawn, merely remembering that a blown 750 has done nearly 160 m.p.h. in sprint-record form (Lt.-Col. "Goldie" Gardner's M.G.) and that by 1954, if anyone decides to have a go in Grands Prix with engines of this class, like speeds should be realised.

Some there are who say, "Ah, look how much M.G. and Austin know of blown little-'uns." Well, maybe, but so far as Austin dusting down their former single-seaters is concerned, they have said pretty positively that they will not race them again because they fear fatigue may have weakened vital parts. That sort of decision is likely to be final, alas. A pity, for the late Murray-Jamieson designed the twin-cam Austin to run up to 14,000 r.p.m. and during its successful racing career it was never fully extended.

* * *

Sports car racing looks like being one of 1951's highlights. To the five leading races of last year, an exciting new one, British at that, is to be added. This month the Tour of Sicily will be contested on April 1st followed by the great Mille Miglia on April 29th with special classes for post-1944 catalogue closed or convertible cars (!), and in June comes Le Mans; incidentally, Thos. Cook and Co. are running an air excursion to Le Mans at an all-in cost of £18 a head, for which, book now! Then, on September 15th at Dundrod comes the R.A.C. T.T. The new race is none other than our old friend, the B.R.D.C. Empire Trophy, in the I.O.M., this year to be a race for Le Mans-type sports cars over about 120 miles, although the Manx Cup Race will be a *Formula Libre* racing car race with special awards for the best placed blown 1,100-c.c./unblown 2½-litre cars. The date is June 14th and the Empire Trophy in its new guise should be well worth seeing, and winning!

A New Sports-Car Race

The new 4.1-litre Inter-America Ferrari will meet stiff opposition from these shores, it seems. Rumour was ever a fickle jade, but what are all these whispers we hear about Jaguars giving 20 to 40 b.h.p. more than the famous XK 120, with a couple of extra cylinders and a tubular chassis by E.R.A., of John Wyer's lightened version of a DB II coupé and of a new Jupiter prototype for Le Mans? It's all most intriguing. Roll on, summer!

* * *

Most MOTOR SPORT readers are aware that last season the B.A.R.C. Goodwood Members' Race Meetings were gingered-up by a points-scoring system which, at the final meeting, found the winner of the MOTOR SPORT Brooklands Memorial Challenge Trophy, partly subscribed for by readers who wished to commemorate Brooklands Track, to which this paper added a Replica and cash prize of £50, all neatly collected by J. C. C. Mayers and his Lester-M.G. This Trophy will be contested again this season (see "Club News"), but another Trophy, the MOTOR SPORT Silverstone Challenge Cup, kindly presented by the amateur racing driver, Anthony Baring, will be contested, together with a Replica and £50 cash prize put up by MOTOR SPORT, at sports car handicap races during this year's Silverstone Members' Day Meetings organised by the various clubs. The Editor has drawn up an ingenious set of rules for a contest that should prove extremely interesting. Briefly, the plot is that by being placed in certain races at each of these club meetings, drivers will be eligible to compete in the MOTOR SPORT Cup Handicap at the same meeting, marks being allotted in these Cup races that will, at the end of the season, determine the Cup winner. Those drivers who get into a given Cup race may be out-placed for the next and therefore forced to earn their chance of further marks by getting placed in a normal handicap at a subsequent Members' Day Meeting. In this way, competition should be stimulated, to the benefit of organising clubs, and the issue likely to be in doubt until the very last meeting.

"Motor Sport" Silverstone Cup

MOTOR SPORT hopes to assist the clubs by issuing free to their members the main regulations, and next month we hope to be able to give full details of these and state which clubs will be associating themselves with this enthralling contest. At the time of writing the V.S.C.C., Aston-Martin Owners' Club, Maidstone and Mid-Kent M.C., M.C.C., and Eight Clubs were keen to come in. The first round is likely to be fought at the V.S.C.C. Meeting on May 19th.

* * *

One of our best dollar earners, the XK 120 Jaguar, is now available as a new fixed-head two-seater coupé. "Chic" is an over-worked word, but it does fit this latest Jaguar, which is a very handsome, up-to-the-minute car, capable, of course, of well over 100 m.p.h. The specification is exactly that of the open XK 120, using the lower (3.64 to 1) of the two axle ratios. Weight has increased by about one cwt., to approximately 26½ cwt. The new car has a heater, of course, but we are glad to note that Chief Engineer Heynes has retained the central remote gear-lever, scorning to adopt a stick on the steering stalk for this closed Jaguar. No doubt there will be keen competition in the American, Canadian and Australian markets to acquire these coupé Jaguars, which are for export only. Who, we wonder, will be the first lucky motorists to get hold of one in each continent?

The Latest Jaguar

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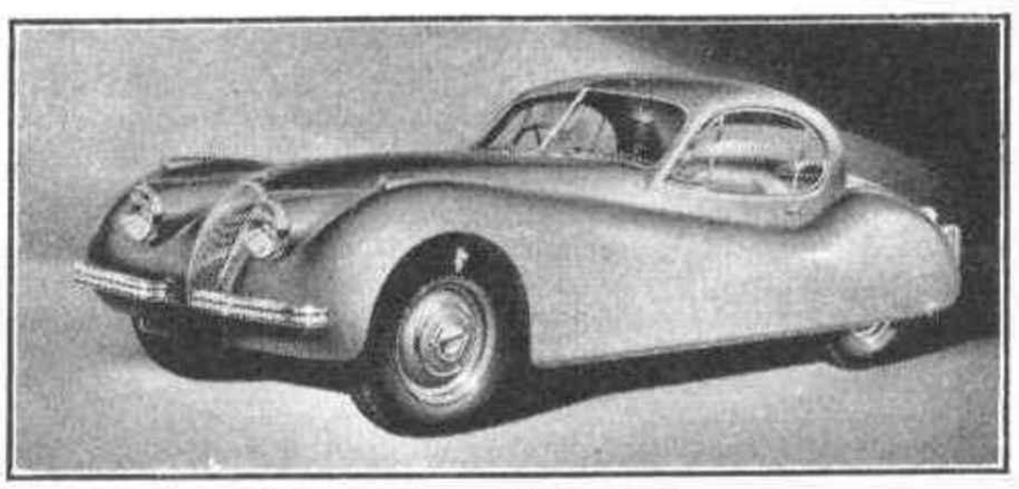
By way of a prosaic unsigned circular letter we learn with pleasure that Wellworthy, Ltd., of Lymington, completed negotiations a little over two years ago with the Fairchild Engine and Airplane Corporation, of Long Island, for the exclusive licence to operate Al-fin patents in the U.K.

Al-fin

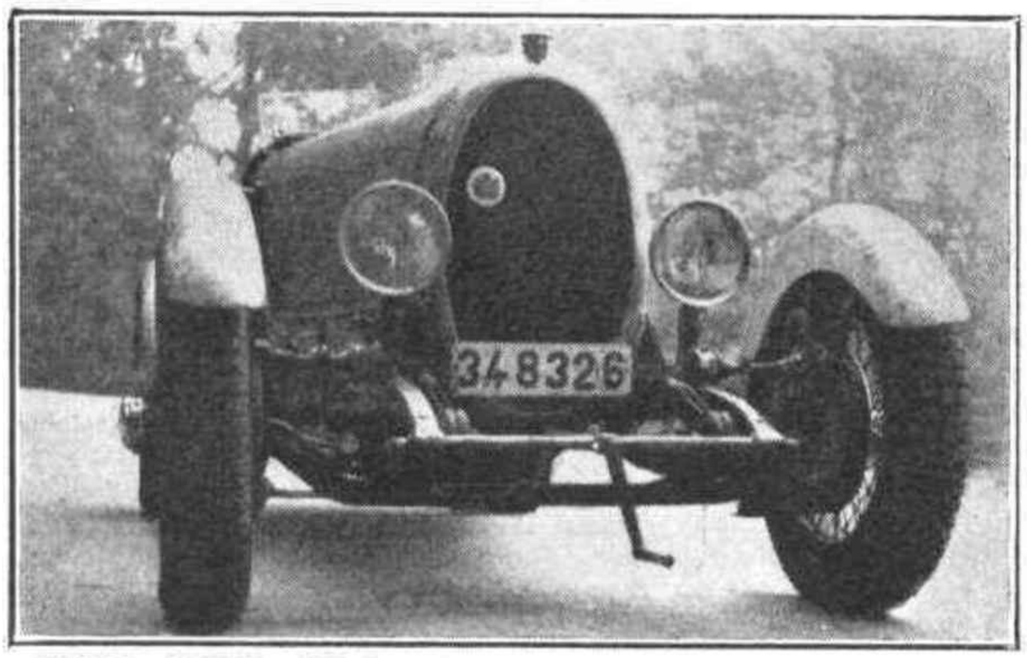
Since then the Al-fin Bimetallic Molecular Bonding process has served the sporting motorist well—getting surplus heat away from racing motor-cycle engines at full bore and keeping cool the brake linings of rapid vehicles anxious to slow down from high speeds.

Allard J2, DB II Aston-Martin, Frazer-Nash, "Silverstone" Healey, H.W.M. and Jupiter have gained important competition successes using Al-fin brake drums, which T. C. Harrison used last year on his E.R.A., Parnell on his Maserati, and Rolt on Delage and Alfa-Romeo. The B.R.M. also has Al-fin brake drums.

These Al-fin drums are made in two versions, Stage I and Stage II. Stage I drums are virtually normal cast iron drums



The new Jaguar XK 120 Coupe.



APRIL QUIZ.—Make of car on a p.c. by April 10th, please, so that we can publish the Names of the Knowledgeable in our May issue.

with high-conductivity fins in pure alumium bonded onto the outer circumference. Weight saving is not the primary object, but, Wellworthy claim, reductions of up to 25 per cent. can sometimes be achieved, depending on the design. They claim that Stage I drums increase resistance to fade, reduce friction surface temperature by approximately 100 degrees F., and obviate heat-spotting under severe brake applications. Stage II drums consist of a thin cast iron Eutectoid I 4K6 or Chromidium insert acting as the friction surface, in an R.R. 50 light-alloy drum. No keying is necessary on the insert, the bond acting as a thermal and mechanical join. Up to 40 per cent. weight reduction per drum over a cast iron design is claimed, together with a reduction of friction surface temperature by approximately 125 degrees F. even at low levels of operation, compared to all cast iron drums, and superior rubbing surface, because Series II inserts are of centrifugally-spun material instead of the sand-casting of Series I drums.

It is emphasised that even Al-fin drums cannot function efficiently if cooling air fails to reach the brakes, and proper air scoops giving axial delivery of air, or even the use of low-powered blowers to drive air *via* ducts, as in commercial vehicle practice, are strongly recommended.

* * *

Harold Daniell and Ted Frost—both in the Emeryson Formula III team with Paul Emery, Frost as team manager—each have two Norton engines and gearboxes for their cars. Emery sticks to his special V-twin J.A.P. but may change to Norton. Daniell and Emery will drive mostly in British races at first, Frost mainly in Continental events, where the team is in considerable demand. The J.A.P.-Emeryson does nearly 100 m.p.h. at 7,000 r.p.m. on its low-ratio sprockets.

Rumours reach us of Italian inroads into Formula III. A Milan garage proprietor is said to have procured one of the Guzzi twins, which gives 48 b.h.p. between 5,800 and 7,600 r.p.m. on 80 octane fuel. In a 100-mile race the weight saved on fuel economy alone, compared to methanol-burners, could be some 60 lb. Luigi Benelli is believed to have a Benelli twin in a Formula III car, and Stangulini to be building three cars with Gilera four-cylinder engines, and there is a murmur of two 500-c.c. cars in course of construction by M.V. An amateur-built four-cylinder 500 is also under way in *this* country.

* * *

Alas, Cuthbert Harrison is giving up racing, although still a keen trials competitor. His durable and rapid E.R.A.s are for sale.

* * *

Tony Rolt wants to dispose of his racing Alfa-Romeo. He hopes to partner Duncan Hamilton in a Healey-Nash at Le Mans and generally to compete in sports car races. He will also handle Rob Walker's two Delage cars, the i.f.s. car with E-type E.R.A. engine and Seaman car with Delage engine, when he can get away from business engagements. These Delage cars are being prepared by Pippbrook Garage under the supervision of G. W. H. Coles, late of Bellevue Garage, aided by Jolliffe, ex-Continental Cars.

* * *

'Tis inferred that Freddie Dixon's exciting four-wheel-drive project will have normal steering, not four-wheel steering as originally planned, and that a Ferguson car is on the stocks in which much of the " electrickery " is replaced by compressed air.

* * *

Two of the 1950 H.W.M.s have been acquired, respectively, by Oscar Moore and John Brown.

* * *

Unfortunately the B.A.R.C. has decided to cancel this year's Jersey Road Race. It has lost too much money on the last three Jersey races.

* * *

" Bira " is driving this year as an independent, using a 4½-litre O.S.C.A. V12-engined Maserati.

* * *

Raymond Mays is Public Relations Officer to B.R.M.

* * *

M. B. Hukins will drive his Type 35 " 2.3 " supercharged Bugatti again this season, mainly in straight sprints. This is the car with which Campbell won the 1927 200 Mile Race and which Faulkner drove at Brooklands. It has half-elliptic rear suspension, lengthened front springs and an I-section front axle devised by Campbell, with substantial brake-torque members. Hukins has fitted a smaller, cowled radiator and a small fuel tank to reduce weight which, if the local weighbridge can be believed, is now down to 12½ cwt. The engine, which glistens as all good Bugatti engines should, runs on Esso No. 2 fuel and pulls the 3.85 to 1 back axle ratio.

* * *

New unblown 2-litre racing Altas have been ordered by Gordon Watson, Bob Cowell and Tony Gaze.

* * *

Beside the Emeryson aforementioned, British 500 exponents in this year's Continental " circus " are likely to include John Cooper, Eric Brandon, Ken Carter and " Big Bill " Whitehouse (Coopers), Frank Aikens, " Curly " Dryden and Alf Bottoms (J.B.S.), and Stirling Moss, Ian Burgess and Ken Gregory (Kiefts). In this country the first all-500s meeting will take place on April 8th at Brands Hatch.

* * *

Peter Whitehead will race a Ferrari again this year, with alternative 1½ and 2-litre engines.

* * *

The Ulster A.C. Dundrod race this year, on June 2nd, is to be a Formula I event, backed by a handicap race. The Ulster Trophy Race, alas, showed a deficit of £1,477 in 1950.

MATTERS OF MOMENT—continued from page 161

Whether they seek the garage preparatory to racing, watching a motor race or merely motoring twenty miles out into the country for a picnic, the results are equally beneficial. To place such benefits beyond the reach of the less-affluent through crippling taxation can hardly be claimed as logical by those professing to provide us with increasingly improved social amenities. The Government must, or should realise, too, that a scattered population, as ours now is, relies more and more on the motor vehicle for transport to and from its labours, and that the more it costs to run the motor-cycles and cars you can count in thousands in the car parks of our bigger factories the higher wages their owners will be forced to demand !

All this, we appreciate, is somewhat outside the realms of motor sport, but may serve as a palliative to those whose stomachs contain Budget butterflies. For whatever the extent of its other blunders, surely the Government can see the common sense of not killing this particular Golden Goose ?

If it cannot, and again increases the petrol tax, we must all endeavour to economise to the utmost, whether from necessity or to convince our rulers that the motorist will not stand further fleecing. Enthusiasts should contrive to share the running costs of their cars with others of like interests. Those with two vehicles should lay-up the larger one, applying promptly for a licence refund. Certainly if the price of petrol goes up to the region of 5s. a gallon England will become truly a country of little cars ! Vehicles with unduly thirsty engines will be likely to languish in owners' garages and dealers' emporiums and secondhand prices of such cars to fall sharply ; there is at least the comforting thought that this country pioneered the small car and gained many of its great racing successes in the 1½-litre class !

Whether you own a " 2.9 " Alfa-Romeo or an Austin Seven, if the petrol tax is raised again economise all you can in the use of the stuff, so that the Chancellor may be dissuaded, by those diminishing returns, from gambling with motorists in the future.

LETTERS from READERS

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

REMINISCENCES

Sir,

I am very interested in the letters appearing in MOTOR SPORT, wherein veteran motorists relate stories of bygone days.

I have been driving for 45 years, since I was seventeen, so perhaps you can find space in your paper for a few of my reminiscences.

The car I drove first was a single-cylinder 6-h.p. de Dion two-seater, often called the doctor's car, it being popular at that time with the medical profession, and what a reliable little car it was, and quite fast, too, for those times; an average of 20 m.p.h. could be maintained on long journeys. This car had two speeds forward but no reverse. It was a tricky job to adjust the gear clutches to get the correct grip and clearance. The propeller-shaft was hollow and contained a rack which engaged in pinions, which in turn operated right and left-handed threads inside the segments. I recall, too, the 4½-h.p. de Dion with all the motive power over the back axle. This model was a four-seater, the occupants sitting *vis-a-vis*. It had tiller steering, two speeds and reverse, top speed about 17 m.p.h. The oldest vehicle I drove was an 1898 two-cylinder Daimler; the engine had been converted from tube to electric ignition, two cylinders, unequal diameter front and rear wheels, chain drive, solid tyres (the tram lines which had just been laid down around Acton and Hayes seemed to have a magnetic attraction for these tyres as I soon discovered !). It also had tiller steering, and four speeds forward, also four speeds in reverse. The gilled-tube radiator was slung just behind the back axle. I fitted a contrivance, operated by foot pedal, which cut out the action of the governors.

Another Daimler I drove for many miles was the actual one which competed in the A.C.G.B. and I. 1,000-miles Trial round England. This car had pneumatics on the front wheels and solids on the rear wheels. These solid tyres fitted very tightly over the rims of the wheels and were then held in place by two steel flanges with bolts right through. I have vivid recollections of driving 50 miles over Scottish moorland roads on the flanges of one back wheel, the tyre having come adrift. The oil tank of this Daimler held five gallons and the petrol tank twenty gallons. Under the driving seat were well-fitted drawers for spare parts, also two cupboards in the "dash." Broken inlet valves were fairly common, but a valve could be replaced in about five minutes. The ignition commutator was fitted on the dash and chain driven. The chain would sometimes jump off at high speeds, but could soon be replaced, even after dark, by feeling for a row of centre dots on the two shafts. The engine would start even if the chain was a link "out," the timing could then be corrected by shifting the chain one link either way. We improved this car by scrapping the "hit-and-miss" exhaust valve lifters and substituting direct valve lifters. This entailed a new camshaft. This Daimler was low built and good on corners. I have done the eighty miles from Creetown to Newmilns, Ayrshire, over bad roads, in 3½ hours. Quite decent hills could be climbed on top gear. Gear changing was very easy, either up or down, thanks to a simple but effective clutch brake. Incidentally I once removed the gearbox and fitted a new one to this car in two days at Tomdoun Hotel in the wilds of Glen Garry, Inverness-shire.

In 1906, whilst in the Army Motor Reserve, I spent six months on Salisbury Plain with a four-cylinder 15-h.p. Panhard, five-seater tonneau body, door at rear. That particular summer was hot and dry and the passengers were covered with fine chalk dust after a journey of any length. This Panhard had four speeds, all indirect drive; it would romp along splendidly on third gear with top handy for easy running on the level or down grades. The engine would start "off the switch" even after standing for an hour or two. Punctures were fairly frequent in those days; I had 32 spare inner tubes and six covers by me, and I used most of them.

By far the largest part of my motoring mileage has been in Napiers—from the "16/20" 1904 model to the 15-h.p. Colonial Napier of later years. This latter car had a ground clearance of over 12 inches. The engine revolved anti-clockwise; so far as memory serves me the Coventry Humber was the only other engine to do this. The 40-h.p. Napier was a reliable car, though it was difficult to keep the long driving chains properly adjusted. The 60-h.p., and later the 65-h.p. cars were very fast; they had synchronised magneto and accumulator ignition. One had to be in good fettle to "swing" these big engines; the 1909 65-h.p. model was the first to be fitted with a half compression device.

I was at the opening of Brooklands in June, 1907, and also a few days later saw S. F. Edge cover the then record distance of 1,650 miles in 24 hours in his Napier.

My present car is a 10-h.p. Austin Sherborne saloon, for which I have nothing but praise.

Although I have taken out a driving licence every year since October 21st, 1905, there was a period of five years in World War I, and seven and a half years in World War II when I did very little driving, being away in the Services.

I have never reached very high speeds in all these years, my highest being 86 m.p.h. on Brooklands with an Iris before the first world war.

I am, Yours, etc.,

Pyrford. F. A. BATEMAN.

Sir,

I very much enjoyed your article, "A Cyclecar in the 'Exeter'," though I should have liked to hear more of the adventures of the Carden, especially No. 241, the 1921 model, of which I have lively memories.

I notice that Mr. Smith's 1924 Carden "had been used for a very short time before being stored away." Mine, at two years of age, was alleged to have done only 200 miles. This short mileage may have been due to various reasons. There was oiling up; oil was carried in a square cast aluminium box above the crank-case and fed automatically to the cylinders by capillary tubes at a rate of about 30 miles per quart. (Petroil might have been better but I never tried it.) The engine was started by a foot lever, inside the body, which operated a sort of toggle by which the big gear wheel on the main-shaft was hauled round by its teeth. A back-fire could almost shoot the driver over the squab, but more usually his leg was bent, so he took it on the knee-cap against the edge of the petrol tank, which was a large cylindrical affair occupying most of the under-bonnet space.

There was no clutch-stop and the plate clutch would never free itself for the engagement of low gear. If one did manage to get into gear there was a horrid scrunch and the rear wheels would jump round half a rev. We soon decided that a push-start was best. The two ratios were 4 to 1 and 12 to 1.

Steering was direct; about one-third of a turn from lock to lock. The brakes, steel bands contracting on a drum keyed to the axle, were effective for only a few miles after each flushing out with petrol, for the oil penetrated everywhere.

There was no reverse, but why worry ? All the weight was at the back so one just picked up the front and carried it round. However, the twin-two-stroke engine, if throttled down in neutral with the spark too far advanced, would sometimes reverse itself unknown to the driver. This once nearly caused a tragedy in a street in Camberwell when I essayed to make a smart getaway from some small boys who, intrigued by the unorthodox appearance of the car and the awful din of its exhaust, were pretending to push it from behind. Luckily the engine stalled.

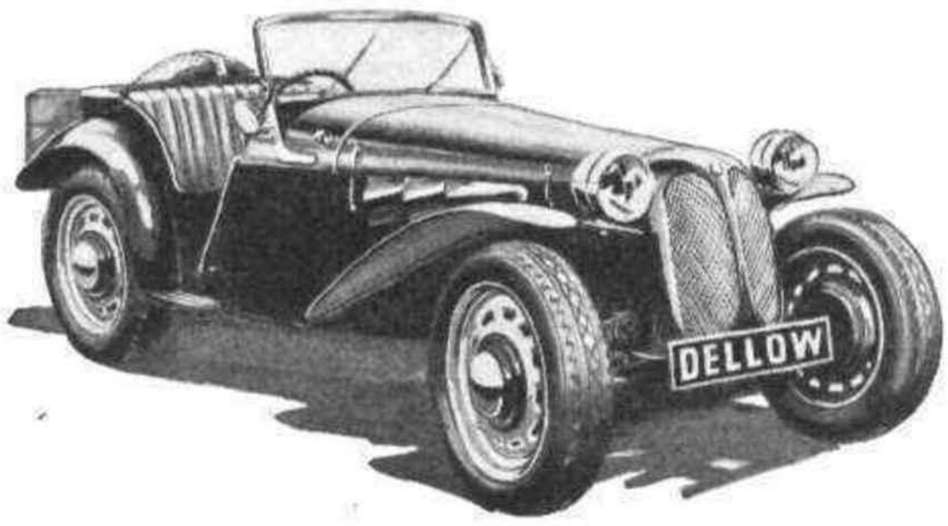
I must have covered quite 300 miles in the car during the few months I had it. The end came on a Sunday afternoon in Dulwich Park. I had completed two magnificent circuits when a terribly expensive noise broke out. Examination on the spot revealed that the split pin and washer securing the starting toggle had fallen down among the gears, bursting the gearbox-cum-crankcase-cum-axle-casing asunder. I had the car repaired and sold it surprisingly well to a poor fellow whose girl had fallen for it.

I still have my instruction book and spares list. The complete body (there was no chassis), which was built of a material called, I believe, beaver-board, is priced at £25. The car was sold at £100 and I have often thought that had it been refined to the tune of another £100 the resulting vehicle would have been quite useful.

Still, when it did go it could certainly move. No speedometer was fitted but it could probably touch 55 m.p.h. and it

Continued on page 192

THE Dellow



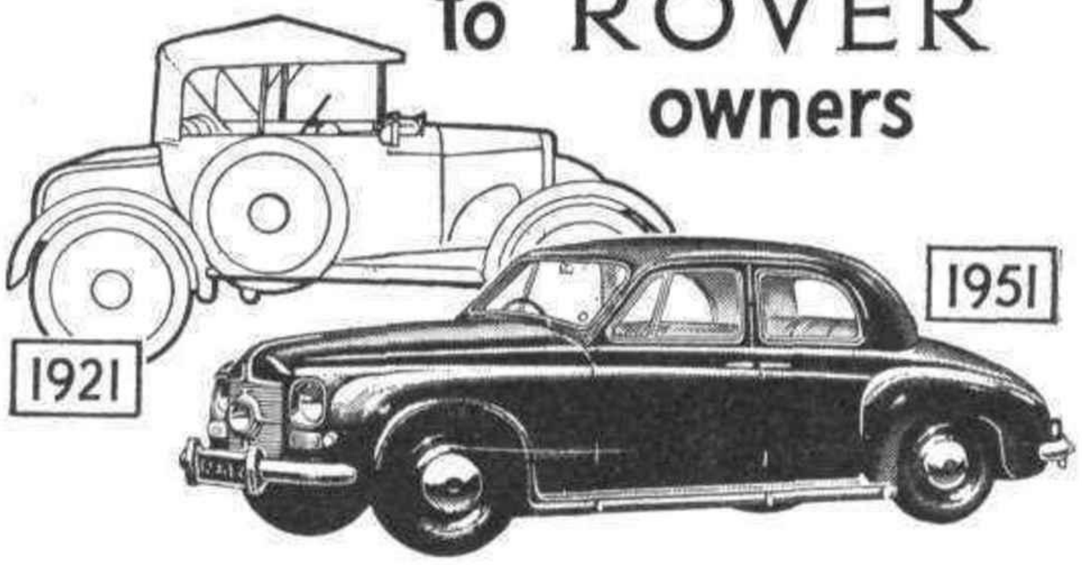
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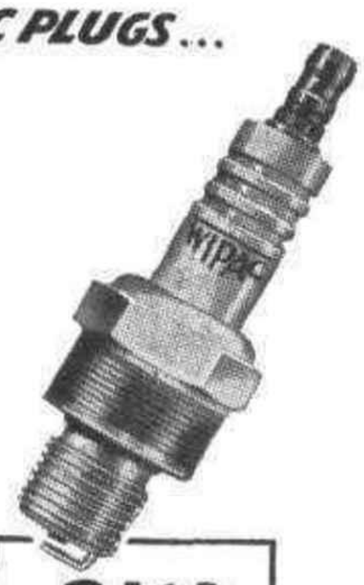
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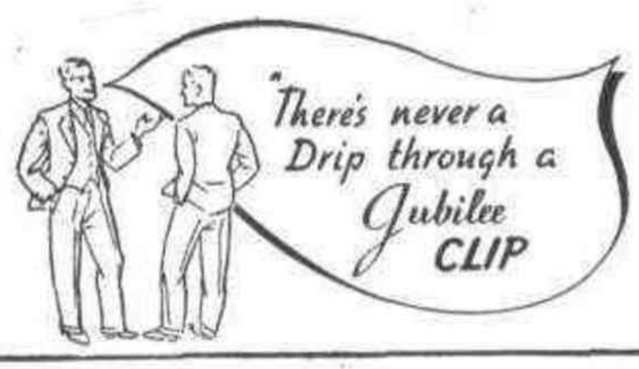
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LETTERS from READERS
—continued from page 189

gave a good 50 m.p.g. One felt quite a lad behind its huge bonnet, but one felt other things as well. The seating was padded with a ½-in. thick American cloth mattress and the high-pressure tyres were only 2½ in. in section. I can never forget the mighty smack one received on the haunches as the Carden took a pot-hole, its twin cylinders waggling in derision beneath its tail.

I am, Yours, etc.,
Bristol. F. A. MANSBRIDGE.

Sir,

I recently received the January issue and found great interest in reading J. Saner's letter about the Scott Sociable. I owned one of these excellent but unorthodox machines about 1932; so unorthodox that pulling into the kerb one day a pedestrian got a terrible shock as she thought the car had lost a wheel!

I regret I cannot amplify Mr. Saner's description except that the engine in my car had rotary inlet valves driven by the crankshaft and in the position normally occupied by the crankcase doors of the Scott motor-cycle engine. The selector in the gearbox was a form of rotary cam which I saw much too often for reasons I cannot recall now. My vehicle also had a dickey seat capable of carrying two adults. The room in the front seat was really remarkable. Lighting was by an M.L. Maglita charging a motor-cycle battery and this proved the undoing of my Sociable in the end. I was towing it home one evening and as the tiny battery eventually failed my brother-in-law overran the tow rope wrenching the front wheel to an angle of some 45 degrees. When this happened I went to the house of the blacksmith outside whose smithy the incident occurred and asked him if he would give it to the first scrap merchant who came along. After one look at the machine he bluntly refused; eventually I persuaded him to permit me to leave it provided I came and took it away. However, a shepherd near Haddington eventually purchased it for the price of the magneto, the only article I considered of use to me and which I had removed to use on one of the nine Scott motor-cycles I had at one time or another.

Another twin two-stroke I owned, which was not nearly so successful as the Sociable, was a Carden Runabout. The previous owner of the Carden could not start it and exchanged it for my Connaught two-stroke motor-cycle with an outside flywheel which would not stay on. I never got the Carden to start and often wondered if he got the flywheel to stay on. The Carden had the air-cooled engine at the rear in unit with a two-speed gearbox and the rear axle all supported by one hinge bolt and merely resting on two coil springs. I nearly lost the rear axle and engine on a bumpy road once when I persuaded my father to give me a tow to try to start it.

We seemed to get a terrible amount of fun out of all these things. Twenty-four years ago it did not matter how they went, if they went, and only a certain amount of disappointment was felt if they didn't. Today we grumble if the engine does not leap into life at the first touch of the starter. We used to push for half an hour before we grumbled.

You have no idea how much pleasure we get out of MOTOR SPORT out here; it, of course, goes the rounds after I get it and read it from cover to cover. I enjoy the articles on vintage and veteran cars particularly, although I also enjoy reading of the home-built specials, as I would have joined the builders' ranks if I were domiciled anywhere but in a trackless desert, and even here if shipping were not so expensive.

I am, Yours, etc.,
Bahrein Island, Persian Gulf. A. E. NELSON.

* * *

JAGUAR *versus* ALLARD

Sir,

It was with relief that I read Mr. Alan Clark's letter, published in your March issue.

Although he does not even attempt to explain Mr. Goldschmidt's victory at Watkins Glen, in the International Grand Prix, and although it will become obvious after a moment's thought that his comparison of Allard and Jaguar sales in America means absolutely nothing, he does at least admit that the Cadillac-Allard constitutes a danger.

But the observation that the Jaguar XK 120 is more beautiful and more luxurious, must not blind us to the fact that the racing performance of the Cadillac-Allard has proved superior, and the production of a fixed-head coupé XK 120, although it will doubtless boost Jaguar sales, does not appear to be about to change this state of affairs.

I am an Allard owner and intend to remain one until Jaguars produce a car which can prove itself superior to mine.

I am, Yours, etc.,
Windsor. COLIN CLARK.

* * *

VINTAGE AIRCRAFT

Sir,

Your recent articles on Veteran Aircraft by Air Commodore A. H. Wheeler, O.B.E., and your notes on the R. G. J. Nash collection, have been most interesting. As a former R.A.F. pilot I thoroughly enjoyed them and congratulate you on the very accurate and detailed reports.

During the war I came across a De Havilland Dawn aircraft—it was a "one-off" model and I believe I have the name right but memory plays tricks.

Another interesting aircraft was a Folland flying test bed which had a special arrangement for using various types of engine.

Finally I came across a Leopard Moth and a Cierva Autogiro on the same 'drome—the former had a plaque commemorating its participation in the King's Cup Race in 1933, the tail had a name "Nigel" painted on it. The Cierva was used for testing camouflage schemes.

I am, Yours, etc.,
WM. J. T. KINNIBURGH-BOYD.

Sir,

Mr. Hull is doubtful if there are any examples of the Gloster Gladiator and Gauntlet still in existence. While on holiday in south-east Devon last year I discovered the fuselage of a Gauntlet on a farm near Lyme Regis. As far as I can ascertain it was given to a certain local school at the outbreak of war and was used for instructional purposes and then left derelict after the war ended. In spite of its six to eight, or even more, years in the open, the framework is in quite good condition though now fabricless. However, I did trace the R.A.F. serial number, K 5266, painted in small black letters on one side of the engine cowling. I believe all Gauntlets possessed two-blade propellers but K 5266 sports a three-blader. It is a pity that something cannot be done to save this very interesting relic of a pre-1939 fighter, almost definitely the last of its type.

As for the existence of any Gladiators, I should like also to point out that there is, I believe, at least one example still extant in this country, this one, K 8042, being kept as a museum piece at R.A.F., Hendon.

We must not forget also the heroic Gladiator "Faith" which now rests in Malta's Cathedral, the sole survivor of three which defended the island early in the war. ["Field boots under the surplice"?—ED.]

I am, Yours, etc.,
Beddington. TONY COOMBS.

* * *

HINT AND TIP

Sir,

So many motorists I come across, and even some garages as well, appear to be unaware of the simplest, and I find, complete cure for that annoying thing, battery corrosion, that perhaps you might think it worth while publishing for the benefit of readers of MOTOR SPORT. If you think otherwise tear this letter up. Cut two washers from ordinary underfelt carpet, say ⅛ to ¼-in. thick; they should be a tight fit on the battery posts and just a shade proud of the terminals. Soak the washers in a *thick* oil, place them on the posts next to the battery, and fix *all* terminals on *top* of them, wiping away any surplus oil.

I have used them myself for years, and once fitted have never touched them again, certainly for two years or more. Should the washers become dry for any reason, they could easily be re-soaked, but I have never had this happen.

Since using them years ago, I have never had the slightest sign of corrosion on the battery terminals of any of my cars.

I am, Yours, etc.,
Bartonmills. H. W. BUNBURY.

* * *

APOLOGY

Sir,

I was sorry to see your most excellent magazine spoiled this month by the inclusion of a verse of scripture distorted almost to the point of blasphemy. To many of us, subscribers to MOTOR SPORT from time immemorial—God is very real and the Christian faith means everything. We are by no means "cranks" and feel that some sort of apology is necessary—both to Him who is insulted and those who read and are offended.

Apart from this unfortunate inclusion, MOTOR SPORT is the best magazine the new month brings.

I am, Yours, etc.,
Sidmouth. T. E. SLEIGHT.

[We have received other letters on this subject and regret that we have given offence to certain of our readers.—ED.]

THE 1934/5 RILEY NINE "MONACO"

Some Hints and Tips Relating to a Popular Model

by

F. E. RICKETTS

THE numerous requests for information on pre-war cars has prompted me to record my experiences of a 1935 Riley Nine "Monaco" saloon for the benefit of new owners and those unable to obtain a handbook. Although similarly placed I was fortunate in being able to borrow one and make notes of the more important subjects, which have been supplemented as time passed with information obtained from various sources and from personal experience. In addition to the 1935 model, the following notes are applicable to the 1934 Riley Nine "Monaco," as with few exceptions the chassis and engine are identical.

My car is fitted with a "Special Series" engine which is a four-cylinder unit with a bore of 60.3 mm. and a stroke of 95.2 mm., giving a total capacity of 1,087 c.c. Safe limits when the engine was new were given as 13.4 m.p.h. in first gear or 3,500 r.p.m., 22.5 m.p.h. in second gear, or 3,750 r.p.m., 41.0 m.p.h. in third gear, or 4,000 r.p.m., and 65 m.p.h. in top or 4,370 r.p.m. The twin camshafts must be separately timed, the inlet valve opening at T.D.C. and closing at 50 degrees after B.D.C., and the exhaust valve closing at 30 degrees after T.D.C., and opening at 55 degrees before B.D.C. The clearances between rocker and valve stem are: .002 in. inlet and .003 in. exhaust with the engine hot. The firing order is 1-2-4-3. Adjustment of the valve tappet rockers is carried out with a screwdriver and a $\frac{1}{8}$ in. spanner. Care should be taken to tighten the locking nut after each adjustment, avoiding too much force for fear of splitting the rocker.

The topping up and filling of the sump is through the rocker boxes after removing the four covers. It is advisable to pour the oil through each box alternatively so that all parts of the valve gear obtain a supply of fresh oil. Failure to do this may result in the rockers squeaking. Severe squeaking which cannot be cured in this way is usually caused by a choke in the external pipes which feed oil from the sump. It is a simple matter to disconnect these pipes and clear them with a suitable length of wire.

The distributor is timed by turning the engine with No. 1 plug out, until the piston is on T.D.C. of the firing stroke. Set the distributor finger opposite No. 1 lead, then turn it in a clockwise direction until the cam is felt against the contact breaker lever. Then push the distributor straight in, allowing its gear to mesh with the nearest tooth on the camshaft pinion. The distributor head turns in a clockwise direction to retard and *vice versa* for advance. The contact breaker points should be set to open at T.D.C. with full retard with a gap of .012 in.

Decarbonising is straightforward. The rocker boxes must be removed to gain access to the cylinder head nuts and it is important to note that when removing the head, only the rubber water hose should be disconnected and not the water outlet elbow which is held in position by a yoke-bolt. This should not be removed, as after the nut above the pipe is unscrewed there is nothing to prevent the yoke dropping into the water chamber. It is also important to make sure that the two tappet springs situated on either side of the block are in position before the head is replaced. The order of slackening and tightening the cylinder head nuts is:—

7	5	1	3	9
10	4	2	6	8

The plugs recommended by the makers for this engine are Champion 16 or 17, K.L.G. KS 5 or M 80 or Lodge CB 3 or H 2. I have obtained good results from a set of Champion 17 with a gap of .022 in. but I am very particular as to cleanliness and clean them at fairly frequent intervals.

The electrical system is 12 volt, provided from two 6-volt batteries carried under the rear seats. A third adjustable brush is fitted in the dynamo which is secured to the timing case at the front of the engine by three nuts. The charge rate is increased by moving the brush in the direction taken by the commutator and decreased by moving it in the opposite direction. A worn dog at the end of the dynamo sets up a noise which is often mistaken for worn timing wheels. Removal of the three nuts and the dynamo before starting up the engine (in the garage of course) will soon settle this question.

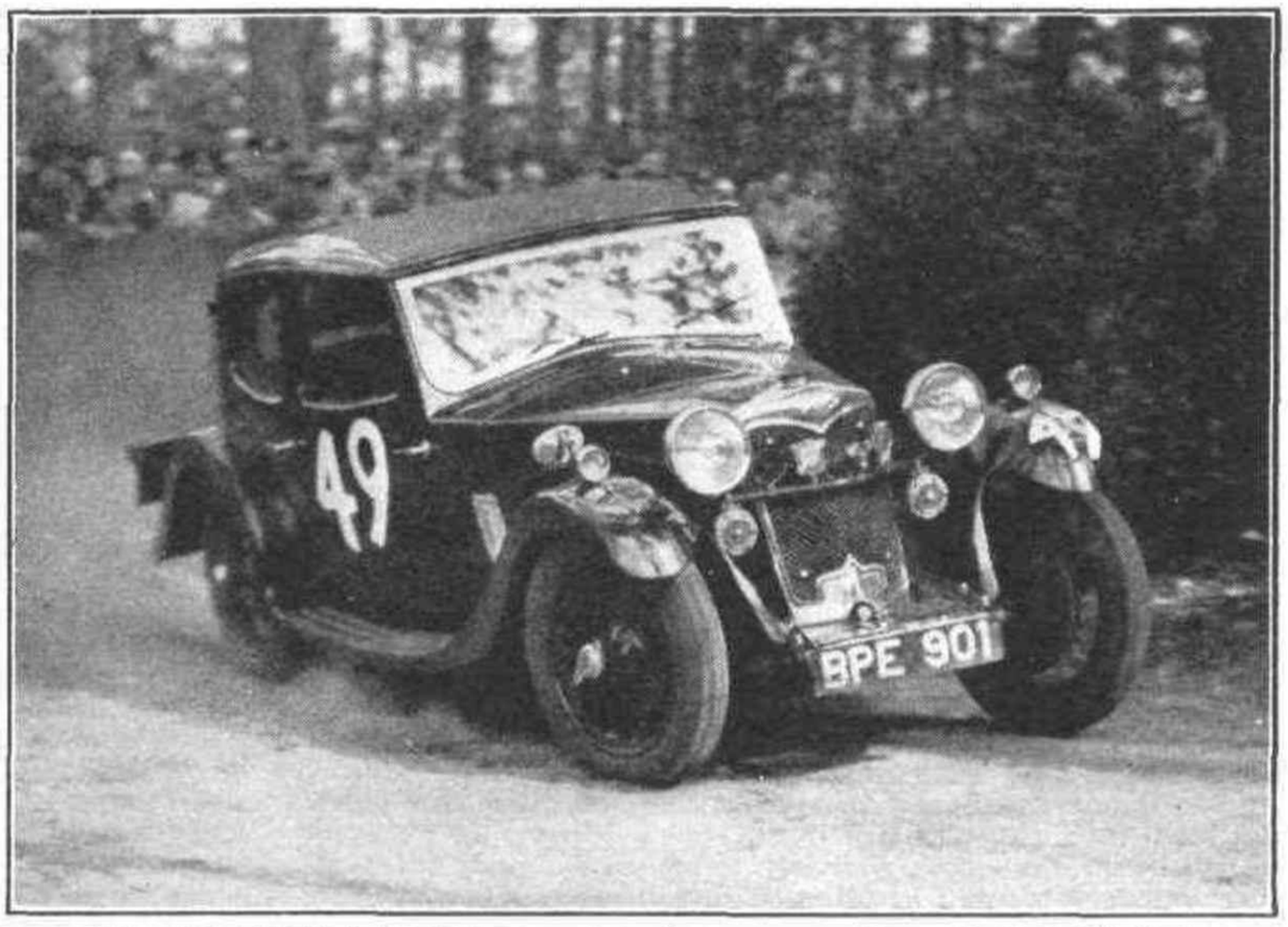
The self starter is bolted to the near side of the crankcase and is also easily removed if necessary. If the starter should stick in engagement it can be freed by turning the square end of the shaft in front of the starter with a spanner using a rocking motion.

It is very necessary, particularly at the present time, to see that the carburetters are properly adjusted and kept clean. Mine are Solex Type BF, and for the sum of 9d. Solex, Ltd., will supply an Instruction Booklet which gives all the information necessary to assist efficient maintenance and obtain more m.p.g.

This car is fitted with an Autovac and I have found it to be thoroughly reliable and require very little attention. Here again a handbook giving full details of maintenance can be obtained free upon request to The Autovac Manufacturing Co., Ltd., Stockport.

A final word on the engine for enthusiastic owners who would like to fit a water thermometer. The normal engine operating temperature is 75/85° Centigrade. These engines tend to run too cool in the winter although they are not fitted with a fan, and to obtain a good performance it is advisable to blank off half the radiator.

Lubrication, as always, is a very important subject. Regular greasing and draining of the sump, gearbox and back axle pays dividends. A very useful



A RILEY NINE SALOON at speed during a pre-war Dancer's End hill-climb.

chart, which is an essential requirement if the owner intends to carry out his own maintenance, can be obtained free from Messrs. C. C. Wakefield & Co., Ltd. The sump holds between 6 and 7 pints and should be removed every 5,000 miles to clean the filter. My car, which is fitted with an Armstrong preselector gearbox, uses engine oil and has a capacity of 5 pints. The rear axle requires 3½ pints of gear oil and when topping up it is a recommendation of the makers that both the oil in the axle and the oil being inserted should be warm. When I purchased the car it was fitted with a "One-shot Lubrication" system, but on examination I discovered that certain pipes were fractured and not supplying oil to vital places; the universal joint being one. I, therefore, promptly removed the whole system and fitted grease nipples. It makes the work of maintenance a trifle harder, but I do know that the grease is getting where it is needed.

The correct oil pressure is 40-50 lb./sq. in. with the engine hot. Pressure should not fall below 40 lb./sq. in. at a speed of 40 m.p.h. in top gear at the normal working temperature. Pressures below and above this figure when the engine is ticking over and when it is started from cold are normal. It is very important that the owner takes a frequent look at the oil pressure gauge when the car is in use, as in the event of the failure of some component the pressure will fall suddenly. The most likely cause of falling pressure is failure of the oil-pressure release valve. This is situated on the off side of the crankcase just above the sump drain plug. The plunger may have worn, or the spring become weak or a particle of dirt become inserted between the valve and its seating, thus preventing its closing. To examine the valve the lock-nut should be unscrewed and the adjusting screw withdrawn, when the spring and plunger can be removed. Any signs of bright spots on the plunger indicate the possible presence of dirt. The spring should be tested for weakness. On one occasion I noticed that pressure had risen to 80 lb./sq. in. and discovered on investigation that the lock-nut had worked loose, allowing the adjusting screw to move and it is, therefore, advisable to check this in the event of a sudden change of pressure. Turning the adjusting screw to the right increases the pressure and *vice versa*.

I have purposely omitted any previous reference to the petrol consumption as it is so bound up with the lubrication of the engine, gearbox and back axle. When I purchased the car it had only just been re-bored and had run under 50 miles since that operation. The crankshaft had been reground and the engine generally overhauled and brought back to a good condition. Consequently it was on the tight side and petrol consumption was 29 m.p.g. When the engine had been well run-in I carried out a petrol check but could not better 31 m.p.g. under any conditions. It was appreciated that the car was heavy for a Nine and with twin carburetters I decided that I must be satisfied with this figure. I also discovered that the engine was very prone to condensation (quite usual with these early models, I believe). Half an egg cup full of water could be drained from the sump every week if I liked to take the trouble, but the odd thing about it was that if I left this operation for several weeks the quantity removed was still the same. I discussed this with the Riley specialist from whom I had bought the car, but he told me not to worry as it had no ill-effects. However, I was not happy to leave it like this and decided to add Redex to the engine oil to offset any ill-effects from the addition of the water. After doing this I thought no more about it and it was not until some time later when the petrol tank overflowed during the taking on of a small quantity that I discovered that the consumption had decreased. Accordingly I carried out a check which disclosed between 33 and 34 m.p.g. I then remembered that a lower petrol consumption was one of the claims made on behalf of Redex and realised that I had reaped this benefit unexpectedly. I should mention at this point that my petrol gauge does not work and I have to keep a record of petrol purchases and estimate the consumption from periodical checks. Following this discovery I decided to add Redex to the gearbox and back axle when they became due for a drain and refill. Eventually this was done and at about the same time I fitted a Vokes Distribution Rectifier to each carburetter. After a suitable interval I made another check which showed a figure of just over 36 m.p.g. I can, therefore, highly recommend all owners to use Redex in the correct proportions which are:—Sump—one part Redex to three parts oil; gearbox and back axle—one part Redex to five parts oil. The makers of Redex also recommend using it in the petrol at the rate of one ounce to two gallons, but I have not done so, having always used Duckham's "Adcoids." I have not troubled to separately test the rectifier and Redex, but if any owner is prepared to adopt both these methods of increasing m.p.g., I suggest the Redex conversion first, followed by a test, and then the fitting of a rectifier, or two of course if the engine has two carburetters, followed by a further test.

Before leaving lubrication I must refer to the suspension. Greasing of the spring shackles, of course, is dealt with during the periodical maintenance, but I refer now to the springs. The suspension on the early Rileys is fairly harsh, and unless the springs are kept well oiled a very hard ride will result with much body shaking. A considerable amount of mud and water is thrown up on to the rear springs and I recommend the fitting of gaiters. The front springs do not suffer in this way and gaiters are not necessary and a good painting of old engine oil will last a reasonable time. Before fitting the gaiters I well scrubbed the springs using an old tooth brush and paraffin, drying them with newspaper. I then sprayed them with penetrating oil, followed by painting with old engine oil. Finally they were liberally coated with grease. This treatment of both front and rear springs has proved very satisfactory. The car feels nicely flexible on uneven surfaces and I think I have obtained as good a ride as is possible on a Riley of this year. The suspension will be further improved if the spring clips are kept tight and the tubes through which the bolts pass permitted to revolve slightly on the springs. These tubes touch the top of the springs and should revolve when the springs flex. If the tubes are allowed to become seized on the bolts, they will rub on the springs and eventually there will be clearances between tubes and springs which will give rise to chattering of the spring leaves. These tubes should, therefore, be examined for any flats and renewed if necessary and kept lubricated and free on their bolts. It should not be necessary to say that it is important to remember the shock-absorbers, but I did hear of one owner recently who did not know where they were on his car! Good results from regular lubrication of the springs and shackles cannot be obtained if the shock-absorbers are neglected to the extent that the owner does not know whether they are functioning or not. Luvax hydraulic shock-absorbers are fitted to the 1935 Riley and normally they do not need much attention. Occasional topping up and adjustment is all that is recommended. This Luvax is of the vane-type and removal of the plug on the top of the unit permits of topping up with the correct oil. The level of oil should not be higher than ⅝ in. from the top, it being essential to leave this air space, otherwise damage necessitating a new unit will be the eventual result. On removing the plug on the top of the unit the owner will notice the regulating screw. This should be turned to the right to increase damping action and to the left to decrease it. This screw provides a very fine adjustment and a quarter of a turn is sufficient, the car being tested on the road before any further alteration. At one time I toyed with the idea of removing the front units and substituting Hartford friction-type shock-absorbers, and if any owner is contemplating such a change and is on the look-out for a second-hand pair the makers recommend Type 502 M. and point out that it is essential that the length of the short arm from centre to centre must be 5 in. and 7 in. for the long arm. Any other measurement for these arms will render the shock-absorbers useless.

The standard tyre size is 4.50 on 19 in. wheels and the makers recommend a pressure of 34 lb./sq. in. laden and 32 lb./sq. in. with unladen rear seats, although I prefer 32 and 30, respectively.

As already mentioned I have an Armstrong preselector gearbox and owners who like doing their own repairs may wonder whether they can carry out any adjustments which may become necessary from time to time. This is possible and well within the capacity of the type of owner likely to tackle such work. It is not possible here to set out the instructions, but were it so I could not hope to set out half as well as Riley Motors, Ltd., do in an illustrated leaflet which I obtained free from their Service Department at Abingdon-on-Thames, and I hope they will not mind my mentioning this fact and will be able to supply any reader who might write for a copy. At this point I should like to express my thanks to the Service Department for the help they have given to me in the past. I have never hesitated to write to them on any problem connected with the car and I have always found them willing and anxious to help.

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BENZOLE. Limited quantity of pure benzole available. Five-gallon drums, 25s. plus carriage. Wain, "Beggar's Roost," Paynesfield Road, Tatsfield, near Westerham, Kent. Tel.: Tatsfield 206. [3717

HUMBER TOURER, 1928, 14 h.p. o.h.v. In excellent running order and thoroughly reliable. New hood and side screens would make this a most desirable vintage motor. £60. Eccleston, 39, Rowlands Road, Birmingham, 26. Tel.: Acocks Green 2039. [3708

RILEY SPECIAL. Two-seater "Spa" Healey body, Riley Nine engine reconditioned to "Brooklands" Nine specifications—diamond-lapped bores, special valves and springs, balanced crankshaft, reconditioned dynamo and starter, flywheel lightened 7 lbs., new twin S.U.s and pump, new rear axle assembly, complete chassis, brakes, steering, wheel bearings, etc., all renewed; five new tyres. Completely rebuilt to rigid standards, thoroughly reliable. First registered 29th June, 1950, genuine mileage 4,000 miles. Faultless in every way and reluctantly offered for sale for family reasons. £295 or thereabouts. 113, Glendower Avenue, Coventry. Tel.: Coventry 88228 day, 60411 night. [3709

A.C. ENGINE, part overhauled, KE 965 valves; Vauxhall Fourteen engine, gearbox with remote control, rear and front axles, wheels, springs, etc.; S.S.1 radiator. £25 the lot. Half-inch electric bench drill, new motor, £12 10s. Luck, 5, Glenavon Gardens, London Road. Tel.: Slough 20541. [3710

BRAND NEW C.A.V. voltage regulators, 12v, 42 amp. for normal speed dynamos, 18s. 6d. each, post paid. J. Johnston, 65, Curling Vale, Guildford. [3712

M.G. MAGNETTE, NA type 4-seater tourer. Registered late 1936. Engine just sleeved by us, recellulosed light blue, silver wheels, excellent condition all round, but wants full running-in. £325 or near offer. Haines Motors, Ltd., Barton Street, Gloucester. Tel.: Gloucester 24570. [3713

M.G. AIRLINE COUPE, TA-type. Registered 1938. One owner from new. Oversize 140 by 40 tyres, Telecontrols, Windtones, twin fuel system, high-ratio crown-wheel and pinion, many spares including original instruction book, greasing and maintenance charts. £200 spent on engine, etc., bills available. £450 or very near offer. Terms and exchanges. Haines Motors, Ltd., Barton Street, Gloucester. Tel.: Gloucester 24570. [3714

LEA-FRANCIS 2-litre sports saloon. Excellent condition, smart and fast. 9, Granshaw Close, Kings Norton, Birmingham. [3715

ALVIS SPEED 25 1937 sports saloon. Laid up throughout war and laid up since with the exception of two months' running. Second set of tyres only, little signs of wear. Total mileage 56,000. Colour, black with brown upholstery. Offers to Rush Bros. and Co., Timber Importers, Bull Lane, Liverpool, 9. Tel.: Aintree 2361. [3716

TALBOT 105, 1933, black sports saloon by Young of Bromley. Engine (Laystall) and gearbox (H. and A.) overhauled end 1948. Sound condition throughout. In daily use last three years. New batteries. Many spares. £150. Read, 5, Leigham Street, Plymouth. [3718

£115. M.G. "18/80" Mk I sports saloon in good condition, 1931. Good tyres, new batteries, original headlamps and instruction manual. Receipted bills available for £130 spent on reconditioning engine, clutch, brakes, radiator, etc. Fast and reliable. Genuine reason for selling. Write Hayles, 30, West Hill, St. Leonards-on-Sea, Sussex. Tel.: Hastings 3923. [7321

LEA-FRANCIS, 1933 "12/40" 4-seater tourer. Recellulosed British racing green. New hood, side screens, full-length Zip tonneau. Engine and accessories completely overhauled, including new carburetter, starter, valves, guides, etc. Probably latest and finest example of this marque. Licensed for year. Delivery of Javelin compels sale. Any trial at week ends. Offers over £250 to 7, Broncksea Road, Bristol, 7. [3723

FOR SALE—*continued*

JAGUAR 3½-LITRE, ex-Newsom specially prepared works car in perfect condition. Complete with over £250 of spares. Will accept best offer over £500. G. E. Matthews, 48, Gaynes Hill Road, Woodford Bridge, Essex. Tel.: Buckhurst 7000. [3725

JAGUAR S.S. 100 2½-litre, 1938. No expense spared in complete overhaul recently by owner's own firm. Nearly new tyres including racing Dunlops on rears. New mohair hood and screens. A genuine bargain at £475. Reason for selling, owner bought Healey saloon. Write Buckler, 81, Barrington Court, N.10. Tel.: Clissold 4477 (during daytime). [3726

£135. 1934 S.S. 2½-litre saloon. First-class condition, having had replacement gearbox, differential, starter motor, coil, dynamo, regulator, distributor, complete brake overhaul, engine decarbonised and valves ground, new plugs, steering overhaul, new kingpins, etc. Fast, superlative cornering, and measured 22 m.p.g. Also spares for sale including chassis, 16-h.p. engine, wheels, front axle, etc. Tel.: Maidenhead 382 after 7 p.m. [3727

1949. 1,100 H.R.G. £795. Genuine mileage 4,000. Blue. Unmarked. Two unused spares. Telecontrol. Windtones. Any examination. Licensed. Real bargain. Dennis, Meadowview, Camelford, Cornwall. [3768

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£135. Citroen 13-h.p. open sports foursome. July, 1936. Not f.w.d. Taxed. Nice runner. Economical. Take saloon any age, h.p. condition, part or full exchange or small van. Business reasons. Offers. 19a, Alfred Road, Acton, London, W.3. [3750

500 c.c. RACING CAR CHASSIS, complete with front body shell. This chassis used twice only. Climbed Shelsley 42.04. As new throughout, complete less engine (J.A.P.). Any reasonable offer, or would accept small touring car exchange. Box No. 931, MOTOR SPORT, 15, City Road, E.C.1. [3741

1935 OLDSMOBILE 6-cylinder 2/4-seater. Left-hand drive. Fixed head coupé. Engine and body very good condition. New front springs and shock absorbers (i.f.s.). £10 tax. Sale or exchange smaller car. Flt.-Lt. Grant, R.A.F., Dishforth, Yorks. Tel.: Borough Bridge 120, Ext. 302. [3752

FORD TEN ENGINE. Starter but no auxiliaries. £36. Ford Eight gearbox. £7. Details: Bragg, 120, Somerset Avenue, Hook, Surrey. Tel.: Emberbrook 4928. [3753

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BUGATTI. Type 40, 1929, for enthusiast. £200 or offer. Tel.: Chancery 7915. [3777

FOR SALE—*continued*

ROLLS-ROYCE 20-h.p. chassis. Complete. Engine overhauled; 6.00 by 18 tyres. Condition generally excellent. No front wheel brakes. Seen Oxfordshire. Offers. Box No. 932, MOTOR SPORT, 15, City Road, E.C.1. [3755

1933-34 MORRIS MINOR 4-door saloon. £130. Reconditioned engine. Exchange Morgan three-wheeler same value. Marks, 12, Mangles Road, Stoke, Guildford, Surrey. [3756

WOLSELEY HORNET, 1931, sports saloon. Extensively overhauled, mechanically sound, plenty of urge. Excellent tyres. Bargain for enthusiast. £125. 119, Banstead Road South, Sutton, Surrey. Tel.: Vigilant 4826. [3757

1935 RILEY FALCON 12-h.p. preselector gearbox. Very good condition. Engine overhauled Jan., 1951. Five good tyres. Insured to Sept. £285. Lead-beater, Geraldine Staff Club, Malvern, Worcestershire. [3758

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MASERATI FORMULA I Grand Prix, 1½-litre Type 6C, six-cylinders supercharged. No. 1540. Seen Weybridge. Offers. Shelley, 35, Pont Street, S.W.1. [3728

RILEY NINE saloon, 1932. Complete engine and transmission overhaul. Not yet run-in. Five new tyres. Body needs slight attention. £105. Viewed Week-ends. Harrison, White House, Farningham, Kent. [3769

M.G. MAGNA tourer. Excellent condition and mechanically sound. New hood and tyres. £165. Bolton, 27, Beech Avenue, Sidcup, Kent. Tel: Foots Cray 6310. [3770

ROVER 14-h.p. Sportsman's saloon, 1935. Sound throughout. Appearance fair. £195. Standard 10-h.p. sun saloon, 4-door. Original condition and appearance, 1931. Bargain at £65. Or exchange either for motor-cycle. 60, High Street, Ponders End. Tel.: Howard 2320. [3771

ALVIS, 1936 "Silver Eagle" Sportsman's drophead coupé in excellent order. Complete mechanical overhaul. Re-cellulosed and chromed. New hood, etc. Costing £200. Price £425. E. R. Whitlock, Queen Street, Ipswich. Tel.: Ipswich 4677. [3773

M.G., 1936 (October) T.A. Recently re-bored and in very good mechanical order. £365. E. R. Whitlock, Queen Street, Ipswich. Tel.: Ipswich 4677. [3773

POWERPLUS BLOWER for sale. Not used since reconditioned by makers. Suitable 1½ to 2-litres. Offers to Box No. 940, MOTOR SPORT, 15, City Road, E.C.1. [3774

500-c.c. J.A.P. special. Prescott 48. Shelsley 42.3. Spare barrel piston and flywheel. £50.; 588 c.c. flywheel, and cylinder and piston, new. £15. Iota Racing Cars, Alma Vale Road, Bristol, 8. [3779

TRIALS SPECIAL. Ex C.A.N. May Mercury engined V8. Completely rebuilt and re-registered Dec., 1950. £10 tax. Very useful trials and road car. £450, or offer. Toogood, 16, Cole Bank Road, Hall Green, Birmingham, 28. Tel.: SPR. 4366. [3780

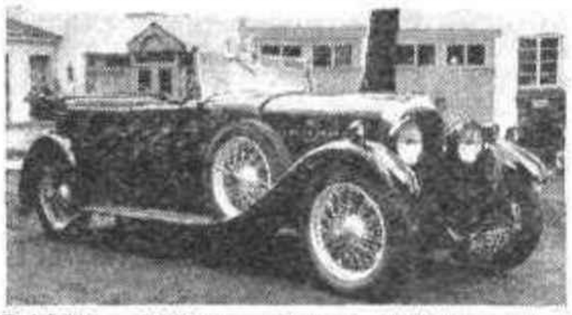
LANCIA DILAMBDA. First registered 1937. Pillarless sports saloon by Farina. Resprayed French grey July. £320 spent on engine and brakes at Lancia works and specialist. Bills shown. No dealers. Can be seen London by appointment. Offers. Box No. 941, MOTOR SPORT, 15, City Road, E.C.1. [3783

TALBOT 21-h.p. drophead. Perfect condition. Excellent performance. £200 overhaul Oct., 1950 and new engine; 5,000 miles only. Aluminium body; 20 m.p.g. Beautiful car. Offers over £600. E. Priestley-Cooper, C.S.O. Branch, Headquarters, Northern Command, York. [3784

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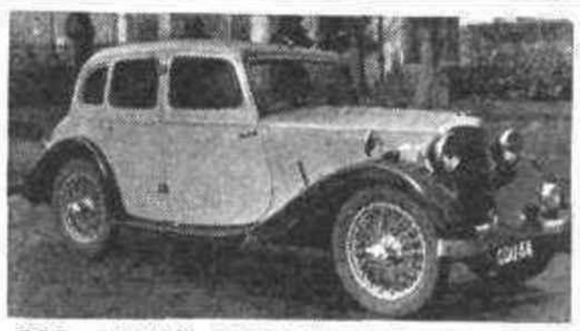
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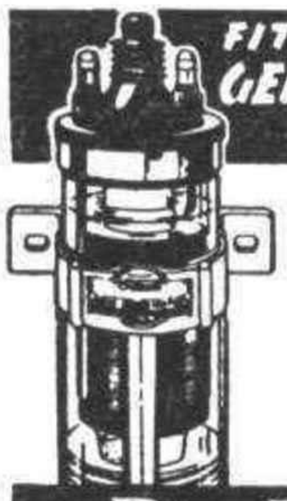
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We had occasion to accept a lift recently in a post-war wheeled device—this we did with some misgiving. We had not travelled very far ere this was more than justified. The proud owner demonstrated the acceleration. We had to watch the speedometer to appreciate this. The only physical sensation was one of slight nausea. This was increased upon removing our gaze to the road ahead of the abominably ugly snout preceding us. This was undulating and bowing its way along in an extremely sick-making manner. This motion was abruptly aggravated on application of the retarding arrangements. We began to be grateful our journey was a short one, and at its completion we alighted feeling sick and very thankful it was all over. We do not like these so-called motor cars. If you share our views we are the firm for you. Bodywork, Trimming, Overhauls, Spares, and Beaded-edge Tyres. Write, call or ring. We will do our best.

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FOR SALE—*continued*

"30/98" VAUXHALL, 1924. Good condition. New battery and hood. £160 or near offer. Burke, Officers' Mess, R.A.F., Driffield, Yorkshire. [3880

S.S. 20 4-seater tourer, December, 1934. This fast, reliable, comfortable car has been completely reconditioned, and is offered, at £395, at over £100 under cost. Small car accepted, if necessary, in part-exchange. Overhaul included rebore, gearbox, steering, cooling, electrics, new battery and carburetters, rechrome and respray. Tyres excellent. Details from 22, Mount Ephraim Road, Streatham, London, S.W.16. [3891

SUNBEAM "16.95" drophead coupé, 1930. Resprayed, new hood, new tyres, and engine overhauled. Excellent condition throughout. £150. Clark, 26, West Park, Harrogate. [3893

1934 ROVER FOURTEEN. Engine has been completely stripped, rebored, etc., before assembly. All tyres in excellent condition, one unused; new brakes, retempered springs. Coachwork very good; leather upholstery. Sell £195, or exchange sports in similar condition. 19, Edale Road, Sheffield, 11. Tel.: Sheffield 61500. [3894

1934 HUMBER SNIPE SPARES (16 h.p.): Radiator and grille thermo shutters, £5; gearbox, £4 10s.; cylinder head, £3; distributor, £1; and other parts. Dickerson, 61, Castle Street, Thetford. [3895

BACK NUMBERS: *Motor*, 1947, 35; 1948, 45; 1949, 50; 1950, 47. MOTOR SPORT, 1946, 2; 1947, 5; 1948, 12; 1949, 12; 1950, 10. Best offer secures. Wyatt, 48, Grange Road, Taunton, Somerset. [3896

1935 LAGONDA, 3½-LITRE, pillarless saloon. Mechanical condition excellent and body condition fairly sound. Tyres in perfect condition. Price £275. Stone, World's End, Cobham, Surrey. [3898

M.G. F-TYPE MAGNA (registered 1934), 4-seater, complete hood, sidescreens. Rebuilt engine sleeved to standard. Fram filter. Crown and pinion renewed. Clutch relined. Drums skimmed, new brake cables, new tyres, new battery. Sell £165, or exchange "J2." Seen Wilts/Glos. Box No. 961, MOTOR SPORT, 15, City Road, E.C.1. [3899

G.N. REAR AXLE complete, also bevel box and prop.-shaft, less chains and two sprockets, £6. £65: Trailer, 5 ft 6 in. by 10 ft. by 7 ft. headroom, suitable snack bar, office workshop, or would convert to caravan. V. Knight, Haywards Cottage, Blackwater, near Camberley, Surrey. Tel.: Yateley 3151. [3902

LAGONDA RAPIER drophead, 1934. Whole car reconditioned; preselector. Fast. Bargain, £290. 28 m.p.g., no oil. 42, Dennis Avenue, Beeston, Notts. [3904

SINGER NINE sports, 1934. Coupé body, upholstery, wings, axles, engine and chassis spares. 1,100-c.c. Ruby engine, gearbox, radiator, ex-"Grand Sport" Senechal. Taylor, 30, Hampden Road, High Wycombe. Tel.: High Wycombe 1890. [3905

D.I.S. DELAGE, 1927, 14 H.P., Kelsch open 4-seater, £135. Further details: "Blandford," New Salts Farm Road, Shoreham, Sussex. Tel.: Shoreham (Sussex) 3618. [3907

ALLARD. 1946 competition 2-seater, recellulosed; four new Goodyear "Eagle" tyres, Rudge-Whitworth knock-on wheels. Superb condition throughout. £720 or near offer. Also completely reconditioned 1939 Vauxhall 10-h.p. engine, £32 10s. Stubberfield's Garage, Sedlescombe Road North, St. Leonards-on-Sea. Tel.: Hastings 841. [3909

£165—1932 ALVIS "12/50" drophead coupé. Excellent running order. Licensed. 19, Victoria Avenue, Errwood Road, Manchester, 19. [3910

"39A" BUGATTI 1¼-LITRE, 8-cylinder, blown G.P., road-equipped; £10 tax. Work done last year includes: mains, big-ends by Lemon Burton, rebored, new camshaft and bearings, sundry valves, springs, guides. £475. Owner away until April 7th. 10, Bellevue Gardens, Brighton. [3912

£200. HORNET SPECIAL, 1934, sports 4-seater. Astounding performance. General smart appearance. 5,000 miles since engine overhaul. 45, Wyre Grove, Hayes, Middlesex. [3995

ALVIS FIREFLY 12-H.P. saloon, 1933. Mechanically perfect; recently resprayed. £160 or near offer. 122, Norton Road, Winton, Bournemouth. Tel.: Winton 1713. [3914

1925 DARRACQ "12/32" sports and full spares, or exchange Buckler; also Sunbeam radiator, 765 by 105 Sankey, 5.00-19 R.W. wheels with bad tyres. Odd spares. Box No. 963, MOTOR SPORT, 15, City Road, E.C.1. [3915

ALVIS "12/50," 1929, 2-seater. Sleeved, crank reground, new bearings, etc.; minor details to complete. £90, or exchange vintage Edwardian, 10-14 h.p.; any Lambda considered. Dismantling 1935 low mileage Singer 10.5-h.p. "Fluidrive" saloon. Various good leather seats, 5.50 by 16 tyres. Rich, Steelgreen, Millom, Cumberland. [3917

HEADSCARVES. The original, featuring leading British and Continental racing and sports car motifs in appropriate colours, 30s. Vintage selection, 35s. Special orders from 40s. Finest quality, post paid. E. W. J. Rich, Steelgreen, Millom, Cumberland. [3918

BENTLEY SPEED SIX 4-seater short-chassis, drophead coupé, 1929. Black fabric in excellent condition, chrome radiator, sound hood. All tyres as new. Fitted Oilcoil. Mechanically only fair. P.100s. £195. Beard, 180, Dale Road, Spondon. Tel.: Derby 55591. [3919

MORGAN "4/4" 2-seater, 1937½, in British racing-green. Two owners only since new. Mechanically sound, Coventry Climax engine; excellent tyres; new hood and new batteries. £345. Write: Poulton, Farm Cottage, 19, Farm Lane, Purley, Surrey. [3923

HORNET, rebuilt chassis, fitted Magna engine. E.N.V. gearbox. New body (not painted). Particulars by letter. Monsley, Slape Cottage, Netherbury, Bridport. [3924

ACTUAL "T.T."-RACED 1,100-c.c., 9-h.p., sports 2-seater Crossley road-racing car. Maker's very pretty low built individual design, complete full road equipment, cycle guards, fold-flat screen, headlamps, horns, starter, batteries, hood, etc. First registered 1935, but total mileage under 10,000; original set of Dunlop racing tyres. Laid up 1940 to 1950. Supercharged 1939. Performance equivalent Manx Grand Prix Norton on four wheels. Most attractive little car to handle for fast and pleasant sports use and/or serious amateur sports-car racing and competitions, either blown or unblown. Taxed. 30-35 m.p.g., normal. Advertiser's possession since 1936, full history. Preferably exchange for saloon, business use, or £470. Letters only: Rangemaster, 1, Heath Street, Hampstead, N.W.3. [3925

"BRESCIA" CAMBOX ASSEMBLY, 14 by 45 crown-wheel and axle parts for disposal. Orr, 818, Broad Lane, Coventry. [3928

ALVIS SPEED TWENTY, 1934, engine, with three S.U.s, pump, starter, dynamo, magneto and coil, £54. Rear axle with brakes and drums complete, £19. Set of five wheels with 5.50 by 19 tyres and tubes, £20. I.F.S. and steering parts. Advertiser, Garden Cottage, Bunker's Hill, Hedge End, near Southampton. [3901

SCINTILLA MAGNETO for Ford V8, Allard, etc., as new, £15. Whitehouse, Copper Beeches, Charingworth, Campden, Glos. [3921

£15—SALOON BODY by Horace Adams, Bedford cord upholstery. Might suit Rolls. Good condition. Whitehouse, Copper Beeches, Campden, Glos. [3921

1929 "9/28" HUMBER 4-door saloon. Guaranteed mechanically, bodywork perfect. £95. Box No. 966, MOTOR SPORT, 15, City Road, E.C.1. [3931

ALVIS 12-H.P. FIREFLY saloon, 1933. Mechanically sound, good tyres, batteries, body fair. £125, or exchange good "12/50." Harrison, 9, Sheldon Avenue, Vicars Cross, Chester. [3936

JAGUAR "100," 2½-LITRE, 1939. Re-engined and completely overhauled 1949. Resprayed (grey) 1950. Comprehensive equipment, including radio, heater, compass, windscreen sprayer, fog and stop-lamp, brakes, meter, etc. Complete with towing attachment and trailer. One owner. £825 or offer. Box No. 932, MOTOR SPORT, 15, City Road, E.C.1. [3932

MORGAN "4/4." Engine, transmission, suspension, brakes, steering, etc., reconditioned, rewired, new radiator; body resprayed green, rechromed. Extras include: loose covers, special gauges, spotlamps, aero-screen, windhorns, indicators, racing coil, special dash, etc. £370. Apply: Redhead, 48, Palace Gardens Terrace, W.8. Tel.: Bayswater 1724. [3933

FRAZER-NASH-B.M.W., TYPE 328, 2-seater sports, first registered May, 1946. Maroon, with cream upholstery; 20,000 miles. Immaculate car indistinguishable from new. £1,250. Can be seen by appointment in Birmingham district. Box 368, Mundy, Gilbert & Troman, 86, New Street, Birmingham, 2. [3935

AUSTIN GRASSHOPPER. Fitted reconditioned Ford Ten engine and gearbox; 12-gallon petrol tank; new hood; four good tyres. £210. Box No. 993. MOTOR SPORT, 15, City Road, E.C.1. [3937

SUNBEAM "14/40" tourer, late 1922. Carefully stored fourteen years, mileage only 47,000. Excellent general condition. Hood and side-screens as new, good battery; oil nil. £70 or nearest. Any trial or examination. Tel.: Tipton (Staffs) 1497. Box No. 968, MOTOR SPORT, 15, City Road, E.C.1. [3938

1935 CHRYSLER Wimbledon saloon, good tyres; recent engine checkover, new gearbox; good general condition; £145. 1948 registered Willy's Jeep, completely overhauled and resprayed; four new trackgrips, hood and battery; £240. Supercharged "Ulster" Austin engine, less crankshaft and rods, £20. Wanted: partly built Ford Ten Austin special. Farm Enterprises (Brook) Ltd., Fernhurst, near Haslemere, Surrey. [3939

1930 LAGONDA 3-LITRE, fitted 20-h.p. Rolls engine. Mechanically sound. Body fair, well shod; 20 m.p.g. Must sell, £130 or offer. See Portsmouth area early April. Lt. Garbutt, R.N.A.S., St. Merryn, Padstow, Cornwall. [3940

CENTRIC SUPERCHARGER, type for M.G., as new, £25. "Red Label" cylinder block, £5; flywheel, unmarked, £5; road wheels, 21 in., perfect, £5 each; gearboxes, "A" and "B" type, perfect, £25; speedo head, perfect, £6. Pair of chrome headlamps, prismatic lense, with brackets, as new, £12. Pair 12v. windtone horns, £5. 22, Baron Grove, Mitcham, Surrey. [3941

1933 1½-LITRE ASTON-MARTIN "Le Mans," short chassis, excellent throughout; £350, no offers. Also brand new 4.75 by 18 M.G. wheel, tyre and tube, £10, and chrome luggage grid, £3. Tel.: Malden 3057. 5a, Aboyne Drive, S.W.20. [3942

MERCEDES-BENZ, 1936, 19-H.P. cabriolet. Recellulosed, maroon, cream. New hood, tyres. Radio. Taxed year. £475. 10, Ridgeway, Hayes, Kent. Tel.: Hurstway 1091. [3946

1938 H.R.G., Meadows. Engine excellent, steering reconditioned, new batteries, brakes (hydraulic front) relined; seven wheels, good tyres. Telecontrols rear. Best offer over £350. Box No. 970, MOTOR SPORT, 15, City Road, E.C.1. [3947

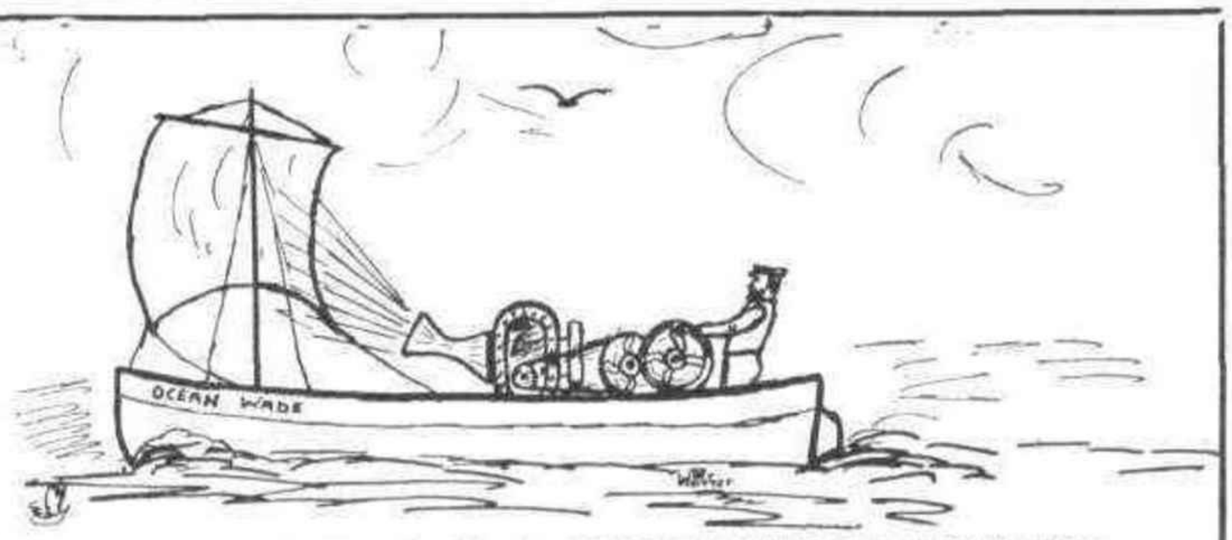
WHEELS, 42 centres, two 18-in. unused, £4 each; two 710 by 19, with tyres, £4 each. Bugatti crankshaft, con.-rods and sump, believe Type 22. Dettmer, 783, Chester Road, Erdington, Birmingham. [3948

LAGONDA RAPIER engine and gearbox. Spare head, camshafts, inlet manifold, carburetters, hand brake, bronze bracket, gear lever, road wheel, tyres, tubes, wheel cover and disc, rocker covers, chain tensioners. £50 the lot. 29, Branksome Drive, Nab Wood, Shipley, Yorks. [3949

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6½-litre Bentley saloon.
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Most spares also for Bentley, Delage and Lancia Lambda.

Wanted.—We are good buyers of Lancia Aprilia saloons.

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open sports 4-seater. Only ten years work, never been bored, completely rebuilt 1950, re-registered £10 tax, 13.9 h.p. New battery, tyres, full-length zipped tonneau, rewired. Finished Alfa-red, polished brass screen holder, radiator and Carl Zeiss lamps (mirror reflectors) only modifications, cycle wings, others available. Seen Ipswich, Suffolk.

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Two knock-offs, hub cap, etc.

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£695 or reasonably near offer, Alvis Speed Twenty-five sports tourer in immaculate condition.

£180 Alvis " 12/50 Beetleback ", resprayed B. R. green, new weather equipment and tyres. The mechanical condition is excellent.

£150 Type 40 Bugatti, all original equipment, but needs slight attention.

We are keen buyers of all Alvis cars especially " 12/50 " and " 60's ".

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Tubular chassis construction with i.f.s. or fully independent. Several chassis in the course of construction. All callers and enquiries welcomed.

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£100 Wolseley special 12-h.p. 4-seater cycle-type wings, fold-flat screens, etc.

£80 FIAT 10-h.p. tourer ; 501 model. Excellent mechanical condition. Perfect all-weather equipment. A real vintage enthusiast's car.

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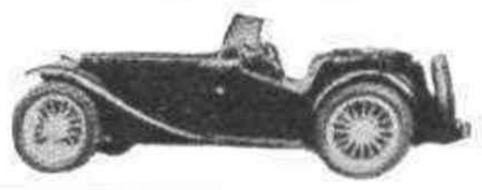
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FOR SALE—*continued*

VINTAGE SINGER NINE SPECIAL. Cream and red, new battery and spot light, M.G. bonnet and cycle-type wings, Morris Minor radiator, three good tyres, two fair. £65. St. Peters, Gordon Avenue, Stanmore, Middlesex. Tel.: Grimsdyke 1906. [3837

FIVE AUSTIN SEVEN WHEELS and tyres (19-in.). £10. Seen weekends, callers only. Barbet, 104, Leamington Crescent, South Harrow, Middlesex. [3840

QUANTITY BENTLEY 3/4½ SPARES, state requirements, also tyres. Box No. 952, MOTOR SPORT, 15, City Road, E.C.1. [3844

ENTHUSIAST OFFERS, surplus to requirements, 5.00 by 19, 5.50 by 19, 6.00 by 19 unused; 5.50 by 19 racing, 6.00 by 19 rebuilt racing, 6.00 by 21 slightly used, 8.20 by 120 part worn. Box No. 953, MOTOR SPORT, 15, City Road, E.C.1. [3845

RILEY NINE, 1933 Monaco. New tyres, battery, carburetter, reconditioned magneto; engine excellent, timing gears quiet. £155. 36, Tritton Road, S.E. 21. Gipsy Hill 5467. [3846

£125. AUSTIN, 1926 Windsor saloon, 12.8 h.p. Bedford cord. Immaculate original condition in every detail, interior and exterior. Two owners. Never rebored. Good tyres, battery, all tools, handbooks. Taxed December. 14, Cranley Gardens, Wallington, Surrey. Tel.: Wallington 4696, after 7. [3847

BENTLEY RED LABEL, 1928, short-chassis, 20-in. wheels, highly tuned. In 100 per cent. mechanical condition. Four new Dunlop Forts. New hood. Bills shown for £300. Photo on request. Reliance Motors, 40, Gun Lane, Strood, Kent. Tel.: Strood 78051. [3848

CLULEY CHASSIS complete less front axle. All units in sound condition. Cheap. Space wanted. Buxey, Locksheath, Southampton. [3849

ASTON-MARTIN, K3-321, 1½-litre, "Le Mans," 2/4, black. Sharpenhurst, Horsham. Tel.: Southwater 326. [3850

B.S.A. THREE-WHEELER (twin). Two new remoulds, partially renovated, must sell. £80 or offer. 81, Middleton, Ilford, Essex. [3853

1931 ALVIS "12/60." "T.K. Beetleback." Exceptional throughout, needs no expenditure. Full details. £250, no offers. Call or write. Prefer genuine private buyer. N. C., 21, Wellington Square, Oxford. [3854

CONVERTED OPEN 2-SEATER 1932 Standard Nine. Excellent mechanical condition. Home-built body requires finishing. Taxed and insured. £48. 214, Stafford Road, Wallington, Surrey. Tel.: Croydon 5332. [3856

SHORROCK SUPERCHARGER for 1949–50 Morris Minor, new September, 1950. Complete with all fittings and large S.U. Fitted in one hour. "Wot a performance"; 82 m.p.h., 60 in third; 0–50 14.2 sec.; cruising at 60; 30 m.p.g. £65, nearest, cost £79. One pair 1950 Morris Minor front mudguards, £5. Wanted racing or sports chassis with transmission to stand 180 b.h.p., or complete car if engine beyond repair. H. Murray, "Waverley," Moss Lane, Lydiate, Liverpool. [3858

B.M.W. 1½-LITRE sports 2-seater. In showroom condition, and mechanically perfect. Six-cylinder o.h.v. engine with three Solex carburetters fed by twin S.U. pumps; 4-speed sprint box, 4.3 back axle, i.f.s., Andre telecontrol shockers, one-shot chassis lubrication, disc wheels, etc. Complete overhaul 1949, including new (5) tyres, new hood, new battery, Notek spotlight, and complete recellulose. Very fast, yet 30 m.p.g. Terrific acceleration. Any inspection welcome. Reason for sale, getting married . . . 'nuff said! S. J. Mitchell, 2, Exeter Road, Southgate, N.14. Tel.: Enterprise 4629. [3861

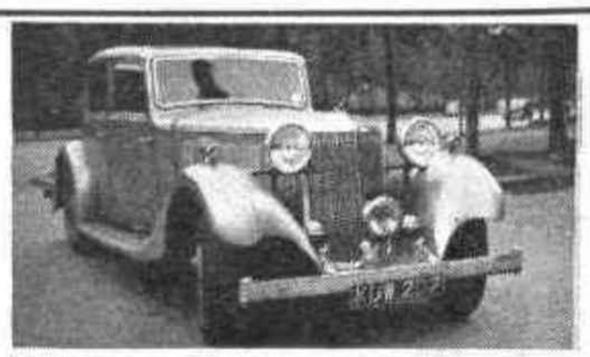
FOR SALE—*continued*

ASTON-MARTIN 2-litre open 2–4-seater, late 1937 model. Good all round condition except hood. Metallic grey, chrome radiator. Seen London. £500. Box No. 954, MOTOR SPORT, 15, City Road, E.C.1. [3857

"J2." New hood, screens, dynamo. Fast and reliable. £189. View London area or below: Hosking, 4, Gaspard Place, Barry, Glam. [3862

M.G. 1949 "TC." Red/red, 80 m.p.h. plus with 30 m.p.g. Unsuitability for business compels reluctant sale. Demonstrated 100 miles London by appointment. Offers near £775. Tickle, 22, Harborne Road, Birmingham. [3864

CROWN-WHEEL and pinion, 8 by 44, in very good order. Suitable for 1936 2½-litre S.S., will also fit some Standards. £5. J. Papworth, Adelaide, Ely, Cambs. [3866



SIDDELEY SPECIAL 30-H.P.

£10 tax; Hiddulinium engine; o.h.c.; New tyres; Preselector with overdrive; Low mileage; economical and very fast; No oil; Real leather; Folding tables and armrests; Built-in jacks; Original tools and instruction book; Taxed year.

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TALBOT "95," 1934, sun saloon. Excellent condition. 30 m.p.g. with S.U. carburetter, also original Zenith. Well shod. Best over £150. Flt.-Lt. Phillips, R.A.F., Boscombe Down, Amesbury. [3868

CAR FOR THE SUMMER! Standard "9.8" 4-door sun saloon, 1939. New piston rings and big-ends, magneto overhauled (receipts shown); good battery. Other mechanical details good. Body sound and decent appearance. Any trial. £69 10s. Also Austin Seven 4-seater, less engine and gearbox. Has all wheels, rear axle, steering, brakes and good hood. Suitable for trials make-up; towable. Price £17. W. H. Barnes, 36a, Leigham Avenue, Streatham. [3869

RILEY NINE LAYSHAFT cluster and slider, 1934, serviceable, 70s. Austin Seven crown-wheel and pinion, 1931, serviceable, 60s. Two John Bull 400 by 19 covers, really good, 45s. each. 700 by 21 cover and tube, very good, 5 gns. 720 by 120 beaded balloon, good, 45s. 6v. Morris Minor dynamo, o.k., 65s. All carriage extra. Barnes, 36a, Leigham Avenue, Streatham. [3869

FOR SALE—*continued*

ALVIS, 1938, SILVER CREST black saloon, 4-door, Speed Twenty i.f.s. Fully reconditioned. £500. Box No. 957, MOTOR SPORT, 15, City Road, E.C.1. [3871

TO INTENDING SERIOUS COMPETITORS in trials, the most outstanding and proven special yet built is available for sale at around £475. Further particulars from Box No. 958, MOTOR SPORT, 15, City Road, E.C.1. [3872

BENTLEY 3-LITRE RED LABEL, 1924, open 4-seater. V.D.P. body in excellent condition. Hood, side-screens and tonneau. Mechanically sound, good performance. Complete rewiring, good battery, five new remould tyres, two extra covers; 20/22 m.p.g. Licensed till end June. Genuine reason for sale. £350. Write owner: Mould, Three Gables, Bottisford, Nottingham. [3874

M.G. P-TYPE BODY, wings, trim, condition rough. Tank, windscreen, instrument panel, hood, screens, tonneau, condition good. £25 or offer. Box No. 975, MOTOR SPORT, 15, City Road, E.C.1. [3875

H.R.G., 1948, 1,500 c.c. 12,000 miles; original tyres. Engine and chassis check by makers 3,000 miles ago, when brakes were relined and modified. Excellent condition throughout. £760. Not taxed or used during winter. Crosthwaite, Hindleah Lodge, Forest Row. Tel.: Forest Row 245. [3876

AUSTIN 750-C.C. FORMULAE BUILDERS. Chassis, engines, gearboxes, Ballamy divided front axle, useful parts. Wharfdale Garage Ltd., Wharfdale Road, Bournemouth. Tel.: Westbourne 64497. [3877

FORD 8/10-H.P. SPECIALS SPARES. Engines, gearboxes, axles, bodies, parts, etc. Wharfdale Garage Ltd., Wharfdale Road, Bournemouth. Tel.: Westbourne 64497. [3877

"6½" BENTLEY FRAME MEMBERS for rebuilds. Wheels, drum hubs, springs, box, axles, tank, engine parts, 700 and 600 by 21s. Henderson motor-cycle spares. Wanted: 8-litre Bentley frame members and spares. Offers to: Dale, 142, Chesterton Road, Cambridge. [3878

1933 B.S.A. 9-H.P. 4-wheeler, 4-seater sports. 3,000 miles since resleeve, rewire, new tyres, new suspension. Hood, screens, sound. Extremely reliable. £150. Hastings, 139, Stanley Road, Teddington, Middlesex. [3881

MATHIS, 1931, 12.9-H.P. saloon, fabric body. 20,000 miles (3,000 in 1950). Three owners. 55/60 m.p.h., 24 m.p.g. £50. Tel.: Wallington 2546. [3882

MARSHALL SUPERCHARGER, J.100, Style 19. Good condition. All accessories. Ex-Triumph "1,800." £40. Tel.: Cunningham 3120, evenings and week-ends. [3883

ASTON-MARTIN early side-valve models, large quantity of spares available. Blagdon Engineering Co., Blagdon, Seaton Burn, Northumberland. [3884

TALBOT "95," 1933 series, sun saloon. Good tyres, batteries, engine, bodywork. Rudge wheels, preselector. Quiet, uses little oil. £150. Maconochie, Roundway Cottage, Littlewick, Maidenhead. Tel.: Littlewick Green 42. [3886

TALBOT "105" Vanden Plas sun-roof saloon. Coachwork, chassis and engine in first-class condition. £250. 1, Melville Road, Sidcup. Tel.: Footscray 4013. [3888

ALVIS SPEED TWENTY, 1934, spares: Two chassis frames, £5 each. Complete steering assembly, reconditioned, £10. I.F.S. transverse spring, retempered and bushed, stub axles, new pivot pins and bushes, radius arms, new cones and bushes, £15. Six 19 by 5.50 wheels, with part-worn tyres, £4 each. Many other spares. Bowles, 20, Windermere Road, N.10. Tel.: Primrose 6749. [3889

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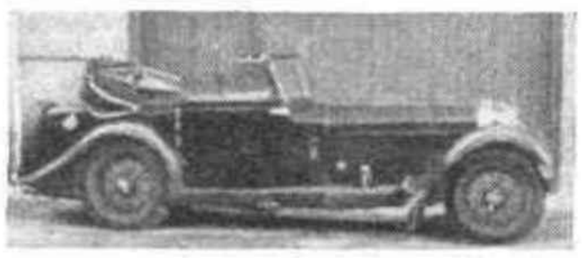
£190 Austin Seven special sports. Completely rebuilt, "Cambridge" body, lowered suspension, etc. Choice of two.

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£465 Austin "12/4," 1939; recently overhauled, new loose covers, shining example.

£415 Austin "12/4," recellulosed black, with brown leather upholstery, sliding roof.

£96 Austin Seven, drophead; mechanically superb; new hood, new tyres; genuine bargain.



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1939 M.G. "TA" Tickford drophead coupe, completely recellulosed in black, grey leather interior; excellent mechanically **£525**

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1938 Morris Eight 2-seater tourer, in immaculate bodily and mechanical condition, owned by very careful driver **£315**

1937 Morris Eight 2-seater, very clean car, good hood and screens **£245**

1935 B.S.A. 9-h.p. Scout 2-seater; recent £60 engine overhaul; very sound vehicle **£199**

1938 FIAT 500-c.c. occasional 4-seater cabriolet, black, with red interior; exceptionally good mechanically **£315**

1938 Morris Eight Utilicon **£250**

1938 Morris Eight, Series E, 2-door D/L saloon; excellent all round condition **£425**

1948 Standard Eight 4-seater tourer, 24,000 miles; black, with brown upholstery; exceptionally good runner **£499**

1948 Standard Eight foursome drophead coupe; black, with brown interior; speedo reading 12,000 miles; very attractive **£565**

1946 Hillman Minx foursome drophead coupe, fitted with new hood; just being decarbonized **£595**

1948 Standard Eight foursome drophead coupe; speedo reading 15,000 miles; grey, with blue leather interior; fitted with radio **£575**

1936 Ford Eight 4-door sun saloon, original cellulose; excellent mechanical order **£265**

1939 Ford Eight 2-door saloon, choice of three models, all good examples, from **£365**

1937 Austin Seven Ruby sun saloon, excellent runner; clean coachwork and interior **£245**

1938 Morris Eight 2-door D/L saloon; engine being reconditioned; clean coachwork and interior ... **£345**

1939 Bedford 10-h.p. Utilicon **£345**

1938 Hillman Minx 4-door D/L saloon, completely recellulosed; really excellent chassis **£425**

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FOR SALE—*continued*

"SPEED"—"MOTOR SPORT." 23 copies of "Speed," April, 1937 to April, 1939; 66 copies of "Motor Sport," June, 1939, to December, 1950. Offers, please. J. H. Edge, Cross Road, Albrighton, Wolverhampton. [3785

AUSTIN SEVEN SPARES available. All major parts for models from 1923/37, including complete back and front axles, engines, gearboxes, steering-columns, accessories, etc. 1950 detailed price list on application. Motor Car Spares, 201, Archway Road, Highgate, London, N.6. Tel.: Tudor 3691 and Mountview 1635. [3789

TALBOT "90" sports, close-coupled, 4-seater, 2-door Martin Walter body, sunshine roof. Special bonnet, aluminium panelled. New wings, running-boards, no seats, £12 10s. Also complete set 820 by 135 Rudge (52-mm. hubs) wheels and tyres, one new, £10 set. The Old Granary, Gt. Eversden, Cambs. Tel.: Comberton 301. [3791

£90—AUSTIN SWALLOW 2-seater. New mains, clutch relined. Utterly reliable and fun to drive. Box No. 943, MOTOR SPORT, 15, City Road, E.C.1. [3793

MARSHALL SUPERCHARGER, manifold, S.U. carburetter, 6-cylinder M.G., excellent; £35. Sunningdale Motors, Sunningdale, Berks. [3794

1930 2-LITRE SPORTS LAGONDA. Hood, side-screens and covers good. Excellent condition, £420. Also 1926 Sunbeam shooting brake, 21 h.p.; good running condition; £110. Tel. (for both): Forest Hill 1314. [3797

HUMBER NINE, 1925, open 4-seater. Sprayed B.R.-green; seven new Dunlops; 35 m.p.g., 42 m.p.h. Starts first touch. Ideal for shopping with kids. Original, plus electric wiper, new hood and screens. £100. W. H. Nock, 65, Penns Lane, Sutton Coldfield. [3798

DISTRIBUTOR, TYPE A.D.3, ex-Morgan "4/4," little used, 35s. 1928 Austin Seven radiator core, 25s. 4.50 by 21 Dunlop tyre, part worn, 30s. MOTOR SPORT, Vol. 10, 1933-4, nine copies, 3s. 6d. each. *Speed*, 1935-39, 33 copies, 35s. "Speed Camera," "Wheels at Speed," "Road Racing," "Road Star Hat Trick," "Blue and Yellow," "Wheelspin," "More Wheelspin," 4s. each, all as new. "Motor Aces," 6s. Write: BM/RNSS, London, W.C.1. [3799

1938 PACKARD, 30 H.P., 6-cylinder, saloon. V-windscreen, radio, loose covers. Immaculate, imposing car; a type very rarely offered for sale. Taxed year. £595, or would exchange for good make sports car, cash either way. 46, Aldenham Road, Watford. Tel.: Watford 2953. [3800

BENTLEY SPEED 3-LITRE, Red Label, V.D.P. tourer. Black, red leather. Hood, tonneau, screens, hood-bag. Chassis rebuilt throughout, completely rustproofed and enamelled. New battery, four almost new Dunlops, unused spare. Rebuilt wheels, 7.00 by 21s, good splines. P.100s, Fram oil cleaner. Brakes, steering, axles, electrics, gearbox, engine, all in most excellent condition. Very economical, oil almost nil. £395, including photos taken during reconstruction; detailed signed statement on rebuild. Delivered England, Scotland, Wales. Stanley Lipscombe, 6, Castle View Terrace, Bovency, Windsor. [3801

SWIFT 10 H.P., 1925. Seats three in front, two in dickey. Never been bored; oil consumption nil. Four new tyres, all new electrics. The whole in perfect condition, now in daily use. Modified to S.U. carburetter; 38 m.p.g., speed 45 m.p.h. Sale due only to delivery new van. To good home, £95. Arncliffe Motors, Ingleby Cross, Northallerton. [3803

M.G. M TYPE. Dismantled, complete except body. Would build up. Parts interchangeable o.h.v. Minor. £20 lot. Penniall, 9, Little Norton Lane, Sheffield. [3805

ASTON-MARTIN team car (L.M.4), 1930, 2-seater. "Le Mans" exhaust system, chrome-plated steering. All plating in perfect condition. Two large S.U.s; late-type camshaft; wide-type brakes; 19-in. wheels. Excellent for vintage sporting events. £265. Box No. 944, MOTOR SPORT, 15, City Road, E.C.1. [3806

A.C. "16/6," 1927, Acecа coupé. Overhead camshaft, alloy motor. Overhauled and condition excellent. Superb power/weight ratio. Log shows only 8½ years' use. £135 or natter. Tel.: Sanderstead 4597. [3807

ALVIS CRESTED EAGLE, 20 H.P., sports saloon, body by Childsworth. Beautiful condition. Luxury car. Nearest offer £400. Tel.: Albert Dock 1643. [3808

BENTLEY SPORTS saloon, 6½ litre, in absolutely mint condition. Engine completely overhauled by Burtonwood. Brand new tyres, twin spares; new batteries, new radiator block; Continental headlamps; oil coil. This car has been sparingly used by one previous owner. The body is in perfect condition and over £300 has been spent on this car. 15 m.p.g. Price £550. 127, Sutherland Avenue, London, W.9. Tel.: Cunningham 0756. [3817

PANHARD LEVASSOR "18/50" engine unit, complete clutch, gearbox, dynostarter, twin carburetters, etc.; £15. T. Whale, 38, Keats Road, Coventry. [3815

FOR SALE—*continued*

ALVIS FOURTEEN, 1948 model, fitted with shooting-brake body, in first-class condition throughout and just back from being recellulosed. Thwaites, Alvis Specialist, Manor Hill Garage, Perran-ar-Worthal, Truro. Tel.: Perran-ar-Worthal 196. Vintage and Alvis enthusiasts specially welcome. [3809

M.G. 2-LITRE FRONT AXLE, complete 12 in. Lockheed brakes, drums, hubs and jacks, £15 10s. Four 18-in. Rudge wheels, £4 each. One dynamo, ex-Wolseley Hornet, 12v., perfect, £3 10s. Two 1⅜-in. S.U. carburetters, £2 10s. each. Alvis Speed Twenty engine, 4,500 miles since complete overhaul, crank grind, bore, new K.E. valves and springs; 8½ : 1 compression ratio; special clutch and light flywheel assembly; modified water cooling, etc. Winner of numerous awards, £75; gearbox, £12 10s. Specially designed d.d. manifolds and three nearly new 32B.1 Solex carburetters for above, £15 10s. Water pump, £1 10s. Dual ignition B.T.H. magneto, 6-cylinder, perfect, £4 10s. complete. Two 5.25 by 21 remoulds and one new Dunlop at list price. One 5-in. Jaeger 100-m.p.h. speedometer, reconditioned by makers and unused, £3 10s. Frame members: Two top hat sections for special, 9 ft. long, £15 the pair and cross members. Also quantity 4.75 by 19, 5.00 by 19, 4.00 by 17 Dunlop tyres, new, at list price. 336, Goldhawk Road, London, W.6. Tel.: Riverside 4955. [3810

ALVIS

£625 1939 25-h.p., owner-driver, sports saloon. £300 bills available. Soft hide interior, as new tyres; beautiful, distinguished car.

£525 1937 registration, Speed Twenty, open 4-seater, latest type made, with many special features; a rare and fast car.

£495 1935 Speed Twenty Charlesworth sports saloon, fine condition, as new tyres, all discs, etc.

£425 1936 16-h.p. saloon. One owner from new. Almost unblemished.

£295 1933 Speed Twenty Sports 4-door saloon, excellent condition, special brakes.

£275 1932 foursome fixed-head coupe by Bertelli. Hydraulic brakes fitted, very pleasing body lines.

£275 1934 20-h.p. Crested Eagle, owner-driver saloon; i.f.s. very good order.

£265 1932 16-h.p. 4-door saloon, very genuine order, one owner from new.

£185 1931 "12/50" Atlantic 4-door sports saloon, excellent mechanically.

ALSO:

Lancia. 1936 Augusta 4-door pillarless saloon. Very fine order. **£415.**

Morris. 1936 14-h.p. sports saloon, carefully maintained. **£345.**

Lagonda. 1932 4-door, 3-litre, Continental saloon. **£245.**

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RILEY NINE SPARES, SALES AND SERVICE. Engine and chassis parts from 1928 onwards, including differential units, axle shafts and hubs, road wheels, springs, gearboxes, etc. S.A.E. for quotation, please. New replacement valves, 8s. 6d. each. Guides, 3s. 6d. each. Valve springs, 8s. a set. Camshaft damper springs, 2s. 6d. pair. Tappet securing screws, 3s. doz. Gaskets, 17s. set. Tecalemit filter elements, 9s. each. Speedometer cables, inner and outer, 25s. complete. Muff couplings, 25s. each. Flywheel nuts, 4s. each. King-pins and bushes, 1929 to 1933. Brake linings. Reconditioned universal joints, dynamos and magnetos. Hepolite and Brico pistons, standard and oversizes. Also all repairs, overhauls, etc., cylinders rebored, cranks ground, bearings and rods metalled. **WELFORD BROS., OPAL STREET, LEICESTER. Tel.: Leicester 65903.** [3811

M.G. "PA," excellent condition, reconditioned engine, good tyres. £269. Tel.: Prospect 1850. Budden, 104, St. Leonard's Road, S.W.14. [3816

1936 FRAZER-NASH-B.M.W., type 55 2-seater. Recent extensive overhaul, but body now requires attention after crash. Front suspension damaged but engine, transmission, etc., unaffected. £200 or nearest. Dolphin, Old Watch House, Pill, Somerset. [3281

FOR SALE—*continued*

AN OPPORTUNITY to acquire a very fine example of the 1934 model Hotchkiss 2½-litre Cabourg saloon, maintained throughout regardless of cost, in first-class mechanical order. This car will cruise at 60 m.p.h., with fast cornering and Continental roadholding. More money spent on it than is being asked; price £275. Sunbeam 3-litre Speed model 5-seater drophead coupé, in very good order throughout; 1935; £190. Jaguar 2½-litre, 1938, 4-seater sports tourer, in immaculate condition; very smart; appearance; £395. M.G. R2-type chassis, new; four Dunlop racing wheels; Girling brakes; torsion-bar independent suspension all four wheels; £80 or offer. "Old Baker," 11-15, Dighton Street, Bristol, 1. Tel.: Bristol 25653. [3814

"30/98" VAUXHALL (R.A.C., 24 h.p.), o.h.v., racing/sports, 100-m.p.h. 2-seater. Registered Nov., 1946. Further detailed bills for over £900 spent on this car 1947-49. Licensed two quarters 1950. Low, sleek, aggressive lines and in truly immaculate condition. Engine stripped and rebuilt by Monaco, 1949, fitted h.c. pistons and latest type S.U. carburetter. Delage axle and brakes; 600 by 19 front wheels, 650 by 19 rear. Cruises at over 70 m.p.h. at a little over 2,000 revs. on 3 to 1 top gear at 18 m.p.g.; maximum over 100 m.p.h. Lightweight 2-seater body, with slab tank. Fold-flat and aero screens, etc. Anyone looking for a real motor is here offered a unique opportunity. Price £375 or near offer. Can be tried out on the local aerodrome. P. Weaver, 33, High Street, Melton Mowbray. Tel.: Melton Mowbray 533. [3818

MEADOWS 4ED, twin-carburetter cylinder head, £10. Riley 12 h.p., 1936/37 cylinder head complete with Zenith carburetter, inlet, exhaust manifolds, valves, £10. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Tel.: Longworth 85. [3822

AUSTIN SEVEN 2-seater sports/tourer. Sound mechanically. £75 or offer. Weekends only. 139, Stanley Road, Teddington, Middlesex. [3824

ZOLLER SUPERCHARGER complete with all fittings for P-type M.G., £30 or offer. "J2" gearbox with housing and remote control, £9. "J2" camshaft, 50s. Con.-rods, 10s. each. "J"/"P" starters, 40s. each. "J2" rear main housing, 15s. Midget car radio, 12v. excellent condition, £8, plus carriage. Box No. 947, MOTOR SPORT, 15, City Road, E.C.1. [3825

VAUXHALL "14/40" LM model open tourer. First registered 1927. Run 500 miles since engine rebuild. Magneto, starter, dynamo reconditioned, four-wheel brakes on wire wheels, road tyres new, spare 50 per cent. Transmission sound, new silk mohair hood, envelope and side curtains. The car is in first-class mechanical condition and looks very impressive. £225. Enquiries to 57, Anthonys Avenue, Parkstone, Dorset. [3827

PRESELECTOR GEARBOX. Overhauled but never fitted, £10 10s. Special tools for machining bore of Zoller blower, £3 10s. 156, King Street, W.6. Tel.: Riverside 1720. [3828

£150. 1932 12-H.P. M.G. 4-seater sports, plus few spares. Good runner, fair appearance. 3, Lime Road, Princes Risborough. [3829

AUSTIN "16/6" SALOON, 1929. Very good state preservation, good tyres. £100. Gough, 179, Heathwood Road, Cardiff. Tel.: Whitchurch 448. [3830

ALVIS SILVER EAGLE, 1934, six-light saloon. Black, green leather, in good condition throughout. Rear axle overhauled, new propeller shaft, flexible couplings, engine rubbers and exhaust system fitted by Alvis less than 1,000 miles ago. £150 or near offer. Tel.: Newbury 494 or write Box No. 948, MOTOR SPORT, 15, City Road, E.C.1. [3831

12-VOLT full 75-amp. hour heavy-duty Exide batteries, separate cells built into hardwood cases, constructed to finest specification, new dry and uncharged, finish of war contract, £5 17s. 6d., delivery including most useful heavy packing case, 7s. 6d. each. Revolution indicators, positive driven type, 57s. 6d., delivery 2s. 6d. each. Revolution indicators, latest type, self-contained, electrically driven, Mark IVB, with equally clear readings from 0–10,000. A new conception of accuracy and reliability, £5 10s., delivery 2s. 6d. each. List available. Teddington Engineering Co., Ltd., 29-31, High Street, Teddington, Middlesex. Tel.: Kingston 1193/4. [3832

HISPANO-SUIZA, 1927 "Barcelona" saloon. Running order, requires some attention. Cheap at £75. Price, 33, Selborne Road, N.14, evenings or weekends. [3833

1914 NAPIER six-cylinder, 35 h.p. 2-seater. Magneto rebuilt at cost of £10, good tyres. Just the job Edwardian races, hill-climbs. Offers. Box No. 949, MOTOR SPORT, 15, City Road, E.C.1. [3834

39 GNS. BUICK, 1929 26 h.p. black saloon. Re-sprayed, good tyres, battery, sound leather upholstery, 5-seater, 15 m.p.g., 75 m.p.h. Tudor Lodge, Thamesbank, London, S.W.14. [3835

1937/38 "TA" M.G. Coachwork and engine excellent condition. New items include hood and sidescreens, two batteries, 1950-type headlamps, Brooklands steering wheel and instruments. Has four very good tyres and Oilcoil; 33 m.p.g., just decoked. Price £375. Brodey, 58, Barrow Road, Sileby, Leics. [3842

FOR SALE—*continued*

STEEL CYCLE WINGS (domed and beaded), 5 in., 6 in., 7 in., 10s. fronts, 12s. 6d. rears; carriage and packing, 2s. 6d. pairs, 3s. 6d. sets. W. G. Ferguson, Stonelands Farm, Herstmonceux, Sussex. [3950

DISMANTLED 1932 RILEY NINE engine, less crankshaft. Block and one con.-rod damaged. 341, West Wycombe Road, High Wycombe, Bucks. [3951

ALVIS SPEED TWENTY saloon. Dec., 1934. First-class mechanical condition. Bodywork good. P.100s. Tyres good. £270. 23, Belper Lane, Belper, Derbys. [3952

BENTLEY 3-LITRE. Black, aluminium, open 4-seater, beautifully maintained. £165. Tregenna, Coppermill Road, Wraysbury, Bucks. [3953

RILEY KESTREL SPRITE saloon, 1½ litre. Complete "Sprite" modification just completed, with all new parts including S.U. carburetters, cross-flow head valves, etc. New Andrex shock-absorbers. Gearbox recently overhauled. 4.75 back axle ratio, giving high cruising speeds. Bodywork, etc., excellent. £425. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Tel.: Longworth 85. [3954

81 COPIES "MOTOR SPORT," Jan., 1938–April, 1940; Aug., 1946–Dec., 1950. Clean and complete. £5, carriage paid. Fowler, 159, Carholme Road, Lincoln. [3955

FRAZER-NASH BLACKBURNE. 2/4-seater "Colmore." Green, all weather equipment. Recent engine overhaul. Brakes relined; well shod and six spare covers. Exceptional condition throughout. Complete history. £325. Tel.: South Godstone 2161. [3956

FRAZER-NASH 1½-in. rear axle. Offers. Tel.: South Godstone 2161. [3957

PAIR OF FLARED TYPE M.G. front mudguards, complete with brackets, head and sidelamps and twin horns, £10. Starrett clock cylinder gauge, as new, £7. Ammco crank pin machining tool, 8 cutters, for 1½ to 2½-in. pins, as new, £10. Esplanade Garage, Redcar. Tel.: Redcar 507. [3958

BUGATTI, TYPE 46, 5-LITRE, 5-seater coupé, sliding head. Recent £200 overhaul (bills shown) includes: steering rebuilt; gearbox, clutch, rear axle and brakes overhauled; ignition rewired; new plugs and coil; new twin batteries; re-shod and new tubes all round; two unused spares; built-in battery charger. Whole vehicle in splendid condition with immense reserves of power and speed. £400 or near. Tel.: Primrose 0331, to view. [3959

MARSHALL BLOWER, suitable 1½-litre. Twin-pulley, good condition; £15. Pair brass 35-mm. S.U. carburetters, £3. 20, Manor Road, Keynsham. [3960

BROOKS TRUNK—36 in. by 20 in. by 17 in., fitted with two strong suitcases, all in excellent condition; £16. 4, Park Avenue, Sale, Manchester. [3961

NEW JOWETT JUPITER chassis, covenant free, complete with instruments, bumpers, etc., at maker's price, £747, including purchase tax. Available Birmingham. Tel.: Sutcliffe, ACO 1658. [3963

STORED 19 YEARS. 1922 11.9-h.p. Lagonda. Original hood and sidescreens. Engine just rebored +.020 in. Complete in every detail including handbook. Spares available include engine, gearbox, front axle and sundry others. V.S.C.C., Lagonda C.C. inspection welcomed. Offers to: Jerromes, 7, Holmdale Road, Syston, Leics. Tel.: Syston 86637. [3965

M.G. 1½-LITRE, MODEL VA, tourer, late 1937. In good running order. Best offer over £350. Wilson, 17, North Road, Great Clacton, Essex. [3966

£45—STANDARD "9.8," 1930, foursome coupé. Outstandingly good mechanically. Almost new 5.00–19 tyres; 35 m.p.g., no oil. Any trial with pleasure. Box No. 971, MOTOR SPORT, 15, City Road, E.C.1. [3967

£35—AUSTIN SEVEN, 1931 chassis, complete with very good tyres, all wings, bonnet, scuttle, screen, dash, all instruments. Excellent mechanical condition and driveable. Box No. 972, MOTOR SPORT, 15, City Road, E.C.1. [3967

HANDBOOKS: Napier, 1908; Lanchester, 1912; "Motor Manual," 1908, 1912, 1918: *Autocar* handbook, 1912; "Hints and Tips for Automobilists," 1906. 5s. each. Box No. 973, MOTOR SPORT, 15, City Road, E.C.1. [3967

ROBUST AND LIVELY! 1923 Hotchkiss-engined Morris "bullnose" 4-seater tourer. Thoroughly reliable. Open to A.A. inspection and trial. £65. Rourke, Appletree, Spreyton, Crediton, Devon. [3944

GOOD HOME WANTED for ageing 1928 17.7-h.p. Morris Six saloon. Upholstery good. Body and chassis sound; tyres reasonable; engine requires rebore. 60 m.p.h. and 20-25 m.p.g. Nearest £50. Rourke, Appletree, Spreyton, Crediton, Devon. [3945

LANCIA LAMBDA tourer, 1925; 61,000 miles. Rewired, good batteries. Tyres (500 by 20). Uses no oil. Fold-flat screen. £115 offer or exchange. 26, Gilbert Road, Cambridge. Tel.: Cambridge 54388. [3970

COOPER. Perfect condition. Details from Basil Tye, 96, London Road, Sevenoaks, Kent. [3979

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FOR SALE—*continued*

BUGATTI. Type 46, 5-litre, ex-Colonel Sorrel. Black Weymann sunshine saloon with glass wind-up partition. A really beautiful example of unadulterated Bugatti. Price £850. J. E. Ellis, North Street, Scalby, Scarborough. Tel.: Scalby 483 and 158. [3971

"SILVER GHOST" ROLLS-ROYCE, 1912. Running order, good tyres; ex the former Sir Edward Grey (1914 Foreign Secretary); truck body only. £100, delivered 100 miles, or offers. Community Motors, Hulse Road, Salisbury, Tel.: Salisbury 4965. [3974

1925 VAUXHALL "23/60," tourer. Wellbase wheels, new hood, screen and battery last year; front seats only; body excellent externally, polished aluminium bonnet, good starter and runner. £85 or offer. Community Motors, Hulse Road, Salisbury. Tel.: Salisbury 4965. Specialists in vintage motors. [3975

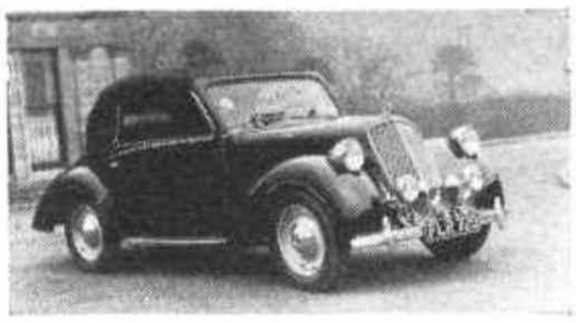
6½-LITRE BENTLEY, 1928 chassis, PR 2321. A particularly fine green touring car, which has had over six hundred pounds spent on it recently. Detailed invoices and history of the car available. £450. Many spares available. Seen Essex. Box No. 974, MOTOR SPORT, 15, City Road, E.C.1. [3976

RILEY NINE, 1932, Monaco saloon. Quite good mechanically. Taxed. Bodywork needs attention. £70. 435, Hackney Road, London, E.2. Tel.: Shoreditch 8209. [3981

RILEY NINE, 1935, Monaco saloon; 1936 Merlin engine, rebuilt. Factory reconditioned preselector box. Mechanically near perfect. Buying larger car. Offers near £200. Ferraro, 6, St. James Terrace, Winchester. [3985

1934 S.S. JAGUAR, 20-h.p. Best offer over £100. No agents. Tel.: Runfold 412. [3998

SUNBEAM COUPE, 1930, 21-h.p. Coachbuilt. Genuine mileage 39,000. One owner till August, 1950. Wings resprayed. Body excellent. Best offer over £100. Write, Tel.: Callander, Old House, Rutts, Bushey Heath. Tel.: Bushey Heath 1064. [3982



1939 STEYR 14-H.P.

drophead coupe 4-seater l.h.d. This beautiful drophead is in almost brand new condition, and has been my personal transport for three years. During last six months I personally have spent over £250 on putting car in new condition. Does 30 m.p.g. Fitted Masteradio. Written guarantee. Four-wheel independent suspension, one shot lubrication, engine four-cylinder thermo syphon, Wico filter. Body 16 s.w.g. hand beaten. Triple lead coated. Brand new Dunlops. Solid hide interior trim.

395 gns.

H. MIDDLETON
Automobile Engineer,
9, Alexandra Road, Balby, Doncaster

FOR SALE—*continued*

AUSTIN EIGHT front axle, springs, brakes, steering, disc wheels. Good condition. £8. Morris Eight radiator, chrome. £5. Humphreys, 58, Wellington Gardens, Battle, Sussex. [3983

DELAGE, 1926 D.I. open 4-seater in good condition. Rebuilt wheels, brakes relined, rear triplex screen. Good hood, tonneau cover and hood bag. £135, or level exchange smaller 4-seater. London area. Box No. 994, MOTOR SPORT, 15, City Road, E.C.1. [3986

750 FORMULA CAR, basically 1934, dropped and widened front end, enlarged parts, S.U. carbs., fold-flat screen, hood, etc. Aluminium body on tubular steel 2/3-seater. £120. Douglas Cross, 4, Selbourne Road, Weston-super-Mare. [3991

CAMBRIDGE ENGINEERING, the Austin Seven specialists for 22 years, offer the Austin owner unrivalled service of spares and sports components for the reconditioning or rebuilding of Austins, including new pinion and crown wheels, 1923-35, new two bearing crankshafts and con-rods 1 5/16 in. All main and hub bearings, pins, bushes, shackles, dropped axle and spring sets to lower chassis exchange, light two-seater sports body shells, high duty alloy cylinder heads, combined exhaust and inlet manifolds, four-speed remote gear controls, polished aluminium hub caps, windscreen swivel arms for fold-flat screens, wedge type rear petrol tanks, 16 in. wheel exchange, reconditioned engines exchange, reconditioned radiator blocks exchange, reconditioned dynamos and starters exchange. In fact most things the other blokes have not got. The original Bowdenex front braking system as designed by me pre-war will again become available this month to the enthusiasts. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [3993

INVICTA HIGH CHASSIS 4½-litre, complete, less road wheels and crankcase, one located. Registered £10 tax. Suit enthusiast willing to build up. £45, or offer. Worth this for registered tax alone. 28a, Ruvigny Gardens, Putney. Tel.: Putney 9568. [3994

LORRAINE DIETRICH SILKEN SIX tourer. Unique example of this rare marque. See March issue, page 136. £150. "12/50 Beetleback" wanted. Masser, Officers' Mess, R.A.F., Stanmore Park, Middlesex. [3995

TED LUND wishes to sell his M.G.-engined special, or would consider exchange. Engine just been rebuilt and car now ready for touring or competitions. Details on request. E. K. Lund and Co., Preston Road Garage, Coppull, near Chorley. Tel.: Coppull 285 (up to 11 p.m.). [3453

A.C. ENGINE, 2 LITRE, o.h.c., £15. W. Harris, 17, Lower Gungate, Tamworth, Staffs. [4000

LAGONDA 2-LITRE tourer, 1933, very good condition. Reasonable offer considered or exchange saloon, "12/70" Alvis, Aston-Martin 2-litre, cash adjustment. Box No. 978, MOTOR SPORT, 15, City Road, E.C.1. [4001

BENTLEY 6½-LITRE saloon, 1927, £140. Friswell de Dion, 6 h.p., 2-seater, 1907, £80. Trojan 10-h.p. 4-seater, 1926 (with 1928 engine). Singer 15-h.p., 6-cylinder, all-weather tourer, 1923. Renault 23-h.p. shooting brake, 1914. What offers for any of these latter three cars; all above were fully described in January issue. New arrivals: A post-war car (on paper) for £165!! FIAT 500 cabriolet body professionally installed on very sound 8-h.p. M.G. chassis, with 16-in. Easiclean wheels and new tyres, new hood and battery; completed and registered Nov., 1949; looks good and goes extremely well. Delage D-8 30-h.p., 1931-2, with very good-looking Henri Chapron close-coupled 4-door sports saloon body; mechanically very sound, bodywork not faultless, but very good, with original paint, cycle wings, Marchal lamps, excellent battery and very good tyres; £150. A very rough but mechanically quite sound Invicta 4½-litre saloon, 1932; would make an excellent rebuild; £75. A most unusual three-wheeled cyclecar, Italian manufacture, circa 1920, very advanced and substantial design; 8 h.p., V-twin air-cooled engine, 3-speed and reverse gearbox, normal rear axle, detachable steel wheels with new tyres; very vintage and Italian-looking 2-seater body; almost new in every way, with a host of spare parts, ready to drive away; £5 tax class; far more substantial than a Morgan or Austin Seven, yet a real performer; £65. Marendaz Special, 12 h.p., 1928, Anzani engine, very nice open sports 4-seater body; reasonable mechanical order, good tyres, sound hood; actual car illustrated on page 77, February issue; £95. Humber 24-h.p. saloon, 1930-31, more or less complete and in fair order, needs tyres and lamps, etc.; £20, towable. Tyres: some good 6.00 by 21s, also a good selection of 18-in., 19-in., 20-in. and 21-in., new and secondhand, also B.E. sizes, and a good stock of oil, gas and electric lamps. C. J. Bendall, 25, Orchard Road, Stevenage, Herts. Tel.: Stevenage 566 (day); Hitchin 1108 (evening). [4004

TWIN-CAM SALMSON ENGINE, gearbox £2 10s. "14/40" Humber engine, gearbox £2 10s. Singer Eight gearbox, £1. Four brand new standard size Hepolite V8 pistons, £2 10s. McEwen, Flat 1, "Ellerslie," Waterden Road, Guildford, Surrey. [4006

FOR SALE—*continued*

TALBOT "105." £10 tax. Open 4-seater. Good mechanical condition, body very fair. Offers about £190. Bangay, c/o "The Headless Woman" Garage, Duddon, Tarvin, near Chester. [4002

FIAT 500 SPECIAL. Rebuilt by well-known pre-war racing mechanic. Boxed-in chassis frame fitted with specially prepared Series E Morris Eight engine and gearbox. Cromard liners, double valve springs, lightened flywheel, etc. Divided Hardy-Spicer prop.-shaft, Morris rear axle; 8-in. brakes all round, retaining FIAT wheels; Newton shock-absorbers. Voltage control, new dynamo, starter, petrol pump, distributor, wiper, and battery. New tyres all round. Special radiator, Bray heater, rear petrol tank, Servair silencer. Attractive remade frontal appearance with new lamps. Radio and interior heater. Recellulosed, with new hood. Three months only since conversion. £325 or nearest offer. Dorr, 27, Gloucester Avenue, Northampton. [4003

OFFERS UNDER £190 for 12-h.p. special bodied M.G. Spares, full equipment included. Giffen, 22c, Avenue Road, Erith, Kent. [4005

M.G. "TIGER." Unique opportunity to acquire one of six produced in 1931. Fitted 4-speed gearbox, outside exhaust, internally polished engine. Wonderful performance, finger-light steering. Real joy to drive but not a family car. £275. Box No. 979, MOTOR SPORT, 15, City Road, E.C.1. [4007

ALVIS "TJ 12/50" D.H. coupé, good condition. Exchange "TK" or "TL" "12/60 Beetleback" (any condition considered). Box No. 980, MOTOR SPORT, 15, City Road, E.C.1. [4008

£68—1930 MODEL ROVER, 9.8 H.P., 4-seater tourer. Good hood, wire wheels. Unusual model; utterly reliable. Over 30 m.p.g. Goodey, 35, Leigham Avenue, Streatham, S.W.16. Tel.: Streatham 3129. [4010

AUSTIN SEVEN, 1930. 5,000 miles since complete overhaul. This includes engine re-bored, Wellworthy pistons fitted, crankshaft reground, dynamo rewound, back axle and brakes checked. New parts include: Main bearings, valves, battery, carburetter, four tyres, brake linings, bushes and cables, wheel bearings, coil, distributor and speedometer. Over £100 has been spent on this car recently. Everything in good working order. Fitted trials body. Taxed and insured. Considered a bargain. £65. Manning, 5, Redbourne Avenue, Finchley, London, N.3. Tel.: Finchley 0271. [4022

TIGER MOTH AIRCRAFT, twelve months C. of A. Exceptional condition. Offered in exchange for sports car, or would sell at around £350. Seen Langley, Bucks. Box No. 995, MOTOR SPORT, 15, City Road, E.C.1. [4023

TALBOT "8/18." Complete. Used only six years, requires tyres and body renovation. £10. Johns, c/o Corner House, Upton, Poole. [4024

1939 H.R.G. "1,100" ex-works car. Full details, history, and photo with pleasure to genuine inquiries. Price £475. Box No. 981, MOTOR SPORT, 15, City Road, E.C.1. [4025

M.G. "NA" 4-seater. In good all round condition. Has been well cared for. Smart appearance. Inspection invited. £250. Black, 70, Highcross Street, Leicester. Tel.: Leicester 65383/32438. [4026

AUSTIN SEVEN wide type back axle. Complete prop. shaft, springs, drums, wheels with Michelin 17 by 5.25 tyres; four Dunlop 16 by 5.75 tyres; 18 in. Ashby spring wheel. 48, Coombe Road, Croydon. Tel.: Croydon 2109. [4027

2.6-LITRE M.G., 1939, grey drophead coupé; red leather. Two owners. Good tyres. Regularly serviced by agents. Fine example of this rare model. Offers over £300. Box No. 982, MOTOR SPORT, 15, City Road, E.C.1. [4028

"M" CAMSHAFT, oil pump, block, sump, head, etc. "TA" petrol tank, exhaust manifold, pair front wings and stays, fold-flat screen, spare wheel carrier, crankshaft, Arnott blower set for "TB," "C" and "D" "TC" front axle, stub axles, hubs, etc. "F" crankshaft, etc. "P" camshaft rebuilt on cams, sump, gears, dyno, starter, block, crank, etc. "J4" clutch complete with flywheel, water pump, diff. housing and other assorted spares. Wanted "TC" body, and spares, and "TA" ditto. Tel.: Liberty 8498 after 7 p.m. only. Thomson, 104, Kingston Road, Wimbledon, S.W.19. [3887

TALBOT "95/34" chassis. Engine complete with gearbox. Most transmission for sale in one lot. £70, or near offer. Douglas, 26, Alleyne Way, Middleton-on-Sea, Sussex. [4029

"MOTOR SPORT" BOUND VOLUMES 4, 6, 7, 9 to 15; 26 issues, Nov., 1925 to Oct., 1932; 41 issues, March, 1940, to Dec., 1947; volumes 24 to 26. *Speed* issues 1 to 46; *Motor* July, 1949 onwards. Many other motoring books. Offers and inquiries to Box No. 983, MOTOR SPORT, 15, City Road, E.C.1. [4030

CENTRIC 160 with S.U., £14. Magna F 6 branch exhaust/inlet, £5 10s. Block, crank, mains, rebored and ground, £10. Pair M.G. all chrome headlamps, unused, £6. Pair M.G. headlamps, £2 10s. One P 80, £2. 400–18 unused retread, £2 10s. Corona Cafe, Wood Street, Stratford-on-Avon. [4033

FOR SALE—*continued*

1931 2-LITRE LAGONDA open supercharged model. Now running with two carburetter manifold. Also single manifold for same. Engine resleeved and whole car in first-class mechanical condition. Nearest offer £250. Austin "Nippy" cylinder block. Complete with pistons and head. £2. Bosch Z.U.4 magneto. Suitable vintage car. Perfect condition. £2 10s. Simms S.R.4 Magneto. New. Offers. R. Gunton, 46, Clegg Street, Haslingden, Lancs. [4031

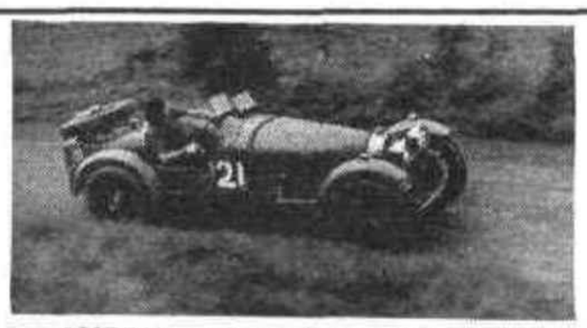
1928 LANCIA LAMDBA saloon; 7th series. £110. Also 1930 21-h.p. Renault saloon. Very reliable transport. £65. Axel-Berg, Morton Air Services, Whitchurch Airport, Bristol. [4032

FRAZER-NASH B.M.W., 1936, type 55, unorthodox lightweight home-built 2/4-seater convertible body. Suitable young enthusiast. Chassis excellent. Nearest £275. Particulars from: Ellis, 152, Wigan Lane, Wigan. [4036

ZOLLER BLOWER, MANIFOLD AND S.U. for "P" M.G. £25. Also blower from 1,750-c.c. Alfa-Romeo. £17 10s. J. Weber, 18, Clyde Road, Bristol 6. [4011

PAIR OF NEW MAGNETOS, complete clutch assembly. One camshaft for Bentley 3-litre. Ivens Garage, 37-41, Station Road, Acocks Green, Birmingham, 27. Tel.: Acocks Green 0200. [4012

1924 ROLLS-ROYCE (1932 engine gearbox) drophead sports coupé; 24 m.p.g. Beautiful condition. Insured November. Photos. £250. 2, Crompton Street, Royton, Lancs. [4014



AVERIL SCOTT-MONCRIEFF'S

37A Road-equipped BUGATTI

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

Price, repainted, **including fifty pounds worth new road Dunlops:**

£475

Mrs. D. SCOTT-MONCRIEFF, Kirkton House, Forfar, Scotland

Tel.: Forfar 176

CHARACTER CAR. Armstrong-Siddeley 12-h.p. saloon, 1934. Excellent original condition. Genuine 60,000 miles. Overhauled 600 miles ago at cost of £130. Nearest £150. Also 1931 Singer Eight 4-door saloon, original finish. Good runner. £45. Oakley, 7, Fore Street, Callington, Cornwall. [4015

AUSTIN SEVEN tourer. Good condition. Taxed. Apply: 62, Gosport Street, Lymington, Hants. [4016

ALVIS "12/60" saloon, 1932. Interior and exterior exceptionally good condition. Recent re-bore. Good tyres. New battery. £250. "Zig-Zag," Mansfield Road, Linby, Notts. [4017

THREE NEW 87 LINK CHAINS for Morgan, £2 8s. each. One pair 1⅜ in. d.d. S.U.s, £9. One set valve rockers for 6½ Bentley, £7 10s. Half set Ferodo brake linings for "M" or "J2" M.G., 15s. Bury Common Cottage, Bury, Pulborough, Sussex. [4019

1931 F.I.A.T., Model 514, 11.1-h.p. saloon. Sound running order. £75. Stripped Austin Seven chassis. Wade, Wares, Linton, Kent. Hunton 85163. [4020

B.S.A. SCOUT, SERIES 4, 4-seater. Engine and coachwork very good. All-weather equipment. Smart car, enthusiast-maintained. £195. See Edgbaston, Birmingham. Box No. 986, MOTOR SPORT, 15, City Road, E.C.1. [4059

TALBOT "13.9" SCOUT sports saloon, 1931, in quite decent condition. Price £57 10s. W. H. Barnes, 36a, Leigham Avenue, Streatham, S.W.16. [4068

M.G. "J1," 1933 (November), 4-seater. Black. Hood, screens, good. Car maintained in excellent condition throughout. £215, offers. Tel.: Beckenham 4918, 7 p.m. [4069

FOR SALE—*continued*

1931 2-LITRE supercharged, twin camshaft Lagonda with close-coupled Weymann saloon. An ideal sports car for the man who must have a saloon. This car has just had a complete engine and supercharger overhaul, over £60 having been spent in spares alone. The bodywork and cellulose are good, all the plating is as new. No body rattles. Four good India heavy-duty tyres. Excellent battery and first time starting in all weathers. Photographs gladly forwarded to genuine inquirers. Built-in jacks front and rear. This is a fine and absolutely unaltered example of the supercharged 2-litre Lagonda. 18-20 m.p.g. Nearest offer to £300 secures. White, The Rosary, Litchborough, Towcester, Northants. [4060

ROLLS-ROYCE 1929 21.6-H.P., 2-door, close-coupled saloon by Park Ward; upright and ugly but most comfortable driving position. Chassis No. GLN 25. Mileage 82,000. Recently decarbonised. Everything sound, intact and original. £375. Sharpley, Burford, Oxford. Tel.: Burford 3166. [4062

TYRES (NOT RETREADS). Two 5.25 by 21, 50s. 5.00 by 18, with tube, 15s. 895 by 135 Dunlop with tube, as new, 55s. Large genuine "Klaxon," 12v., 20s. Auster rear-screen, 25s. 17-in. spring steering wheel, 17s. 6d. Lambda Marelli starter, 40s. Set four Riley Nine timing gears and magdrive, as new, 90s. 14, Cranley Gardens, Wallington, Surrey. [4063

M.G. "18/80" MK. I, 1931. Enthusiast's car, in sound mechanical condition. Rewired, new batteries. Smart bodywork. Brakes relined. £160 or offers. Second engine for spares, £15. Adams, Brookfield Avenue, Endon, Stoke-on-Trent. [4064

JAEGER 100-M.P.H. SPEEDO HEAD, 5 in., brand new. Single "Le Mans" clutch housing, clutch plate, top and bottom water manifolds, front timing cover. Wolseley "12/6" 1935-6 block and head, rebored, with new pistons. Riley Twelve, 1934-5, front axle, with 18-in. bolt-on wheels. Sunbeam Twenty spares. Dozens sound wire wheels. No splined hubs. W. Bishop, 9, Norman Road, Swindon. [4065

MORRIS EIGHT CHASSIS, bonnet, bulkhead, seats, etc. Brand new frame, king-pin bushes, brakes relined, shackle-pins, plates, springs set up; vertical Lucas magneto, h.c. gasket, double springs, lightened flywheel. 450–17 front, 500–17 rear (spare 450–17). Only rear portion of body really needed. Nearest offer £100; any scrutinisation. Bannister, Shard House, Hambleton, near Blackpool. [4067

AUSTIN SEVEN CHASSIS FRAME, £3; fold-flat windscreen, 35s.; unused 835 by 135 B.E. tyre, £4. Two Ford Anglia wheels, tyres, tubes (5.25 by 17), good condition, with Austin conversion plates, lot £6 10s. Wanted: pair B.S.A. 3-wheeler wings. Pullan, 4, High Street, Leamington Spa. [3913

SWIFT, 1928, 10-H.P. tourer, exceptional condition, original carpets. New hood. Reconditioned magneto and dynamo. Tyres (19-in.) and battery good. Rewired. £95. Eccleston, 39, Rowlands Road, Birmingham, 26. Tel.: ACO 2039. [4037

1925 FIAT 10.4-H.P. tourer. Extremely reliable. Starts at press of the button. Bodywork excellent but tyres worn. Original instruction book. Spares obtainable. Seen any evening after six. Nearest £75. 24, New Married Quarters, Crookham, Hants. [4039

JOHN BLAND, Talbot specialist, can supply for all models. Water pump bodies, covers, spindles, packings, gland nuts, etc. Flexible one-shot oil pipes. All gaskets. For "75" only, water manifolds. Exchange service radiator. Many other parts, new and secondhand. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [4040

BENTLEY 6½-LITRE, short-chassis 2-seater, regd. 1927; body rebuilt and repainted black; chassis No. TW 2701; engine, FW 3615. Mechanically sound. £185. Details on request. "Moieties Farm," Cowbeech, Hailsham, E. Sussex. Tel.: Herstmonceux 2126. [4041

SUNBEAM DAWN, 1934, 12 H.P., small truck body, eminently suitable for shooting brake. Exchange small h.p. sports or tourer, value approximately £150. "Glen View," Kiln Road, Thundersley, Essex. [4042

LAGONDA 3-LITRE tourer, 1932. Really fine order throughout. Tyres, hood, screens, as new. £285. Tel.: Hildenborough 3210. [4043

£125 OR BEST OFFER, delivered. 1928 Citroen Twelve. Excellent condition. Four new tyres, new big-ends and con.-rods. Recently overhauled. Photographs from: D. Watts, Cadwin, Egloshayle, Cornwall. [4044

SINGER "LE MANS" SPECIAL, 972 C.C., fitted "Replica"-type body, with weather protection. Fitted Cord rings, new dynamo, camshaft and bearings, steering nut, June-July, 1950, not run since Sept., 1950. Seen Manchester area. £80 or offers. Box No. 985, MOTOR SPORT, 15, City Road, E.C.1. [4045

BLUE LABEL MULLINER saloon, 1927. Believed one kind owner till 1950. One of the nicest vintage Bentleys in existence. Ribbed front drums, good tyres and battery. £225. Tel.: Blackfriars 4679 (Manchester). [4054

SIMMONS of CROYDON

(CROydon 1537)



Offers the following selection of fully guaranteed thoroughbred sports cars from stock

ASTON-MARTIN ("**INTERNATIONAL**") **1½-litre, 4-seater, short-chassis tourer.** Unused and untaxed since December, 1947, during which period this Aston has undergone the following work in the hands of a capable and enthusiastic engineer: Engine completely stripped and rebuilt, including new valve guides and springs, caps and collars, new S.U. carburetters, new water pump, new S.U. pumps. A new Servais silencer has been fitted and all wheels rebuilt. A new dash has been built, complete with an array of clocks and switches. The rear axle has been stripped and rebuilt. The battery is new and all the tyres are near new. Two more Astons are expected this week, both of which will be completely checked over and tested in our workshops, and will be brought up to our usual mechanical standard. The tyres and trimming will also be found in excellent condition, and recellulosing and rechroming will be carried out as necessary. **Guaranteed for three months against any mechanical defect whatsoever.**

£325 *to* **£375**

MERCEDES-BENZ (1940), Type 170V Model, 14 h.p., 4-seater sports saloon. Details too late for press, but a full description of this very desirable Mercedes will appear in next month's issue should it not be sold. Inquiries to the office will elicit such further details as may be desired.

BENTLEY 3-litre Red Label 4-seater tourer. Mechanically this "B" is all that could be desired, a reconditioned engine having been fitted a year ago and the brakes, transmission, tyres, batteries, weather equipment, etc., all being in very sound condition. Unfortunately, however, the upholstery and, in a lesser manner, the coachwork—which, incidentally, has much more pleasing lines than the average—are not in a condition commensurate with the performance. In point of fact, the "cognoscenti" would probably utilise that much-hackneyed adjective, "rough." However, since we have neither the time nor the inclination to start an upholstery business, we offer this Bentley precisely as it stands but **Guaranteed for three months against any mechanical defect whatsoever,** at the amazingly low figure of

£185

WE ARE PRIVILEGED TO HAVE ACQUIRED the famous ex-Indianapolis—Scuderia Ferrari—Whitney Straight DUESENBERG. Now equipped with a highly modified Mercury engine. It is unique in that it has never been registered, and should an enthusiast desire to convert this internationally famed car to a super-sports or road-racing model, it would qualify for the much sought after £10 tax. **Details upon request.**

HISPANO-SUIZA, 37.2 h.p. (£10 tax), Ch. No. H.60/12372. First registered in England June, 1948. This magnificent vintage specimen is fitted with a full three-way drophead to open-tourer convertible with three occasionals; can seat up to nine persons in luxurious comfort and is in near-immaculate condition. Bills for £70 are available for work carried out in the latter part of 1950. A fuel consumption of 14 m.p.g. is readily obtainable in normal use. This carriage is a classic example of one of the world's finest and most renowned marques. A full history is available from the previous owner. This Hispano is without doubt one of the most impressive and magnificent carriages that we have had the pleasure of offering for disposal. **Guaranteed for three months against any mechanical defect whatsoever.**

£385

ASTON-MARTIN (1939) 2-litre, drophead, 2/4-seater coupe. Ch. No. K8/861/SC. This Aston was completely rebuilt mechanically by the Laystall Engineering Co. some four months back and has since completed less than 3,000 miles. Laystall's bills for £200 for this work are available for inspection. Lateness of the hour in going to press precludes a more detailed description, but this particular 2-litre will be found to be in every way comparable with any and second to none. Inquiries to the office will elicit such further details as may be desired. **Guaranteed for three months against any mechanical defect whatsoever.**

£650

M.G. ("PB"), 1935. A very attractive little job with first-class weather equipment, all new tyres, new battery, etc. At present undergoing complete strip-out and mechanical rebuild in our workshops. **Guaranteed for three months against any mechanical defect whatsoever.**

£285

SUNBEAM (1933) 18.2 h.p. 5-seater sun-roof coupe. Bills for £150 are available for mechanical work carried out during the last six months. The coachwork is absolutely unmarked and the interior and incidental appointments are absolutely as new, as are the five tyres and battery. This is an essentially reliable and extremely smart family carriage, and although there may conceivably be others in equal condition, there are none superior in any way. **Guaranteed for three months against any mechanical defect whatsoever.**

£275

TATRA (1940) 12.9-h.p. 4-seater drophead coupe. Horizontally opposed 4-cylinder air-cooled engine with all round independent suspension. Messrs. Laystall Engineering Ltd. have assisted in the complete mechanical rebuild of this incredible little job and bills are available for upwards of £120 for maker's original parts alone. The battery and tyres are new and coachwork, hood and upholstery are unmarked in any way. The economy of running of these jobs is in every way incredible and we have obtained 42 m.p.g. on test, which, together with a top-gear performance of 58 m.p.h., is economy indeed. **Guaranteed for three months against any mechanical defect whatsoever.**

£325

LAGONDA 2-litre (1931) 12-h.p., 4-seater tourer, with weather equipment. Ch. No. GH 9806. Details too late for press.

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RILEY NINE saloon, 1931-1932, wanted for spares, condition immaterial. Non-runner not objected to but must be towable. Full details and price. Box No. 996 MOTOR SPORT, 15, City Road, E.C.1. [4053

AUSTIN SEVEN, condition immaterial, but chassis must be complete. 69, Glencoe Avenue, Seven Kings, Essex. [4061

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HANDBOOK ON 12-H.P. BEAN, any 1923 spares and 30 by 3½ tyres and tubes. Parris, 55, Rayleigh Road, Hutton, Brentwood, Essex. [3903

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VINTAGE CAR REQUIRED. Saloon or coupé, up to 16-h.p. Sound condition. Landmann, 10, Rosevale, Heald Green, Cheshire. [3786

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1924 BENTLEY FRONT BRAKE LINKS, dynamo. Sunningdale Motors, Sunningdale, Berks. [3795

WANTED FOR HUMBER, 1930 "16/50" tourer. Aircleaner, valves, road wheel, handbook. Also engine 1930 12-h.p. Citroen. 33, Lawrence Grove, Henleaze, Bristol. [3841

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ABOUT £150 for Alvis, Lagonda or Riley around 12-h.p. or 3-litre Bentley. Mechanical soundness essential. Privately. Full details. Box No. 963 MOTOR SPORT, 15, City Road, E.C.1. [3765

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M.G. "PA," "PB," or Morris Eight tourer required. Reply 54 Langham Road, Teddington, Middlesex, or Tel.: Kingston 9148. [3852

12-14-H.P. ALVIS drophead coupé. Preferably 1933-34 Firefly. Must be mechanically good. All letters answered. Full details. Lewellen, Elm Cottage, Blofield, Norwich. [3855

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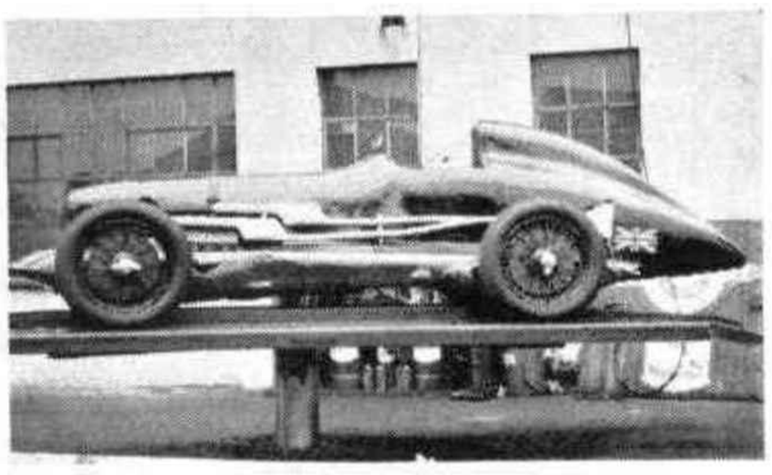
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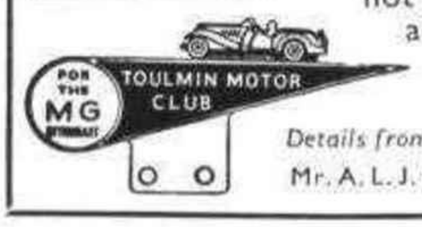
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