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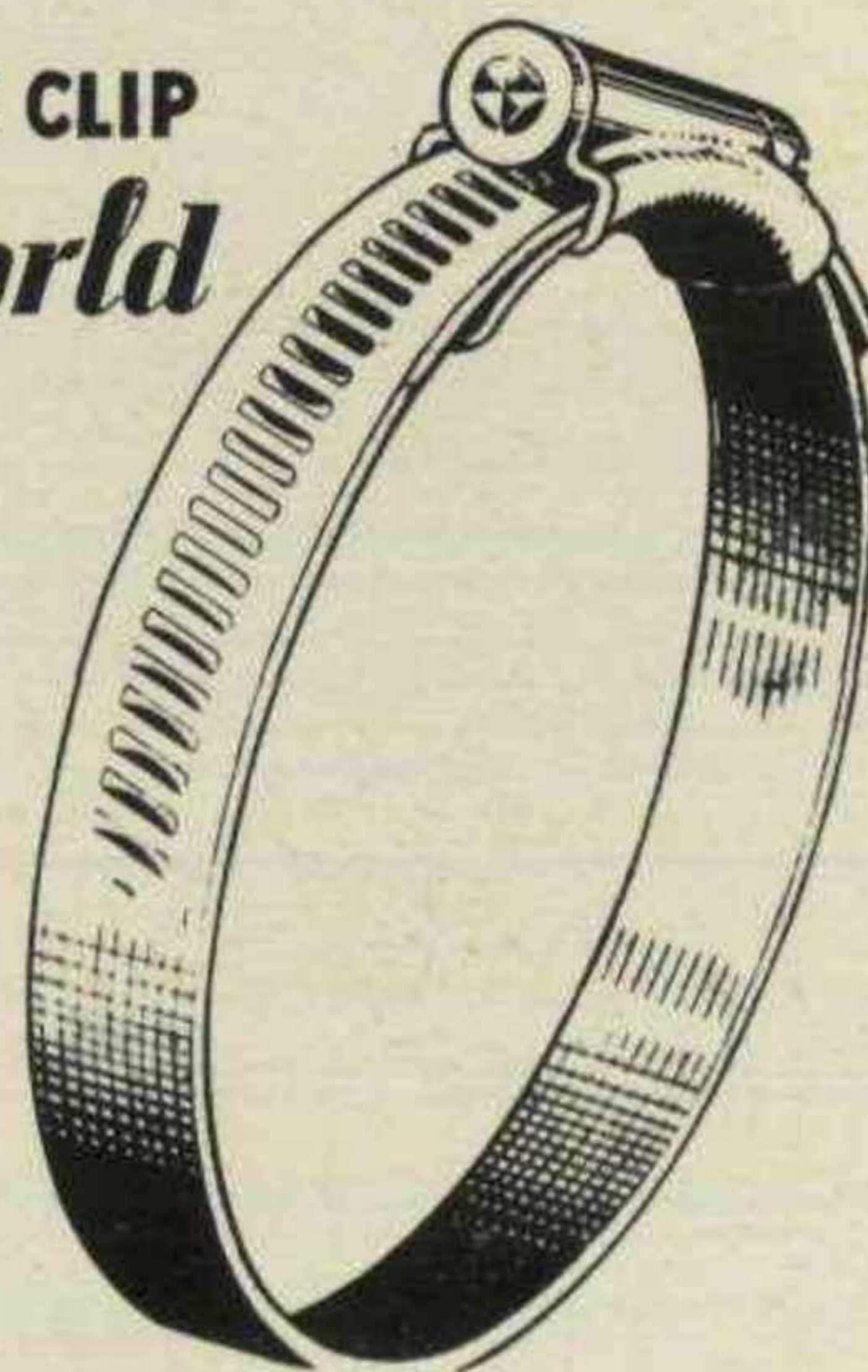
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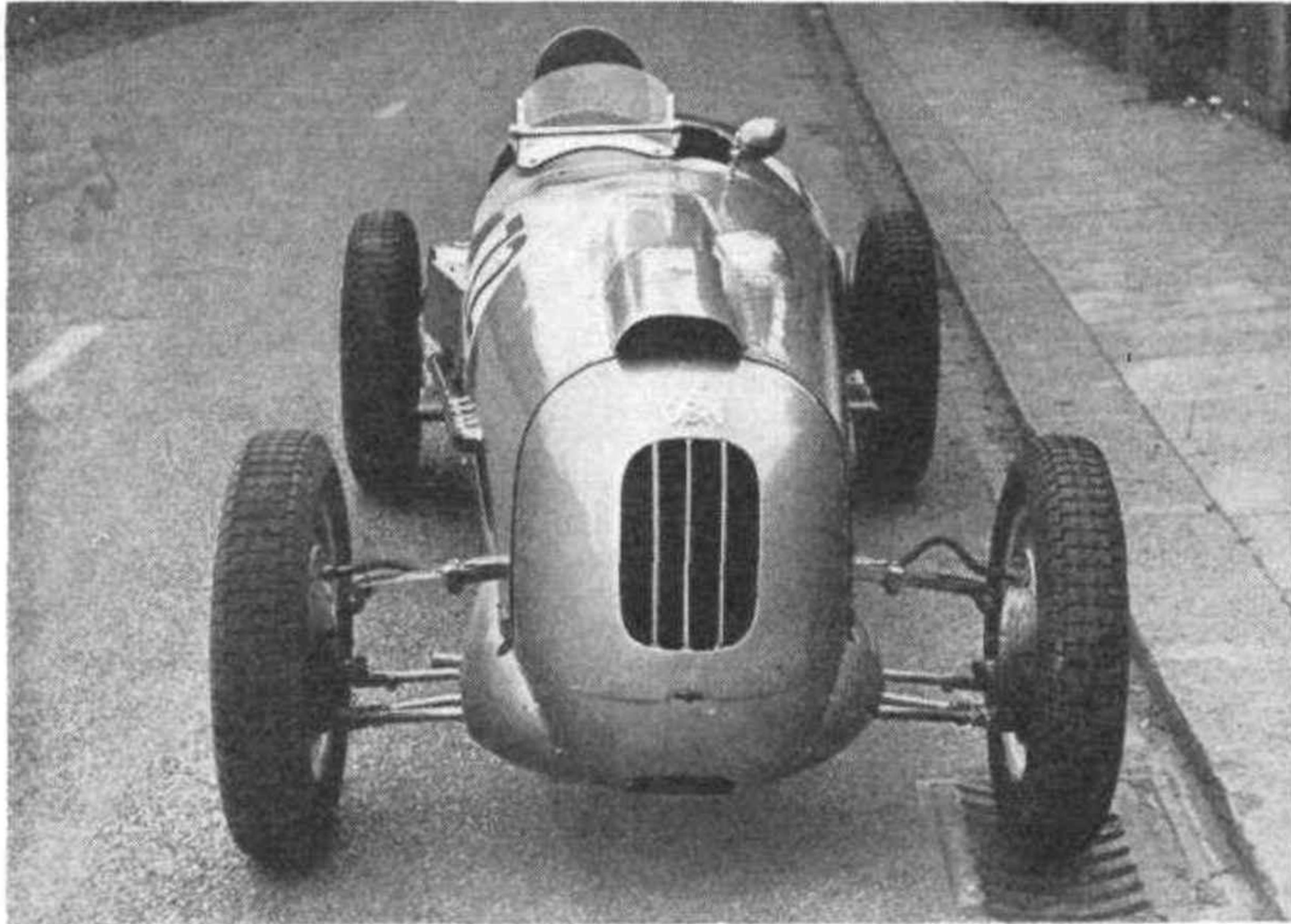
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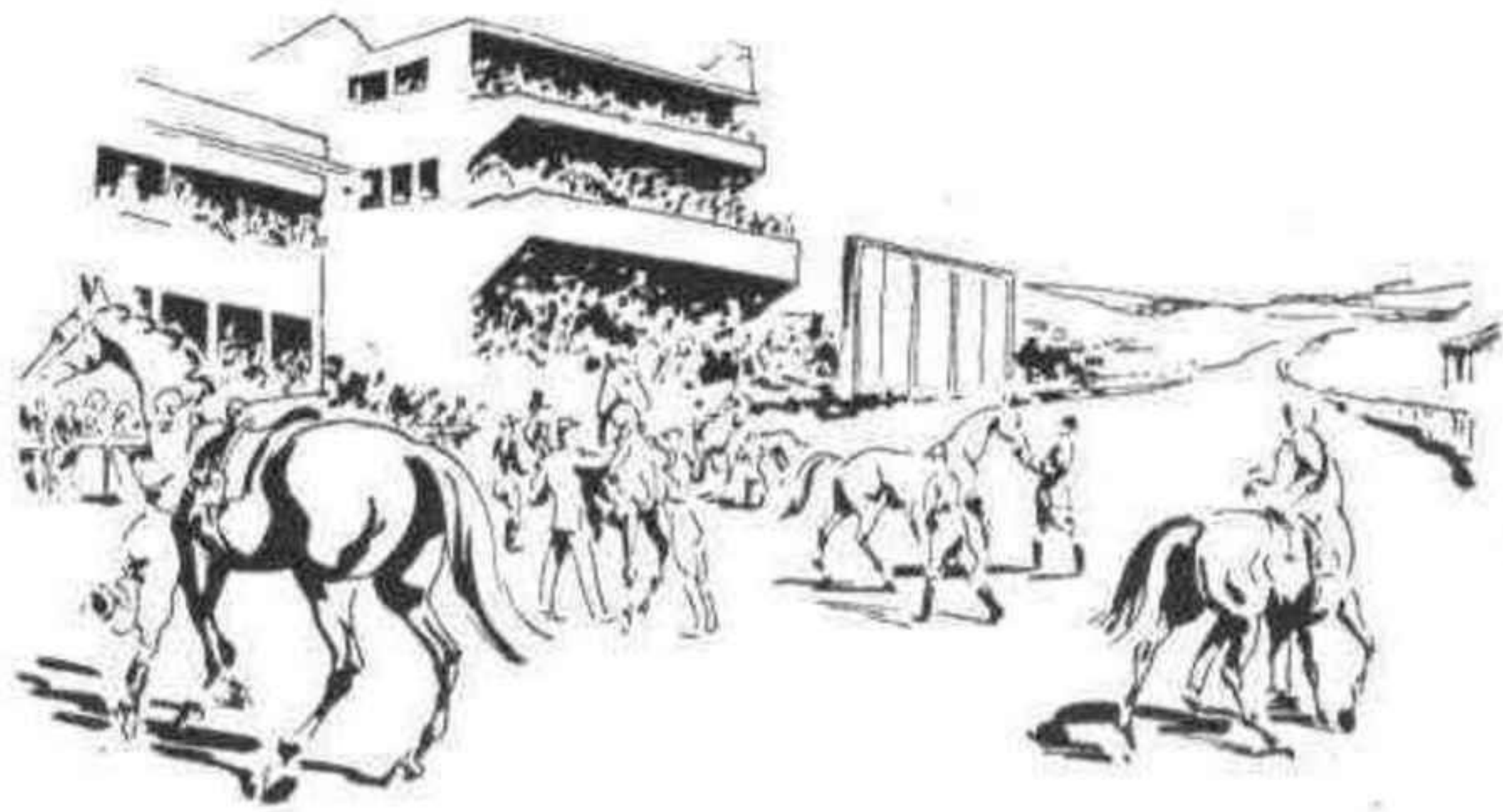
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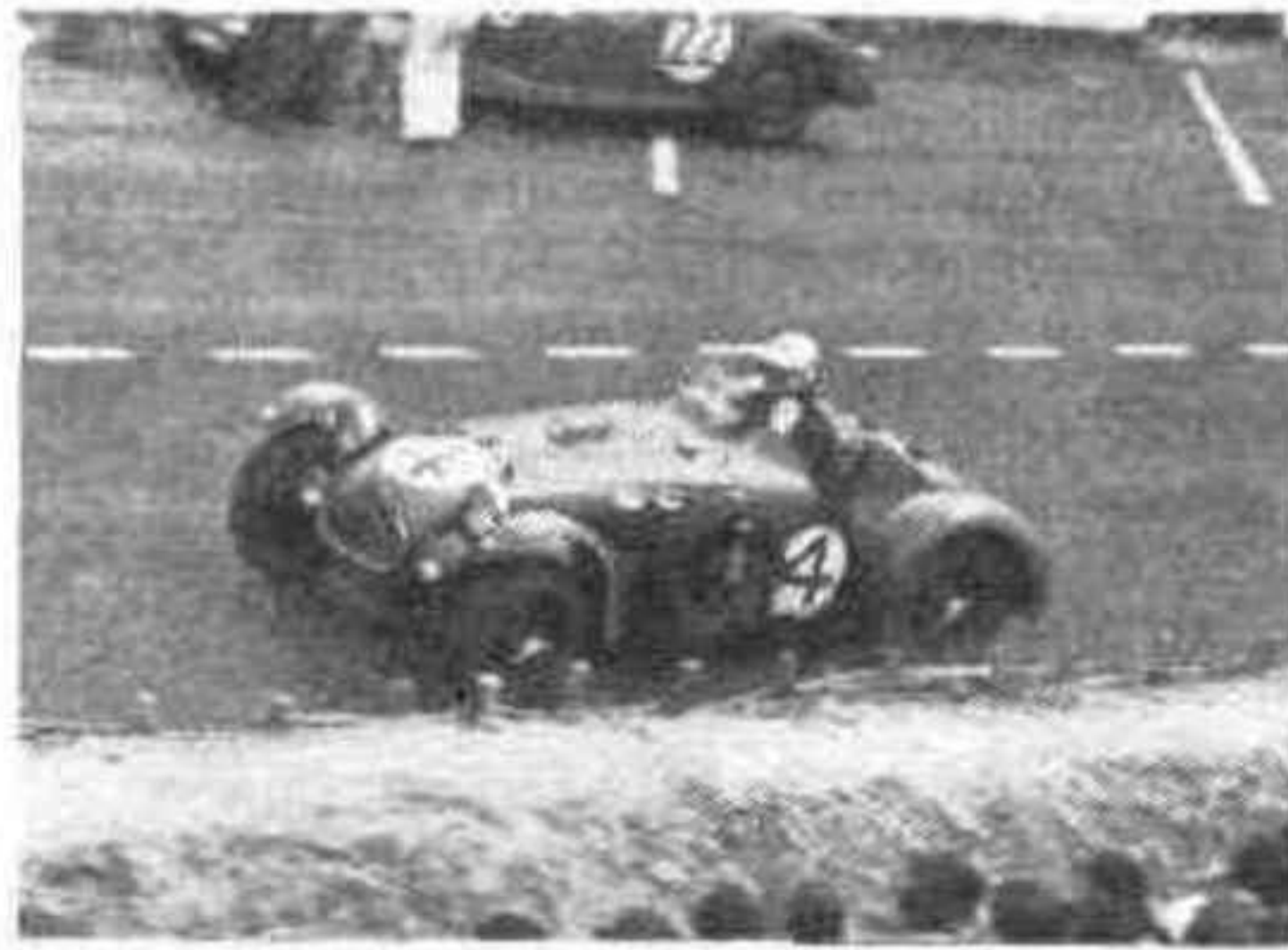
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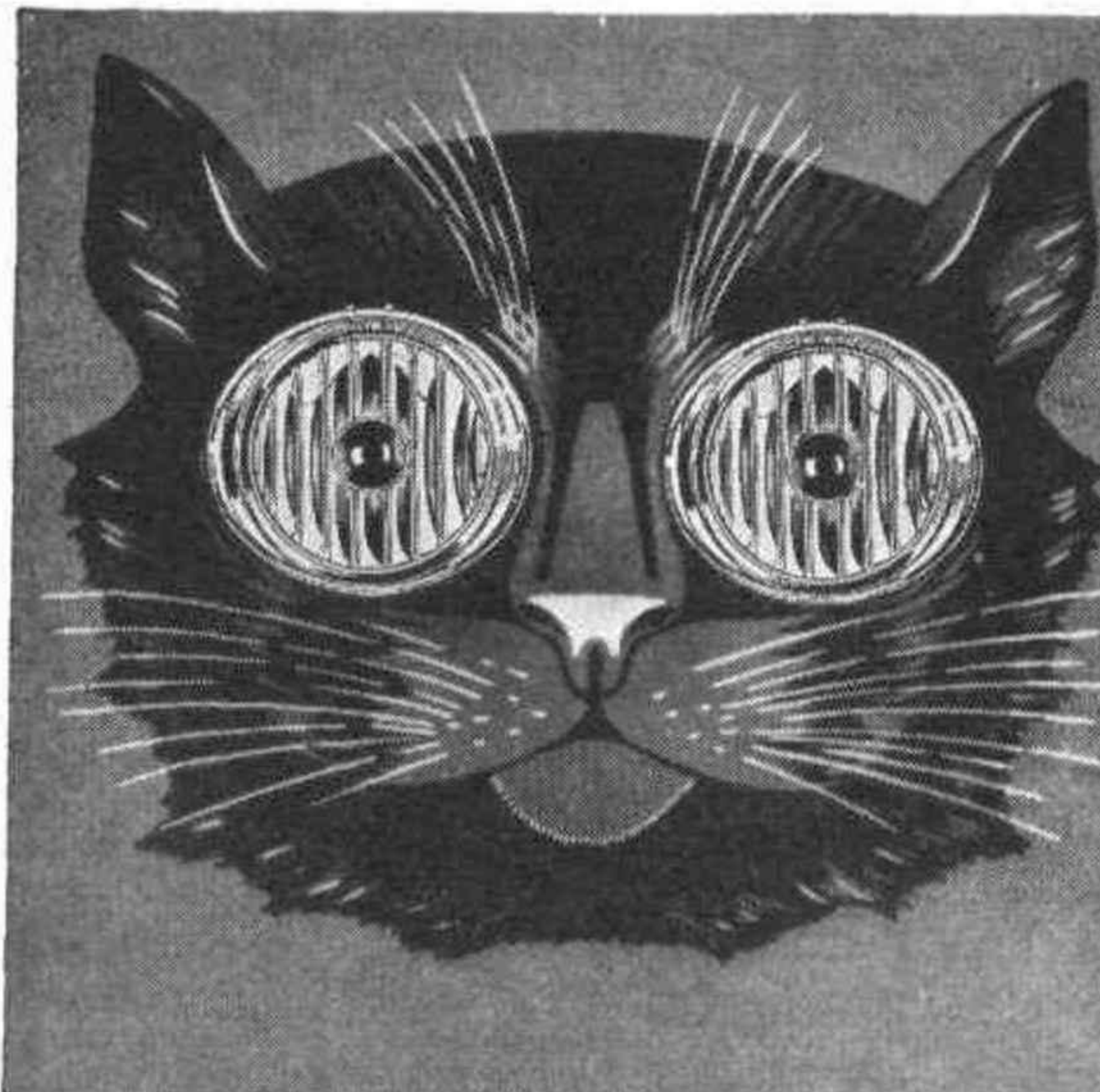
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MATTERS OF MOMENT

RALLY RUMINATIONS

If it were not for the fact that 470 entrants presumably cannot be wrong, we should have written off the *Daily Express* 1,000-mile rally as an unnecessary event. A modern car should have no difficulty in averaging 35 m.p.h. over the main and secondary roads of Britain in the hands of a compelling driver, providing he avoids the really inaccessible places and ice or fog do not intrude. Consequently, on paper, during this rally all competitors should have been able to snatch at least twelve hours for rest and refuelling. As it was, certain competitors stalling on Bwlch-y-Groes delayed those behind them and as the weather played up well with rain and mist, many seem to have finished late, and ready to protest as a result. This notwithstanding, we still maintain that the event was absurdly easy; we believe that R. H. Lambert's 1929 Standard Nine "Ann Teak" arrived at the finish on schedule! If 470 entrants are willing to pay £1,880 to the M.C.C. to compete, this old-established Club has obviously fulfilled a want. But on the face of it, the idea of losing two nights in bed in order to drive 1,000 miles on ordinary roads in a contest primarily decided on three simple tests not involving speeds much above 30 m.p.h., holds little allure.

Moreover, in view of the general dislike of cars retaining competition numbers on the public highway, what is the justification for allowing people to do this in great numbers, all over this island, with full R.A.C. sanction, when the event in which they are participating cannot claim International status, doesn't attract tourists, scarcely constitutes a test of competing cars, and is run at a speed that should be within the compass of the ordinary family-car driver and a vintage car? Better, surely, if such a rally must be organised, to let the tests take place first and the road-section later, when the cars could display their times in these manoeuvres for the benefit of those who watch the intrepid drivers go hurtling round England with Death beside them!

Seriously, what we really would like to see is a rally taking in a diversity of tests *en route* and embracing sufficient rough stuff in Wales and Scotland as to constitute a difficult test of man and car even when run in normal conditions of weather.

When you refer back to the sort of routes which inexpensive light cars were called upon to negotiate twenty-five and more years ago when they entered for Edinburgh & D.M.C. and R.A.S.C. Six Days Trials and the things the J.C.C. thought

up to discover weaknesses in these same small cars in their affectionately-remembered General Efficiency Trial, last month's Rally of modern cars seems too tame to take seriously.

It should be possible to stage a speed sprint along a private drive, deflect competitors to a trials hill, give them a restart test on a severe gradient, make them average their 25 m.p.h. over some "Colonial" going in Scotland and observe them up some of the more notorious Welsh acclivities. At the finish a more strict examination of cars could be imposed than that staged

by the M.C.C., excellent as was the idea behind their check. In our opinion all this should add up to an event that would justify the expenditure of money, time and exertion entailed in competing in it.

We do not wish to paint too black a picture of the *Daily Express* Rally. Even if in contemplation it seemed absurdly easy, in retrospect one has to admit there were difficulties (47 retired) and that the excitement which novice competition exponents were deriving from it was infectious. The sober nature of the final tests can no doubt be attributed to the fact that only half the width of Torbay Road was closed to ordinary traffic and consequently to let drivers really fling their vehicles about or put on their brakes from high speeds would perhaps have been inadvisable.

The reason we are making these points is because something fiercer than the M.C.C.'s event must be organised by the R.A.C. for its British Rally next year. This is an International fixture and is likely to attract experienced foreign drivers and spectator tourists. Let us give them something worth competing in and watching.

Becquart and Secret, of Monte Carlo Rally fame, entered and, although excluded because a driver cannot hold National competition licences for two countries, they expressed a desire to go round the course. Pretty obviously they had the 1951 British Rally in mind and wished to see what this little island's roads are like. This is a pointer that opposition will be stiff, so let us ensure that the route and tests are worthy of a keenly competitive entry, especially as, the date being June 4th-9th, the R.A.C. cannot rely on having the weather on their side.

Turning to the Monte Carlo Rally, that intriguing fuss about the new regulation banning cars with proprietary engines where these are fitted to more than one make of car died away with the realisation that out of more than 600 British entries, only 70 could be nominated anyway. It was taken at first as a slight against many of our leading sports-car manufacturers,

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Reports of Recent Events

JOHORE GRAND PRIX AND ROAD RACES (August 6th)

On August 6th the Singapore M.C. held its second road race meeting in Johore Bahru town, Malaya, which included the 1950 Johore Grand Prix. The circuit is just over two miles in length and contains a variety of twists and corners including five right-angle bends. The starting $\frac{1}{4}$ -mile straight runs along the edge of the Straits of Johore. This meeting was very successful and attracted a large crowd of all nationalities estimated at over 30,000.

The start was delayed for half an hour to allow the thousands of spectators from Singapore to reach the course, for there was a three-mile traffic block on the Grand Trunk Road to the North, bandits and Communists notwithstanding. Among the notabilities present were the Commissioner General for Far East Asia, Mr. Malcolm Macdonald, the Governor of Singapore, Sir Franklin Gimson, H.H. the Regent of Johore and Service Chiefs.

The meeting opened in brilliant sunshine which held for the voiturettes race and for three-quarters of the Junior motor-cycle race, which finished in the midst of a tropical downpour. The storm continued for the opening lap of the Johore Grand Prix. The course was reasonably dry for the Senior motor-cycle race in which the fastest laps were achieved. An excellent running commentary was given during the races, and was broadcast by Radio Malaya. Before the starting of each race, the competitors did a parade lap, led by the Clerk of the Course in his vintage 4 $\frac{1}{2}$ -litre Vanden Plas Bentley. Oliver Bertram, Vice-President of the Bentley Drivers' Club, was again R.A.C. Steward, and was highly pleased with the excellent organisation, spectator control arrangements and the general standard of driving.

The wife of the Prime Minister of Johore State presented the trophies and prize money after the meeting, and Mrs. Hodgkinson, the wife of the British Adviser, garlanded the winner at the conclusion of each race.

There were two minor incidents, but none of any account, except for that in which J. N. K. Moncrieff, in his *monoposto* Kudensay V8 racing car, was forced off the road in the first few hundred yards of the Grand Prix, wrecking the car completely. Moncrieff was miraculously thrown clear and was only bruised and scratched.

Results :

Race No. 1. Cars under 1,500-c.c. un/s.c., under 1,000-c.c. s.c. (31 miles—15laps)

Of the 14 entrants, 12 were lined up on the starting grid, position being drawn by ballot. At the fall of the flag K. L. Middleton immediately took the lead (FIAT 1,500 in 1,100 chassis), closely followed by Yip Peng Yin (FIAT 1,500) and F. A. Stone (M.G. "TC"). Mick Jennings (highly-tuned special bodied M.G. "TC") lay fifth at the end of the first lap, but then worked up through the field to take the lead at the beginning of the fourth lap. Middleton regained the lead on the sixth lap, but overdid Zoo Corner on the eighth, hitting the sandbags and fracturing his steering box. Freddy Pope in an Arnott-blown FIAT 1,100 was going very well, and looked as though he would get a place until his exhaust pipe came adrift requiring two pit stops.

Lim Peng Han (supercharged 1,100-c.c. L.A. Special) blew up on the third lap and Putra (M.G. "TC") threw a rod on the ninth. Koh Kum Woh (Singer 1,074-c.c.) was slow, steady and displayed excellent driving manners, actually stopping once to let faster cars past. At lap 5 Chia Eng Quee (1,250-c.c. L.A. Special) came in the picture and it was then a closely fought battle to the finish, Jennings winning by only a car's length. Rooth was third, 2 min. 25 sec. behind. Race average 53.8 m.p.h. Fastest lap, Jennings (M.G. "TC"), 56.06 m.p.h. Jennings won this race last year in the same car named "The Black Draught."

Johore Grand Prix. Cars 4,500-c.c. and under un/s.c., 1,500-c.c. and under s.c. (41 $\frac{1}{2}$ miles—20 laps)

Eleven starters lined up for this, the big race, and Pattinson (Arnott-blown M.G. "TC") drew the inside berth, with the XK 120 Jaguar and Kudensay V8 of Ferguson and Moncrieff respectively in the back row; this was to have a tremendous bearing on the result of the race. Pattinson leaped into the lead at the fall of the flag and Moncrieff shot up through the field; just as he neared the front he was edged onto the wet grass verge, the car skidded, and to avoid the rest of the field Moncrieff over-corrected to plunge down the bank, the car turning three complete somersaults and being totally wrecked. Moncrieff was miraculously thrown out and only badly bruised. This incident undoubtedly shook most of the other drivers, and was probably the cause of Lim Peng Han crashing his L.A. Special (Maserati chassis, 3 $\frac{1}{2}$ -litre Jaguar engine) at Zoo corner on the first lap. Pattinson drove beautifully and never looked like losing his lead. Ferguson was baulked by Johns (Jaguar Special) for several laps until the latter was red flagged. C. F. Pope (supercharged FIAT 1,100) drove well and certainly earned his fourth place. Laws (PAL Special) blew up and Johns crashed on the 15th lap, breaking his arm. Middleton (FIAT) was finding his steering heavy, and Milne had great difficulty in controlling his short J.D. Special (FIAT 1,100 chassis, V8 engine). Pattinson came in a good winner, with an average in the wet of 49.8 m.p.h. Ferguson was second and Jennings third. Fastest lap of 55.64 m.p.h. was done by Ferguson in his Jaguar XK 120.

SEVERN VALLEY M.C. VICTOR LUDORUM

1st: Frank Oldham (Morris Eight); 2nd, equal: Peter Fullwood (M.G.) and Pat Reade (Riley Special); 4th: V. McChesney; 5th: P. Thompson; 6th: E. Emberton; 7th: F. Newton; 8th: G. Cope; 9th: E. J. Oakley; 10th: R. Braham.

KENTISH BORDER C.C. STAFFORD CLARK CUP TRIAL

STAFFORD CLARK CUP AND REPLICAS.—R. F. Chappell (Dellow).

FIRST-CLASS AWARDS.—A. Rumfitt (Allard), L. F. G. Notley (Mercury), A. W. Richards (Ford Special).

SECOND-CLASS AWARD.—A. E. Day (Dellow).

NOTTINGHAM S.C.C. TROPHY MARKS

Final Trophy markings for the 1950 season are now available and are as follows:—

VITESSE TROPHY (Racing Cars): E. H. Ashton, 31 points.

VITESSE TROPHY (Sports Cars): D. Richardson, 44 points.

PERFORMANCE TROPHY: Mrs. N. Binns, 65 points.

VINTAGE SPORTS CAR CUP: J. D. Radford, 14 points.

THE SHIPSIDE TROPHY: J. F. Dalton.

SHEFFIELD & HALLAMSHIRE M.C. HIGH PEAK SPORTING TRIAL (October 22nd)

HIGH PEAK TROPHY.—C. L. Bold (1,020-c.c. Bold Special).

BRESTON TROPHY.—W. H. Waring (1,196-c.c. Dellow).

NEEDHAM TROPHY.—G. P. Mosby (1,172-c.c. Ford).

4th: A. G. Imhof (1,172-c.c. Imhof); 5th: A. W. Francis (3,917-c.c. H.R.G.-Mercury); 6th: T. C. Harrison (1,172-c.c. Farford); 7th: M. Wilde (1,172-c.c. Farford); 8th: L. J. Oliver (1,172-c.c. Oliver); 9th: C. Corbishley (1,446-c.c. C.C.S.); 10th: J. D. Sleeman (1,172-c.c. Sleeman).

BRISTOL M.C. & L.C.C. JOHN BULL TROPHY TRIAL (October 28th)

JOHN BULL TROPHY.—K. E. O. Burgess (Burgess), lost 5 marks.

FIRST-CLASS AWARDS.—R. S. Roberts (Robros), 25 marks lost; A. M. R. Mallock (Ausford), 30 marks lost.

M.C.C. SPORTING TRIAL (October 24th)

BEST M.C.C. MEMBER.—F. D. Dent (3,622-c.c. Allard).

BEST VISITOR.—J. D. Sleeman (1,172-c.c. Sleeman s.).

TEAM.—A. W. Lilley (1,172-c.c. A.W. Special, s.); K. R. Bailey (1,442-c.c. Bailey); C. Corbishley (1,442-c.c. C.C.S.).

FIRST-CLASS AWARDS.—R. W. Phillips (1,486-c.c. Fairley); R. E. C. Brookes (1,172-c.c. E.R.P.); A. M. Beardshaw (1,172-c.c. A.M.E. Special); G. Wood (3,600-c.c. C.W.S.); W. H. Waring (1,196-c.c. Dellow, s.); H. F. Brayshaw (1,185-c.c. Brayshaw Special, s.); M. Wilde (1,172-c.c. Ford s.); A. W. Lilley (1,172-c.c. A.W. Special, s.); G. Dracup (3,622-c.c. Ford); J. H. Marshall (1,172-c.c. Ausford); W. L. T. Winder (1,172-c.c. Austin); F. Dean (1,172-c.c. A.W. Special); C. R. L. Nicholl (3,622-c.c. Ford); W. F. Mead (3,817-c.c. Allard, s.); A. Rumfitt (4,325-c.c. Allard); R. C. Willis (3,917-c.c. Allard); Miss D. E. Store (1,172-c.c. Austin); C. R. Hardman (1,172-c.c. Dellow, s.); P. M. Goodall (1,172-c.c. Ford); D. Clare (1,172-c.c. Clayton Special); D. F. H. Cotton (1,172-c.c. Cotton Special); F. A. Rhodes (1,911-c.c. Frazer-Nash-B.M.W.); K. E. O. Burgess (3,917-c.c. Allard); A. E. Frost (1,172-c.c. A.F.S.); Miss H. B. Kemble (1,172-c.c. Ford Special); E. B. Wadsworth (1,172-c.c. Pansy Special, s.); D. W. Price (1,175-c.c. Price Special); A. E. Jackman (1,172-c.c. Dellow, s.); K. R. Bailey (1,442-c.c. Bailey); C. Corbishley (1,446-c.c. C.C.S.); Miss D. Corbishley (1,172-c.c. C.C.S. s.) J. H. Barrow (2,275-c.c. Barrow Special); R. E. Holt (3,622-c.c. Ford V8); G. R. Holt (1,172-c.c. G.R.H. Special); J. C. Wallwork (1,776-c.c. Standard); E. R. A. Hulme (1,172-c.c. Ford Ten); J. D. Sleeman (1,172-c.c. Sleeman Sports, s.); P. A. Atkinson (824-c.c. Austin); F. D. Dent (3,622-c.c. Allard); C. F. Crossby (1,203-c.c. Vauxhall Special, s.); R. A. Hopkinson (1,172-c.c. Bancroft Special); E. G. Spence (1,172-c.c. Spence); J. Readings (1,781-c.c. Regent Special, s.); M. V. Todd (1,172-c.c. Dellow, s.); G. D. C. Ostroumoff (1,172-c.c. Dellow, s.).

NORTH MIDLAND M.C. HOPKINSON TROPHY TRIAL (October 29th)

This semi-sporting event was run among the hills and dales of Derbyshire, starting at the Dore Moor Inn and finishing at the Miner's Standard, Winster.

R. A. Hopkinson (M.G.) was the only entrant to retain a clean sheet, therefore winning his own cup for the second year in succession.

Results :

THE HOPKINSON CUP.—R. A. Hopkinson (M.G.)

SECOND-CLASS AWARDS.—R. Crosby (M.G.), R. C. Wingfield (H.R.G.), G. S. Shillito (M.G.), E. Hodgson (M.G.), B. Howard (M.G.).

BRISTOL M.C. & L.C.C. JOHN BULL TROPHY TRIAL (October 28th)

The closed to club John Bull Trophy Trial served as a useful loosening-up event for competitors and cars on October 28th and for once special tests, of which there were two, did not figure in deciding the result. There was no road section in the accepted sense and all observed hills were in fields on the slopes of Dundry Hill, near Bristol.

Ken Burgess in his Special Jupiter only failed in one section on Hill One and this climb proved the most difficult of the lot, but Hills Three and Four also claimed failures of half the entry. Len

Parker in his very Special and C. C. Evans in Dacy had a really bad day out, grassy sections beating them every time. However, Mallock (Ausford) had bad luck in not figuring higher up in the awards list, for in the first part of the event he was clean throughout.

Results :

JOHN BULL TROPHY.—K. E. O. Burgess (Burgess) 5 marks lost.
FIRST-CLASS AWARDS.—R. S. Roberts (Robros), 25 marks lost; Capt. A. M. R. Mallock (Ausford), 30 marks lost.
SECOND-CLASS AWARDS.—G. Best (M.G.), 35 marks lost; G. D. C. Oustroumoff (Dellow), 45 marks lost.

S.U.N.B.A.C. VESEY CUP TRIAL (November 4th)

BEST PERFORMANCE (VESEY CUP): C. Corbishley (1,446-c.c.s.).
BEST OVER 1,500 C.C. (CARLESS CUP): K. E. O. Burgess (3,917-c.c. Allard).
BEST UNDER 1,500 C.C. (WATSON GWYNNE BOWL): J. D. Sleeman (1,172-c.c. Sleeman).
TEAM PRIZE: Candidi Provocatores.
FIRST CLASS AWARDS: C. L. Bold (1,080-c.c. Bold), R. W. Phillips (1,480-c.c. Fairley), L. G. Evans (1,172-c.c. Dellow), C. Brough (1,172-c.c. Dellow).

CITROEN C.C. NIGHT TIME TRIAL (November 4th/5th)

PREMIER AWARD.—John Martin, Teddington, Middx.
FIRST-CLASS AWARDS: P. Caroline, Singapore, Malaya; J. Goodman, Reading, Berks.
SECOND-CLASS AWARDS: C. Rowling, New Malden, Surrey; G. Wallis, Cambridge; G. Gale, Blackheath, S.E.3; E. Griffiths, Hampstead, N.W.3.

CHELTENHAM M.C. TRIAL (November 11th)

PLAYER BOWL (for best performance irrespective of class).—G. Mosby, Ilkley (1,172-c.c. Ford), 0 marks lost.
BEST UP TO 1,500-C.C. (unsupercharged).—K. Burgess, Portishead (Burgess), 0 marks lost.
BEST UP TO 1,500-C.C. (supercharged).—J. Clegg, Milnrow, Lancs. (Clegg), 4 marks lost.
BEST OVER 1,500-C.C. (unsupercharged).—C. R. L. Nicholl, Bristol (Ford), 22 marks lost.
(Neither of the two entrants in the class for over 1,500-c.c. supercharged completed the course.)
RONALD STAGG TEAM CUP.—Sheffield and Hallamshire Motor Club (A. A. Butler, Clegg; B. G. Thompson, Wharton; and J. Clegg, Clegg), total marks lost 29.
SPECIAL AWARD FOR BEST PERFORMANCE UP TO 1,000-C.C.—P. Atkinson, Birmingham (unsupercharged 747-c.c. Austin), 43 marks lost.
HORACE POULTON CUP FOR BEST C.M.C. MEMBER RESIDENT WITHIN 15 MILES OF CHELTENHAM. C. Brough (Dellow), 36 marks lost.
FIRST CLASS AWARDS.—Class A (up to 1,500-c.c. un-s.c.): C. L. Bold (Bold), B. K. Thompson (Wharton), C. Corbishley (C.C.S.), R. W. Phillips (Fairley), J. Deeley (Cranford), J. Bullivant ("Bitza-Ford"). Class B (up to 1,500-c.c. s.c.): B. H. Brown (Dellow), V. S. A. Biggs (Ford), A. A. Butler (Clegg), L. G. Evans (Dellow), J. Clegg (Clegg), A. Beardshaw (A.M.B. Special). Class C (over 1,500-c.c. un-s.c.): A. W. Frances (H.R.G.).

THE DAILY EXPRESS 1,000 MILE RALLY (November 8th/10th)

This, the first long-distance post-war Rally, attracted no fewer than 470 entries and 429 starters. An average of 26½ m.p.h. had to be maintained over 650-700 miles, then 24 m.p.h. for 423 miles from Chester to Torquay, including ascents of Bwlch-y-Groes, Lynmouth and Porlock. This shouldn't have been difficult for modern cars, but Bwlch was in sour mood and stopped some cars, delaying others, while rain and mist added to the difficulties. That not a single serious accident was reported in some 500,000 combined miles of such purposeful motoring merely shows what a safe vehicle a motor car is in experienced hands.

Actually, the entry was composed mostly of novices, although Moss and Macklin had a DB II Aston-Martin, Ian and Pat Appleyard the "Alpine" XK 120 Jaguar, Wharton the M.G.-Cooper, Imhof

an M.G., Mrs. Allard and Mrs. Wood, out for the Ladies' Prize which they duly collected, an Allard, while the Press boys naturally turned out—Fothergill (Hillman), Wisdom (Sunbeam-Talbot) Grant (M.G.) and Twelvetrees (Citroën). There was a tiny home-built Hazel, two Austin taxis, a 1929 Standard Nine, some "specials," including the Mercury-engined Triumph Chapman that was so sensational in the special tests, and a vintage Bentley and Invicta. At one time taxis were banned by the M.C.C., incidentally.

Forty-seven cars retired, a further forty-five were excluded by being late at the controls. Harris-Meyers, who owns Chitty II, had to do the Welsh mountains on front brakes only, because the back ones had packed up and his 1950 Jaguar broke down altogether going home from the Rally; Fotheringham-Parker's Hillman had no brakes at all! The final tests that decided the Rally were restricted because of the close proximity of ordinary traffic and involved driving skill rather than car-ability. However, drivers took them straight away on arrival and were not told what to do, having to rely on printed instructions handed out at Chester. There was some criticism that they were not even given time to take stock of the hazards, being waved off at once by an over-zealous starting marshal. This Wharton forestalled by stopping short of the actual start line! The downhill coast-and-brake test was an old M.C.C. favourite; we saw Patchett (Wolseley) and Taylor (Armstrong-Siddeley) doing it very neatly. Next there was a forward-reverse-forward-reverse affair, where the modern Vauxhalls all did polite curtsies, Rolls-Bentley drivers fumbled for reverse, Austin A90's brakes squealed and on many cars reverse was an elusive ratio. The rain soon made the Editorial notebook sodden, so you are spared the page by page report we used to write pre-war. Suffice it to say that Chapman's Chapman-Special was fastest in the second test, in 14.0 sec., beating Wharton, who missed a gear-change, by 0.6 sec., and a Railton and Allard by a clear second. Appleyard also missed a change. The third test was a simple parking affair, which nevertheless entirely defeated 259 drivers. Even Wharton overshot the braking line and Moss was confused. Cars were then examined for defects, eighteen being penalised, Cramp's Allard losing 30 marks.

The Rally had been well-run and appeared to please the majority, although some protests were made about the marshalling and layout of the tests and delays at Bwlch. The latter would seem a natural Rally hazard and Moss was reported to have gone up at some 70 m.p.h., passing other cars! The M.C.C. has whetted our appetite for next year's R.A.C. International British Rally—but we still think better use could have been made of British rough stuff and we wish impartial observers could ride in each car and deduct marks at every stop, to a pre-arranged schedule of penalty, as they used to do in similar events many years ago. Nevertheless, G. R. Holt and A. Asbury deserve great credit for bringing their "TD" M.G. through seven marks ahead of the Appleyards' XK 120 Jaguar in the Rally as a whole.

—W. B.

Results :

WINNER (irrespective of class).—G. R. Holt-A. Asbury (1,250-c.c. M.G.), 4,008 marks lost.
RUNNER-UP.—E. J. Appleyard-Mrs. Appleyard (3,442-c.c. Jaguar XK 120), 4,015 marks lost.
NEXT IN MERIT.—J. G. Shaw-F. D. Lawton (1,250-c.c. M.G.), 4,229 marks lost.
LADIES' PRIZE.—Mrs. E. Allard-Mrs. E. Wood (4,375-c.c. Allard), 12,622 marks lost.
RUNNER-UP.—Mrs. J. M. M. Cooke-Mrs. B. W. Cooke (2,088-c.c. Standard Vanguard), 13,093 marks lost.
NEXT IN MERIT.—Miss S. Van-Damm-Miss N. Van Damm (1,944-c.c. Sunbeam-Talbot), 13,578 marks lost.

TRIESTE-OPICINA HILL-CLIMB

In this 5½ mile event on October 29th the first three drivers broke Nuvolari's 1930 course-record. F.t.d. was made by Cabianca's 1,350-c.c. O.S.C.A., in 5 min. 22.8 sec. Major Bell, who drove in the 1948 Hartlepoons Speed Trials, got a very favourable mention in the *Europa Officers' News Bulletin* for beating Lancia Aurelia and Aprilias in his 1928 4½-litre Bentley in the touring class; he was second to a Cisitalia and reached 70 m.p.h. in third gear, in touring trim on ordinary petrol.

GENERAL (ALSO SPORTS CARS UP TO 1,100 C.C.):

	min.	sec.
1st: G. Cabianca (1,350-c.c. O.S.C.A.)	5	22.8
2nd: A. Stagnoli (2,000-c.c. Ferrari)	5	29.8
3rd: P. Marzotto (2,000-c.c. Ferrari)	5	30.0
TOURING CARS UP TO 750 C.C.:		
1st: Zaja (FIAT 500)	8	47.8
2nd: Brandolini (FIAT 500C)	8	55.6
3rd: Dequal (FIAT 500C)	8	58.4
TOURING CARS UP TO 1,100 C.C.:		
1st: Alquati (FIAT 1,100)	7	48.4
2nd: Scuderia Patavium (FIAT 1,100)	8	1.4
3rd: Pollicci (FIAT 1,100B)	8	10.2
SPECIAL TOURING CARS UP TO 1,100 C.C.:		
1st: Lubich (Lancia Aprilia)	7	1.4
2nd: Muratti (Lancia Aprilia)	7	3.8
3rd: Allazetta (Lancia Aprilia)	7	7.8
TOURING CARS, UNLIMITED:		
1st: P. Pierpaolo (Cisitalia)	6	44.0
2nd: Major Bell, R.A.M.C. (Bentley)	6	48.8
3rd: D. Piccolo (FIAT 1,100S)	6	50.8
SPORTS CARS UP TO 750 C.C.:		
1st: Anzeli (FIAT Giannini)	6	50.6
2nd: Tell (FIAT Tell)	6	52.0
3rd: Scuderia Patavium (B.M.W.)	7	16.4

ITALIAN OPINION

A reader has sent us the following translation of a significant reference to the B.R.M. which appeared in an article by Giovanni Canestrini in the issue of *La Gazzetta dello Sport*, published the day after the Penya Rhin Grand Prix at Barcelona:—

"The large number of persons lining the six kilometres of the track applauded a new Italian victory in Spain.

"This victory, apart from its sporting significance, represents a technical contribution of great value, namely the final and proud testing of the Ferrari '4,500' which completed the race without any trouble and with clockwork regularity, taking the first three places with its entry of three cars.

"Once more it has been proved that it takes years of experience and hard work to obtain such results. The Ferrari, with its technical equipment, proved a few weeks ago at Monza that it was possible to enter a new car with brilliant results.

"The B.R.M., on the contrary, has shown here as at Silverstone the serious deficiency of its technicians.

"In the mechanical world miracles cannot be achieved even if ideas and means are considerable. As we have already related after the Silverstone race, the B.R.M. needs a long period of testing and modifications.

"The reputed horse-power is not actually developed as was shown yesterday and the B.R.M. is actually inferior to our Ferraris and Alfa-Romeos. "Conceived in 1944, this new British product has not been able to overtake the Italian products built in 1938.

"The B.R.M. was undoubtedly handicapped by its drivers, whose skill falls far short of ours, Ascari in particular, who is today at the top of his form, but overall the B.R.M. has been handicapped by insufficient preparation by its technicians who do not possess the experience of our Lampredi, Colombo, Bazzi and Meazza, valiant collaborators of Ferrari."

SALUTE THE JUPITER!

"Motor Sport" Undertakes a Fast Run to the West Country in Jowett's Long-Awaited Flat-Four, Tubular-Chassis, 1½-Litre Sports Model

THE JOWETT JUPITER has been a long time a-coming but, having tried this interesting newcomer, our opinion is that it will be deemed worth waiting for.

At one time the 1½-litre class was a popular domain of British sports cars, but of recent times this useful category has been neglected. Consequently, when some two or more years ago Jowett of Bradford announced that they intended to install the smooth, powerful flat-four engine which so ably powers their successful Javelin saloon into a light, rigid tubular chassis to carry a sporting two/three-seater body, enthusiasts were agog the world over for technical details and performance data.

The facts of specification and development were duly revealed at the 1949 and 1950 Earls Court and other Motor Shows, and now it is possible to give our candid impressions of the Jupiter, after over 500 fast miles in one of the only three at present in circulation. To say that we looked forward keenly to this long-awaited trial of the 1½-litre Jupiter is no exaggeration. To remark that in certain minor respects we feel Jowetts have failed to do justice to their sports version of a brilliant design, is merely being just. But to say that the Jupiter left a firm impression by reason of a number of outstanding characteristics in most attractive combination is to state the sincere feelings of more than one critical tester.

This Jupiter is exciting, and particularly beautiful, in appearance—the vivid red version handed over to us evoked warm admiration wherever we

left it, and particularly when parked under the kind lights of London's West End after dark. But beauty in a motor car isn't everything, so we will declare at once that the Jupiter cunningly contrives to be as economical as its engine capacity would suggest and yet to "perform" in a really big way. This performance is apt to be deceptive. Take a measuring tape, a stop-watch and someone's airfield runway and the figures that result, while quietly complimentary to this newcomer, do not reveal quite the quality that you come to appreciate after a long run in a hurry under trying conditions. To elucidate: maximum speed would doubtless be *comfortably* in excess of 90 m.p.h. if the windscreen could be folded horizontal or removed. Acceleration is abundant if the lower gears are meshed as soon as merited, and something like 0-50 m.p.h. in 11 seconds or thereabouts is both a useful accomplishment and a significant yardstick. Yet comparable figures were attainable a dozen or more years ago, from the Meadows-engined 1½-litre H.R.G. for instance.

So, rather than confront you with a table of seconds to reach this and distances covered in that, we prefer to present the new Jupiter as a unity. As a smart, appealing little thing which two, at a squeeze three, of you can get into on a misty, wet, cheerless night and set off, let us imagine, for better places and arrive at them to the tune of over 50 m.p.h. averages at 28 or so miles per gallon, insulated from heat, fumes and road-shock, yet warm and snug. Moreover,

speaking now expressly for the driver (who is likely to be he who has paid for the privilege!) you will arrive fatigue-free and enjoying every minute of the manipulation.

You see, the Jupiter possesses so many of the salient factors necessary for such motoring attributes. The steering is light, smooth, has ample castor action and transmits no messages from the front wheels, while its lock is adequate. Very rough roads cause a vibratory reaction at the wheel that is also felt at floor level, and we will confess that our twin nightmares of burst tyre and sheet ice gave rise to a slight distaste of the steering ratio, the three-spoke wheel asking three turns from lock to lock, when something nearer two would seem safer. But it is good steering, very good.

Then there is the suspension, one of the really difficult aspects of a fast, short-wheelbase car to lay out correctly. Jowett engineers have seen to it that excess roll is absent and the movements properly damped, using Woodhead Monroe shock struts, yet have contrived to iron out disgraceful road surfaces in a thoroughly comfortable, praiseworthy manner. Couple these factors of steering and suspension with cornering that builds up confidence and is just about the perfect balance between what is termed over- and under-steer and you will, or should, begin to feel a desire to drive a Jupiter! The tail breaks away first, tail skids, easily corrected, seemed to occur rather frequently, probably because fallen leaves made the wet roads more than usually slippery and the rear Goodyears were somewhat worn. This tendency kept the driver alert and, as stated, he would have liked slightly higher-g geared steering. Yet we do not remember the tyres protesting.

If you are able to gratify your desire to try a Jupiter you will find a comfortable driving position on a rather hard bench-type front seat, will not fret unduly at being virtually unable to see either front "wing," but may take a strong dislike, as we did, to having to press the awkward accelerator really hard to get that "last ounce" of urge—the fun of having the effect of a supercharger under the big toe, as it were, lessens when big toe and fallen arch aches with the effort required! As compensation for this, and a tendency to stick-throttle, you will discover a reasonably light clutch that likes, however, to be fully depressed, and really excellent Girling hydro-mechanical brakes—silent, exceedingly powerful, progressive, all-square on dry or wet roads, fade-free and all that good brakes should be, and not *unduly* heavy to apply, withal.

The gear-change we will dispose of here and now as a personal disappointment. That which serves well in a Javelin isn't,



FAST AND HANDSOME.—The new 1½-litre Jupiter is one of the best-looking sports cars made today and a very fast car in point of both maximum speed and place-to-place averages.

[MOTOR SPORT copyright.]

in the writer's view, necessarily correct sportswear, and that on the car tested was unpleasantly stiff, while heel-and-toe changes are all but ruled out by the unfortunate juxtaposition of accelerator and brake pedals. This disappointment was accentuated because the engine isn't happy at low r.p.m. and constant gear-shifting is called for to, as the purveyors of patent custards say, produce the best results. For instance, lumpy at under 1,400 r.p.m. (24 m.p.h.) in the 4.56 to 1 top gear, the flat-four evens out at another 100 r.p.m. (25½ m.p.h.) but doesn't really bite until above 2,000 r.p.m. or 35 m.p.h. In the same way second is preferable to third for traffic crawling and bottom is needed for a snappy get-away. However, Jowetts, having caused us to write this, tell us that a central-remote change is optional, so, pending trial and approval of it, let us pass to other things, after pausing to say that another driver expressed an opinion the exact reverse of ours and found the change delightful.

The engine, as smooth, effortless and unobtrusive as that in a Javelin, which is stating something, does produce real performance. Even with stop-watch still in one's pocket and in full doubt of the accuracy of speedometers (that on the Jupiter tested allowed one to stimulate the girl friend with a dash at 105 when, in fact, the car was doing around 90), the way the needle would go round to 60, 70, even 80 m.p.h. as a matter of fast-cruising course, and the unassuming brilliance of the acceleration, could not fail to impress. The engine kept its oil pressure at over 50 lb./sq. in., its oil temperature at very creditably under 50 degrees C., always started promptly and had no exhaust blast, although a typical "Javelin" combination of noises built up as the speed rose; 6,000 r.p.m. doesn't shock the Yorkshiremen responsible for it, and 5,000-5,500 r.p.m. comes up quite naturally to a fast driver, equal approximately to 23-25 m.p.h. in first 38-42 m.p.h. in second and 60-68 m.p.h. in third gear; 6,000 r.p.m. is about the limit. The highest reading achieved in top gear, hood up, was 5,300 r.p.m., equal to approximately 91 m.p.h.—here let it be whispered that on this downhill occasion the speedometer indulged in a reading within 15 m.p.h. of its 120-m.p.h. limit! Yet, willing as the o.h.v. flat-four power unit is to rev. in the indirect gears, in top gear 3,500 r.p.m. suffices for a cruising speed of nearly 60 m.p.h., which is restful both in thought and fact. Indeed, the Jupiter is essentially a high-g geared car with its present ratios, and the decision of its sponsors to lower the set originally envisaged seems, after trial, an apt one. Yet, durably high-g geared as the engine is, it is easily coaxed to cruising speeds of 65-75 m.p.h. and 60 m.p.h. in third comes up as a matter of course.

This, and the safe handling and braking qualities aforementioned, spell average-speed abilities that form one of the great charms of the Jupiter. For example, leaving London on a wet night, new to the car, and feeling slightly boxed in under the hood, we set off to see the finish of the *Daily Express* Rally at Torquay. Unaware that the passenger was logging journey times for intended publication, we

covered 31 miles in the first hour's driving, which involved crossing London from East to West with hostile traffic lights all down Oxford Street, and the delay of a police check at Notting Hill for no better purpose than checking motorists' names and addresses (no confirmation demanded!), which surely displays a touching faith in the integrity of the criminal! On the open road, for 28 minutes we averaged 42.4 m.p.h. and 72 minutes sufficed for 45.5 miles, after which we searched for petrol, a thankless task in England even in time of peace. (During this search we discovered, to our discomfort, that the fuel tap had been set to "reserve" from the start and, moreover, that Jowetts do not see fit to label the

THE JOWETT JUPITER SPORTS 2/3 SEATER

Engine: Flat-four cylinder, 72.5 by 90 mm. (1,485 c.c.), 60.5 b.h.p. at 4,500 r.p.m. Compression ratio, 8.0 to 1.

Gear Ratios: first, 16.25; second, 9.9; third, 6.25; top, 4.56 to 1.

Tyres: 5.50 by 16 Goodyear on bolt-on Dunlop ventilated disc wheels.

Weight: approximately 18½ cwt. without occupants.

Steering Ratio: three turns, lock to lock.

Fuel Capacity: 10 gallons (3 in reserve). Range approximately 280 miles.

Wheelbase: 7 ft. 9 in.

Track: Front, 4 ft. 3 in.; rear, 4 ft. 1 in.

Overall Dimensions: 13 ft. 7 in. by 5 ft. 2 in. by 4 ft. 8 in. Ground clearance, 7½ in.

Price: £850 (1,086 17s. 3d. with p.t.).

PERFORMANCE DATA

Speeds in gears (5,500 r.p.m. on indirects, 5,200 r.p.m. in top.)

1st: 25 m.p.h.

2nd: 42.5 "

3rd: 69 "

Top: 88 "

Acceleration:

0-30 m.p.h. in 5.0 sec.

0-50 " " 11.9 "

0-60 " " 17.0 "

0-70 " " 29.0 "

Brands Hatch flying lap (anti-clockwise): 63 sec.

Makers: Jowett Cars, Ltd., Bradford, Yorkshire.

settings of this under-bonnet tap.) On again, another rather sleepy hour saw 34.7 miles accomplished, with fog cur-tailing the pace.

Coming home, tired after our all-night drive, the Jupiter really got going. After the rather too-small 10-gallon tank had been filled at Yarcombe Garage, Yeovil, 21 miles away, was reached half an hour later, and our stop-watch gazing passenger found 40.6 miles to have slipped away in the initial hour. From Mere, the outskirts of Salisbury were reached in another half-hour, an average of 23 m.p.h. Then, including negotiation of

Salisbury's through-trafficked detour, 48.8 miles were put into the final hour, an overall two-hour average of 44.4 m.p.h. by a mediocre, tired driver in teeming rain, with a good deal of traffic on the roads. Isolated average-speed claims mean little and all such claims are somewhat dubious as a means of comparison, but what we did in the Jupiter, checked by stop-watch and corrected odometer reading, does show this car to be something quite out of the ordinary for a 1½-litre vehicle that makes no pretence of being in the "super sports" category and one which runs so smoothly, easily and above all quietly. These averages, which included 8.7 miles in eight minutes across Salisbury Plain, and two miles at 82 m.p.h.—speedometer reading 98 m.p.h.—were, remember, put up in torrential rain, over roads slippery with a carpet of autumn leaves.

We have said that in achieving these speeds the engine is notably unobtrusive. The same can scarcely be said of the rest of the car, for the body is inclined to rattle, the indirect gears emit considerable whine, and wind-noise with the hood erect at over 60 m.p.h. is excessive. The doors are provided with rather stiff wind-up windows so that it was all the more regrettable that considerable quantities of rain came in under the hood. This is a matter which Jowetts will undoubtedly get down to right away, although in a 90-m.p.h. car hood sealing is a major problem. Another point which prospective purchasers may eye dubiously is the lack of a luggage boot. Actually this is not so serious as it seems at first sight, because two fitted suitcases are accommodated behind the seat and can be withdrawn reasonably easily when the squab is hinged forward, while coats and other impedimenta can be stowed behind the seat.

Later there was an opportunity to take the Jupiter round the little one-mile circuit at Brands Hatch. After laps in 67 and 65 sec., it finally went round in the excellent time of 63 sec., lapping anti-clockwise.

THE JUPITER IN DETAIL

In an age of standardisation and proprietary-ism, the Jupiter owns up to some pleasing individual details. The whole front lifts for inspection of the engine, although this is rather a drawn out process involving turning a lock on either side with a special key, and unscrewing two fasteners at the front. When raised, engine access is good from the front, but another foot of lift would make things at the side easier to reach. The spare wheel lives behind a panel under the tail. The doors have pull-out external handles, lock in the driver's, and sliding button inside catches. The walnut fascia has a lockable cubby hole opened by a push button, small pull-out switches for fog lamp, wipers, panel lamps and heater (neither fog-lamp nor heater were fitted, but the latter proved unnecessary for, even on a wet November night, the interior kept pleasantly snug, although not a trace of fumes or excess heat were evident), starter push-button, cigar lighter, a rather wobbly lamps switch, and, before the driver the instruments, comprising a big 120-m.p.h. speedometer with trip

and total mileage indicators and a 6,000-r.p.m. counter with rather hazy needle, accurate fuel gauge, ammeter and combined water thermometer, oil gauge and thermometer. There is also a choke knob amongst the minor controls, which are white finished like those of a Javelin. There was an irritatingly bright little light that shone in our eyes, adding to fatigue at night, to say please our wipers were working. Unfortunately we had no red nail varnish with us, or we could have dealt summarily with this nuisance. Another light told us that the headlamps were on full beam, but usually the furious flashing of approaching headlamps, fog lamps, spot lamps and searchlights reminded us first! The handbrake is tucked away under the right-hand corner of the dash but is not too terribly inaccessible and holds well. In the centre of the fascia is a drawer divided into two sections; this is where the radio is stowed for those who consider this adjunct appropriate to a sports car. A "grab" is provided on the dash for the passenger's comfort.

The inbuilt headlamps allow of up to 70 m.p.h. or more at night but their beam was too narrow for full vision; they dip by a foot button. The engine pinked on the first tankful of fuel and much more so on the second tankful purchased near Ilchester, but it does not run-on and starts easily. Fuel consumption appeared to average better than 25 m.p.g., sparing the car hardly at all and inclusive of much town driving. Some oil was needed but no water—and over 1,000 miles were covered in three days and a night. The Zenith carburettors suited the engine admirably.

The rear-view mirror is inadequate with the hood up, in spite of a very generous rear window, but forward visibility through the sloping V windscreen is very adequate, although the wipers didn't clean all of it and were in any case unable to cope with a combination of speed and heavy rain. The interior of the body is rather well provided with bits and bobs, mainly concerned with the hood, that served to keep awake a lolling, morpheus-bound passenger. A central switch controls self-cancelling trafficators, one of which tended to stick. The trailing doors assist easy entry and exit from this low-built car, and the leg and head room earned praise. Midguts apart, the Jupiter is virtually a two-seater.

This detailed analysis of the latest Jowett product reveals a number of shortcomings, but they are mostly minor ones, happily masked by the excellent average speeds, the comfort, handiness, and economy of this 88-m.p.h. newcomer. The 1½-litre class of sports car, extremely well represented in this country before the war, has been sadly neglected of late, and the Jupiter is a welcome recruit and, moreover, a car of outstanding performance for this engine capacity, as emphasised by its class win in this year's Le Mans 24-Hour Race, when it averaged 75.8 m.p.h.

We predict a very successful future for the Jupiter, at home and in overseas markets, and we shall watch it in 1951 sports car races with our interest magnified by the excellent impressions we formed of it during an arduous road-test.—W. B.

CARS I HAVE OWNED

—continued from page 614

hack is nobody's darling and everybody's slave, and the car which fills that role with credit must have the constitution of a rhinoceros. The Standard had. It didn't need the petting which it never stood a dog's chance of getting. And on it went, for thousands upon thousands of uncomplaining miles. Often we should have been "lost" without that car, and I remember it with the affection and gratitude one feels for a faithful draught horse.

Rover, in common with Bentley, is a *marque* of which I never tire. More than anything else, it is Rover's superb finish which appeals to my fastidiousness. Between 1939 and the present day I have been lucky enough to own six Rovers—two Tens, a Fourteen Sports, a Sixteen Sports (all these were pre-war models) and, since 1945, a P3 Seventy-Five (*i.e.*, the Old Look job with the new i.f.s. chassis and other improvements) and finally one of the P4 Seventy-Fives with New Look bodywork. This last is still in my garage, daily impersonating Bentley manners in the most endearing fashion.

All these Rovers have behaved amazingly well, despite the fact that an accelerator foot attuned to Bentley impregnability does not exactly spare the horses. I have in fact driven all the Rovers the way I drive a Bentley—flat out *ad infinitum*. And they love it. After twenty, thirty thousand miles, it would be difficult by feel to distinguish their engines from just-run-in. Their wearing qualities are phenomenal for a relatively small unit. And their bodies stay silent longer than the bodies of any car you can cite for comparison on the basis of cost, wheelbase or engine-size.

The Fourteen Sports served me right through the war, and after, and knocked up 70,000 miles. The P3 aggregated 30,000 miles. Between them, these six Rovers have totalled 200,000 miles in my hands. On all counts, I should rate the current P4 as one of the most attractive cars it has ever been my lot to handle. Effortlessness itself, it simply asks to be driven on the limit, and no amount of hard treatment fetches a creak from its coachwork.

The Bourne family of Rovers, like the Bentley clan, have a recurring registration number—DCT 17—which is "handed down from father to son." I have a slight "thing" about the numeral 17, which happens also to be my 'phone number.

Five more cars, three of them small and relatively inexpensive, a Triumph Roadster, a Standard Eight drophead, a Wolseley Eight, an A40 Austin and a Hillman Minx have served me since the war. The Wolseley, now of course obsolete, was sturdy, reliable and perhaps the best finished "8" ever marketed, while the Austin and the Hillman both very strikingly exemplify the enormous advance—revolution would be hardly too strong a word—that has taken place since pre-war days in the cars of this low-price field. I am, as may have been gathered, a subscriber to the Laurence Pomeroy school of thought in the sense that I refuse to nurse a car, no matter what its selling price, no matter what its

engine's piston speed at maximum road velocity. If it blows up under the stress of my kind of driving, that isn't my fault, that's the designer's fault, or the fault of poor materials and workmanship. Before the war one couldn't have got away with this attitude as regards quantity-produced small cars. Today, anyway with the A40 and the Minx, one can, thanks to the astonishing durability of their engines and chassis generally. Before the war one wouldn't have *wanted* to get away with such driving of such cars, because the contemporary hard springing and high unsprung weight would have involved too much personal punishment; today, on either the Austin or the Hillman, I find myself averaging 45/50 m.p.h. over long distances without the smallest discomfort.

That is progress. That is the kind of service which makes a modern car owner's fingers itch for pen and paper when letters appear in the motoring Press regretting the passing of the "good old days" and insisting that design has stood still—or even retrogressed—since the 'thirties. Nonsense!

The Triumph Roadster, black-bodied with blue upholstery, was my first post-war car, while the little Standard was the contemporary of BCT 32, No. 1 in the Mark VI Bentley series. The Standard sticks in the memory as the most economical vehicle I ever operated (some of its consumption figures, of which unfortunately I haven't a record now, were phenomenal) while the Triumph is remembered for its fine road manners and the vast impression it made on Continental motorists at a time when post-war British cars were as yet something of a curiosity across the Channel. At Geneva in 1946, occasion of the Grand Prix of the Nations which virtually marked the post-war renaissance of motor-racing, the sleek roadster had crowds around it the moment one parked it, and from the comments it was obvious that in the opinion of discriminating Swiss, Frenchmen, Italians and the rest, the Triumph augured well for Britain's export trade in the years to come. Appearances didn't lie. During that 1946 season the roadster carried me all over the Continent at speeds which, but for the corroborative evidence of Laurence Pomeroy, who was so enchanted with a road-test sample that he subsequently acquired a replica for personal use (and wrote of it in *The Motor* with uncharacteristically extravagant superlatives) would have taxed the credence of friends to whom I extolled it.

Stop Press!

HARROW C.C. COTTINGHAM TRIAL

WINNER: A. G. Imhof (1,172-c.c. Imhof).
C. L. J. TROPHY: W. H. Waring (Dellow).
DRYDAN CUP: A. W. Francis (H.R.G.-Mercury).
COMMITTEE CUP: M. Wilde (Ford Ten).

SOUTHSEA M.C. HUNT TROPHY TRIAL

HUNT TROPHY: W. H. Waring (Dellow).
TEAM AWARD: Burgess, Imhof, Waring.
FIRST-CLASS AWARDS: Sweeney (Ford Ten), Crump (Marden), Spence (Spence).
SECOND-CLASS AWARDS: Blundell (B.B.S.), Burgess (Burgess), Faulkner (Mercury), Imhof (Imhof).

REMEMBER the Eric-Campbell? That was the first car I ever owned. Where they got the "Eric" from I don't know, but Campbell, as a matter of interest, was the second Christian name of Capt. Macklin (later Sir Noel), who founded the *marque* and was later to give us the Invicta and the Railton. As regards detail, I can't claim to have any very clear recollections of the Eric-Campbell. With its aluminium body, general spideriness and taper tail, it typified the small sports car of the immediate post-Kaiser-war era. I owned mine when I was up at Cambridge, following demobilisation from the Guards, but soon replaced it by the 1½-litre Speed Model Hillman which gave me entry into competition work.

The Hillman is also remembered with affection as being the first of the many cars of mine on which Amherst Villiers, later widely celebrated in connection with his work on my Vauxhall Villiers and the late Tim Birkin's blower Bentleys, expressed his genius as a tuner. Amherst and I had been at school together, and it was while we were both at Cambridge that I acquired and he tuned the Hillman.

As delivered, the Speed Model would show 56 m.p.h. in top gear—and 60 in second! By the time Amherst had finished experimenting with the carburation, polishing the head and ports, fitting stronger valve springs, raising the compression and, in fact, going through all the recognised hotting-up processes (plus perhaps a few *not* generally recognised, but certainly valuable), the car had a maximum of over 70 m.p.h., and greatly improved acceleration. Also, incidentally, the note from its large outside copper exhaust had gained substantially in phon-power.

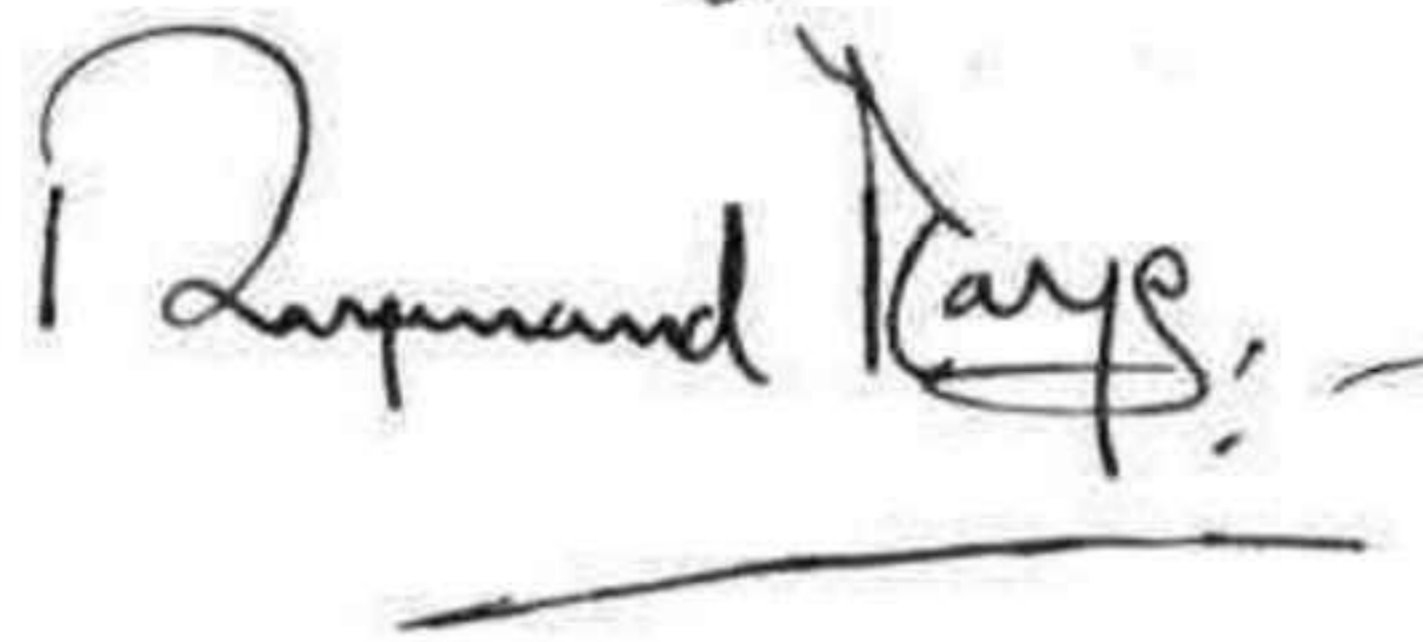
The Hillman's main function in life, of course, both at Cambridge and later when I was based at Glastonbury, Somerset, learning the wool business, was day-to-day transport on the road, but it is natural that I should remember the car best for its sprint performances, particularly as this Hillman, uniquely so far as I am concerned, made f.t.d. the very first time it ran against the clock.

That was in the Inter-Varsity hill-climb of 1920 at Aston Clinton, which Cambridge U.A.C. won. Later, when the Hillman people came to recognise the modest merit of the hill-climb exploits of this basically standard, amateur owned and tuned car, they were kind enough to subsidise me with special bits and pieces cast off by George Bedford, their works driver. And thus began a long and very pleasant association with the *marque* Hillman, destined to flourish right up to, and into, Rootes Group days.

With the aid of the ex-works bits and pieces, the old Speed Model was finally urged up to a maximum of over 80 m.p.h. In addition to making f.t.d., as already related, at the first time of asking, the car also won its first Brooklands race—which was my first Brooklands race too—and ran second the same afternoon in its second Track event.

Much has already appeared in print concerning my two "Brescia" Bugattis, "Cordon Rouge" and "Cordon Bleu," and although it is true that the "Brescia" was turned out as a full road car, these particular Bugs. are best remembered for their racing exploits; they thus

CARS I HAVE OWNED

by


"Cars I Have Owned" originated in **MOTOR SPORT** during the war and over fifty articles under this heading were published. So many readers have pressed us to resume them that we have decided to ask well-known personalities to contribute their experiences, which we shall include from time to time as space permits. Number one in this new series is by Raymond Mays, who, as the famous British racing driver responsible for the B.R.M., needs no detailed introduction.—Ed.

come on the border line of eligibility for this memoir and I shall be appropriately brief regarding them.

"Cordon Rouge," it may be recalled, was one of the first batch of three 6 ft. 5 in.-wheelbase "Brescias" to be imported into this country; Leon Cushman, works driver for Bugatti, had one, Eddie Hall another and myself the third. From the "road" point of view the most interesting thing about my Bugatti operations was the method adopted for giving a quick switch over from touring to racing trim

and vice versa (apart, that is, from such visible and obvious measures as removing and replacing wings, silencer, etc.).

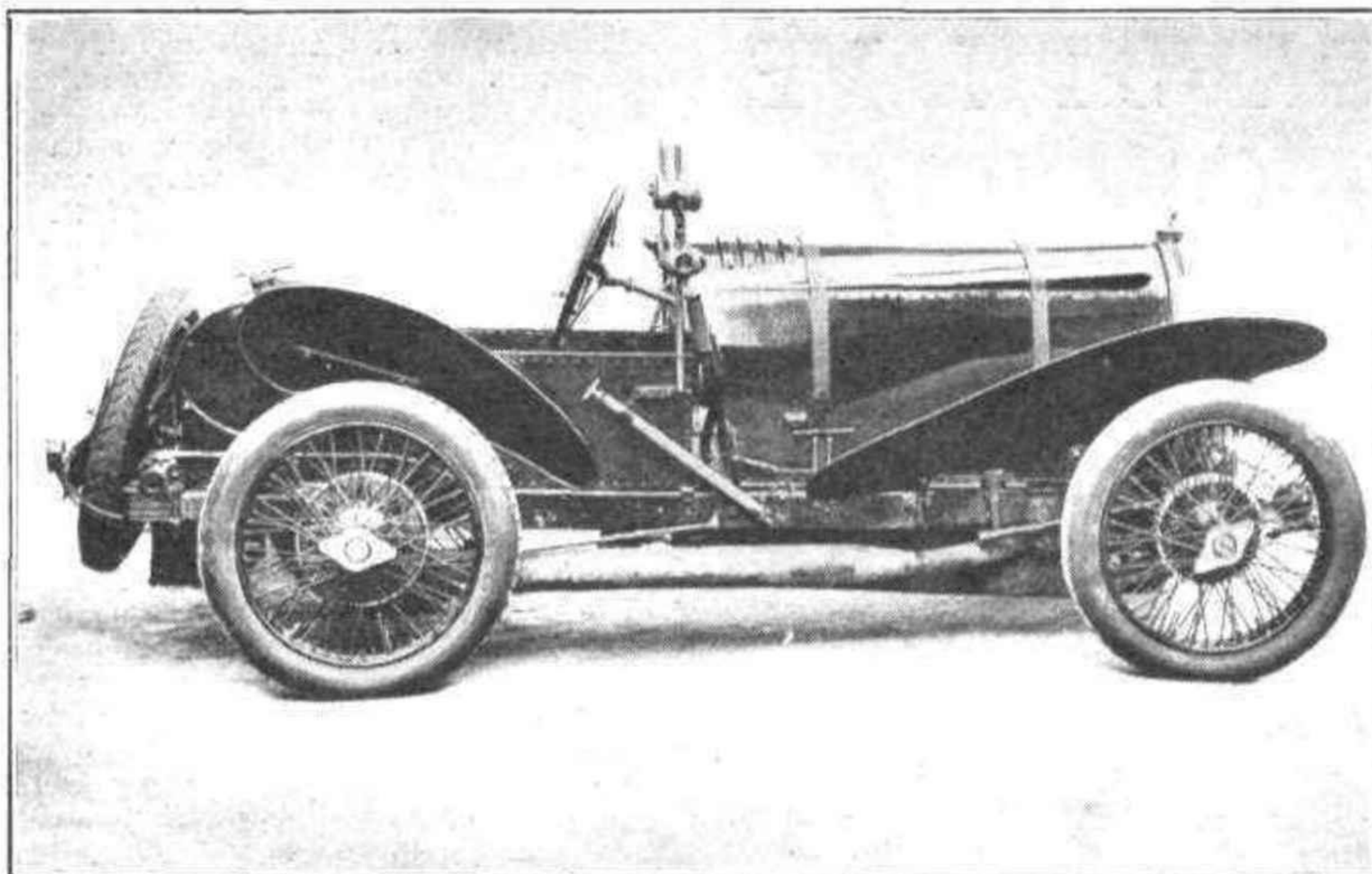
The fuel used for racing was the alcoholic R.D.2, which, however, was highly expensive and thus out of the question for the journeys to and from hill-climb venues. We therefore had the tank compartmented, the main reservoir being for ordinary petrol and the secondary one for R.D.2; two separate pipelines were of course rigged up to the carburetter. As regards the engine, we made up an 8-mm. thick compression plate in a tough aluminium alloy and divided it centrally along its axis. The block with its integral head being detachable at the base of the barrels, it was thus only a question, on arrival at the scene of action, of slackening off the holding-down bolts, whipping out the compression plate, taking up the adjustment of the vertical drive to the o.h. camshaft and turning the two-way fuel tap into the "alcohol" position and fitting the appropriate carburetter jets. When the meeting was over we simply repeated the process in reverse.

This simple device worked well and was among the small brainwaves which impressed the late Ettore Bugatti when, at his invitation, Amherst Villiers and I visited him at the Molsheim works in the winter of 1923 and demonstrated "Cordon Rouge" in his all-but royal presence!

It was during this period that I owned my first saloon car, which was also the only American vehicle I have ever possessed. This machine, one of the square-bodied, six-cylinder Hudson Essex "coaches" (how well that term was chosen!) did yeoman service as a tender to the brilliant "Brescias," and despite its unpretentious origins did not escape our passion for hotting-up anything and everything that passed through our hands. On discovering that the cylinder bore of the "Brescia" was identical, by



INITIAL SUCCESS.—In this Speed Model Hillman Raymond Mays made f.t.d. on his very first appearance in a speed event and also won his first Brooklands race.



ROAD-EQUIPPED!—Mays' famous Brescia Bugatti "Cordon Bleu" in the trim in which it was driven to and from speed trials.

a remarkable coincidence, with the Hudson's, we fitted the latter with a set of Bug. pistons, thus raising the compression considerably, and added a high-ratio back axle to exploit the non-standard power. It would surprise me if a faster Essex "coach" ever ran on British roads—or perhaps any roads—and some quite astonishing averages were put up en route to the meetings of the day.

During 1925, while we were developing and racing the supercharged 1½-litre A.C., I used a 2-litre sports two-seater A.C. on the road; this was the property of the makers and thus strictly speaking is out of order in an article specifying personal ownership, but I would like to duck under the editorial guard to record that that sports A.C. was a beautifully made and designed little job, years ahead of its time.

The year 1927 brought a new 2-litre Lagonda to the Bourne garage. I had by now come to the realisation that the special requirements of a racing driver, and also those of a fairly average businessman—which I was for probably 300 days a year—demand a closed car, and this Lagonda carried a fabric saloon body. Since the early 'twenties I have actually owned only two open cars. Although perhaps on the heavy side for its engine power, the 2-litre Lagonda was an extremely staunch and willing performer, and, by arrangement with General Metcalfe, then the head of the Staines firm, it served as a guinea pig for a number of experiments thought out by Amherst and myself.

By now thoroughly in love with Lagondas as a *marque*, I successfully moved heaven and earth to meet the cost of changing to one of the new 3-litre sixes which were introduced at the 1929 Motor Show. In fact, the fabric saloon I acquired, finished in the special midnight blue that I have so often favoured since, was the actual Show car. Incomparably smoother than its immediate predecessor, as one would expect, this car was true "vintage" in the best as well as definitive senses, and gave me just the requisite combination of refinement and appetite

for hard work in the service of both racing and wool enterprises.

It need be no secret that the ownership of such a patrician vehicle was really beyond my means, but then, if it comes to that, so has been the ownership of many fine cars owned since, it being my experience that, in a curious sort of way, this habit of "driving beyond one's bank balance" adds extra zest to one's motoring (along with the extra anxiety!).

After the Lagondas came the two 4½-litre Invictas, sharing the roles of road transport and racing cars. I have those big, low-slung Invictas to thank for some of the most thrilling, if not exactly the most comfortable, road journeys of a lifetime. The six-cylinder, push-rod o.h.v. engines were of course rough by 1950 standards, but they possessed the sovereign virtue of allowing almost limitless scope for development beyond the outputs originally envisaged. One of them I drove really large road mileages in racing trim, on alcohol fuel, giving a maximum speed of over 120 m.p.h., and enabling long main-road hills to be zoomed over at the century. The ultra-low centre of gravity gave outstanding cornering properties up to an advanced point, after which, due to the unusual disposition of the main weight masses, the back end was apt to "break away" with somewhat startling abruptness.

Next came a succession of Rileys, occupying almost the whole of the early 'thirties era. The first two were saloon "Nines," one fabric, the second coach-built. Then followed a brace of 1½-litre sixes, one with a single carburettor engine, the other with triple carburetters. The latter, my last representative of the *marque* on which the E.R.A. design was based, was special in a number of ways. Black-finished, with ebony eggshell instrument board and fillets, it had deep saxe-blue upholstery and chromium-plated knock-on wheels with special Elektron brake drums completely filling the wheels. In any company, that car was a one-off Concours d'Elegance, and its admirers were legion. Finally, its

engine was taken out and replaced by an E.R.A. unit with the blower pressure slightly reduced, and in that form it would see 105 m.p.h. But, being standard in outward appearance, the surprises it gave optimistic challengers on the road were something to see! By way of general reinforcement to take care of the enormously enhanced power, we added extra cross-bracing to the front of the frame and stiffened up the shock-absorbers; the front end, however, was a little inclined to dither at really high speeds.

Peter Berthon and I (he eventually became the E.R.A.-Riley's owner) took it to Switzerland for the winter sports in early '35, and even in Swiss temperatures at the year's coldest season the engine would invariably start at a touch of the button.

All told, I reckon that my various Rileys gave me over 200,000 miles of deeply satisfying motoring.

I think I have derived more happiness from driving Bentley cars made by Rolls-Royce, than from any other experience in life; the word happiness is deliberately chosen—"pleasure" wouldn't do justice to the emotion. The modern Bentley is a work of art with unsurpassed utilitarian qualities. It has a sophistication that not even the cleverest counterfeiter could hope to simulate.

CTL 17, the Mark VI pressed-steel saloon, now occupying my garage at Bourne, is the tenth Rolls-built Bentley I have operated. The first, BUV 932, was a 1935 3½-litre. The four other pre-war cars were all 4½-litre chassis mounting standard coach-built saloon bodies, No. 4 having overdrive transmission. The fifth did not actually belong to me but was lent by the makers; this car, the delectable DXM 222, carried Ken Richardson and I thousands of arduous miles in South Africa when we raced a works E.R.A. there during the winter of 1937/8. Purely as a matter of business prestige (half, or sometimes more than half, of my passenger cars' lives are spent in the service of the family wool-brokerage firm) changes were made before the war at roughly twelve-month intervals, in which period it was usual to score up between 50,000 and 60,000 miles.

I never disposed of a Bentley without a pang, and never because it showed the slightest symptom of resenting an almost unvarying diet of what, in any other context, could only be called over-driving. You cannot, of course, over-drive a Bentley.

I took delivery of Bentley No. 6, a 4½-litre Mark VI with the standard pressed-steel saloon body, in February, 1947. Between that date and May, 1948, when the first of four, all retaining the CTL 17 number, supplanted it, BCT 32 knocked up about 35,000 miles, and among other distinctions was "sampled" by more racing celebrities than (I should think) any other example of the *marque* before or since, including the late and much lamented Raymond Sommer, Louis Chiron, Signor Guidotti—Alfa's racing chief—and the late Achille Varzi and Count Trossi. As I was able to report in an article in the *Motor* at the time (this car, incidentally, was used by the *Motor* for its official road-test),

BCT 32 fetched veritable dithyrambs of praise from all these famous men. As implied earlier in this paragraph, the registration number CLT 17 has been permanently earmarked for my successive Bentleys.

One could write a book on this Bentley tensome. In fact, looking back it is difficult to select particular performances for special mention, so phenomenally high has been the general standard of the cars' behaviour. As many of MOTOR SPORT readers will know, it is my custom, and has been since 1935, to use the current Bentley saloon for striking up intimate pre-practice acquaintance with the various road circuits over which I am due to race. It would understate the case to say that the Bentley is the best bet for these "undress rehearsals"; so far as I am concerned it is the only bet.

Such rehearsals demand a very exacting amalgam of qualities in a car. Certain of the Bentley's rivals no doubt possess some of these traits, but I know of no other *marque* that packs them all into one wheelbase. Let me tot them up.

Naturally, you have to have speed. You can't have racing car speed in a vehicle designed to carry four or more adults in the height of luxury, but with a 4½-litre Bentley under you you can have a quickly reached century anyway, which is enough for getting the feel of all but the fastest sections of many courses.

Second, you must have controllability approximating closely to racing standards, and that, pre-eminently, the modern Bentley does give. Extraordinary as it may sound, bearing in mind the supposedly adverse effect on cornering stability of a closed car's "top-hamper," it is nevertheless a fact that in cornering power the saloon Bentley is the equal of any of the pre-E-type E.R.A.s, except when the corner in question is one which one would deliberately power-slide.

Third, you must have the utmost comfort, not merely in the static sense, but as regards long-term resistance to fatigue. Nothing else on wheels, within my pretty catholic experience, matches the Mark VI on this count. Make a mental list of the world's fine automobiles—French, Italian, American, anything—and ask yourself this simple question: Could I, after driving 600 miles or more from home base to race venue, cruising at eighties and nineties for hours at a stretch in the process, could I willingly and zestfully set myself, the same evening, to thrash the same car around a completely unfamiliar road circuit for further hours at a stretch? Yes, and enjoy it. To say that I have done this, and hope to do it again, implies no personal boast; any fit and habitually fast driver could do it, and go to bed without an ache in his body, on any saloon Bentley that had Rolls-Royce craftsmanship behind it.

Fourth, you must have silence, because authority is liable to frown on these undress rehearsals, and fostering the legend of the "Mad Engleesh" is no part of your ambition. Well, nothing is quieter, nothing is less obtrusive than the Bentley. It doesn't even draw attention to itself with the phoney streamline beloved in a hemisphere that shall be nameless, it scorns allegedly pretty bulges and disdains chrome-slashed flutes and gimmicks and ornamentations. A

speeding Bentley earns a "Pass, friend" where many a rival would set the gendarme's notebook-hand plunging pocketwards.

Fifth and last, but far from least, you must have a car which is utterly reliable and inhospitable to "gremlins." I have said already that you cannot over-drive a modern Bentley, and that statement needs no qualification. The engine is so superbly balanced that an absent-minded driver will often remain in third in the mistaken belief that he is already in top. Whatever else they give me for an epitaph, it won't be "He was kind to engines," yet if I were a saboteur, I wouldn't know how to burst a Bentley engine, short of dropping pebbles through the plug holes. Not, of course, that the *marque's* incredible ruggedness stops at the power unit. The transmission, too, takes untold hardships unflinchingly, and the body—more especially this current steel one—resists rattle development long after more garrulous contemporaries have found little elusive voices.

Old BUV 932, the original 3½-litre, soon proved to us the *marque's* unique talent for racing rehearsals. In fact, I have always given that car a large share of the credit for my E.R.A.'s victory in the 1½-litre Eiffel race at the Nurburg Ring in 1935. This was my first visit to the Ring, and, the Ring being notoriously Europe's hardest-to-learn road course, our expectations of success were not of the brightest. My E.R.A. won because her driver—with the aid of Paul Berthon, Peter's brother, who rode in the front passenger seat—was able to pack a normal five seasons' circuit memorisation into six days. All day, for six days in a row, the Bentley was stormed and thrashed round that fantastic 14-mile course. Granted we could have attempted the same curriculum on any make of car, but whether we should have finished up in one piece is another question.

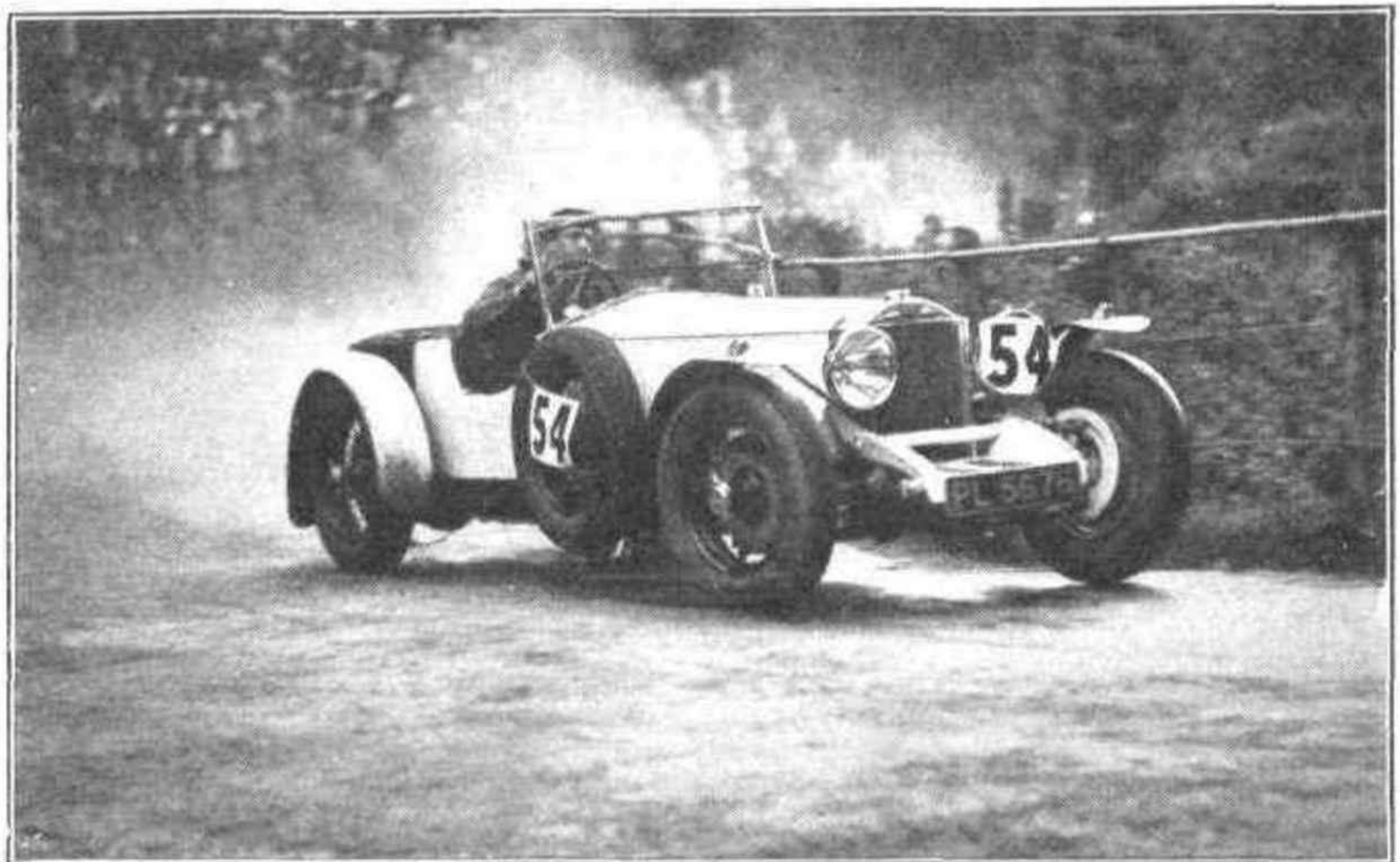
It wasn't merely that BUV 932 stood up to this diabolical "thrashing," though that in itself was remarkable enough; not once but a dozen times Paul Berthon

and I owed our survival to the Bentley's genius for covering up the driver's human errors in what was in effect a game of high-velocity blind man's buff. (The Nurburg Ring bristles with summits and turns affording zero visibility, where if you make a wrong guess about "what comes next," you are apt to run out of Vaterland in a big way. It was in such precincts that the lightning responsiveness of the Bentley's controls so often averted blood-chilling prangs).

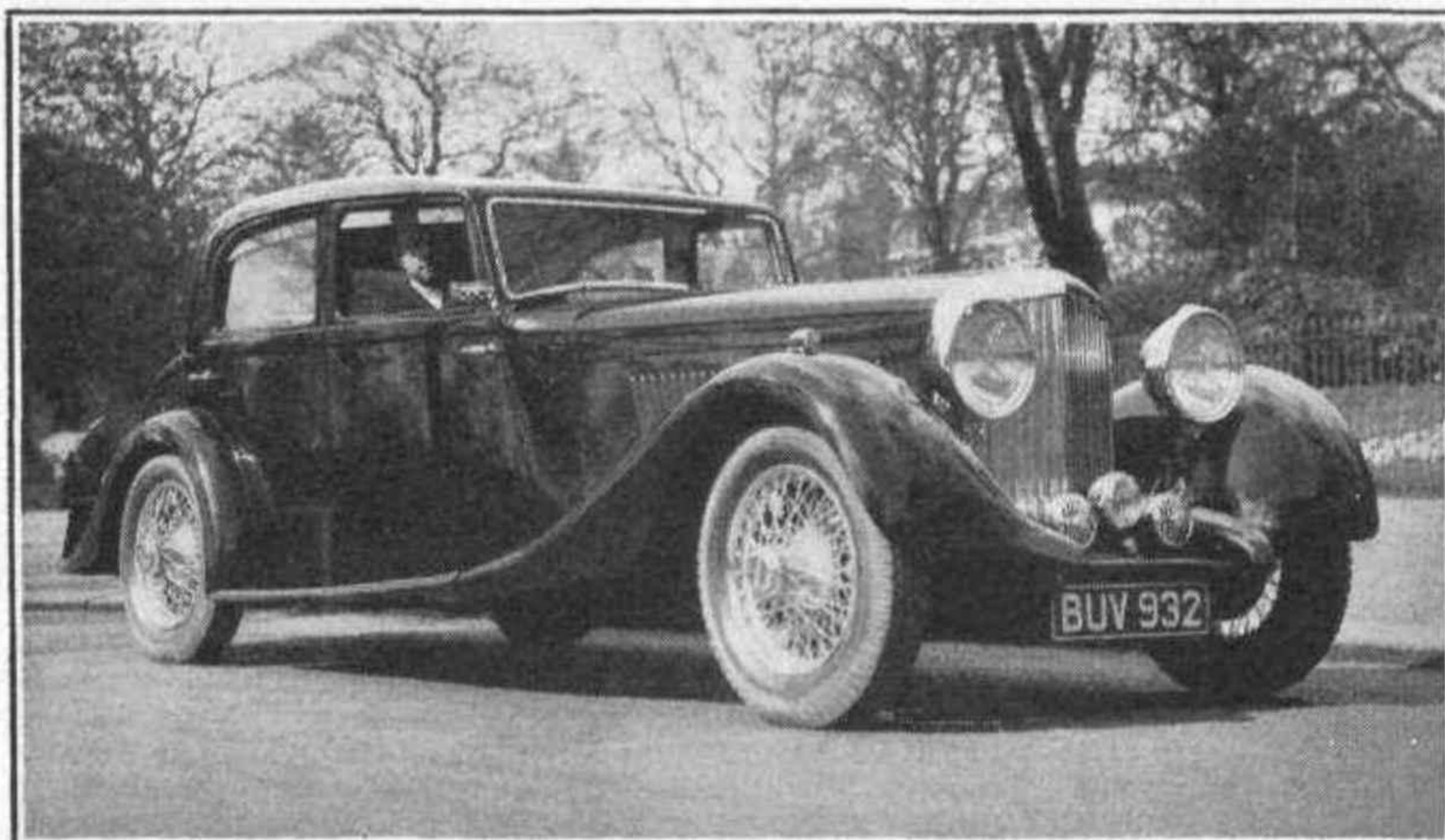
Foreign circuits on which my various Bentleys have served their turns in unofficial training include Monte Carlo, Berne, Peronne, Geneva, Nurburgring, Albi, Nimes, Cape Town, Johannesburg and East London. The benefit derived from these rehearsals cannot, of course, be computed in figures, but it would surprise me if, on the average, they were worth less than 2 seconds per lap; at Nurburgring the pay-off would naturally be much better than that.

There was a fascination about the overdrive model which tempts one to speculate upon the effect that such transmission would have on the behaviour of the Mark VI. Personally, with full realisation of my own responsibility if the worst should befall—which it never did—I flatly disregarded the warning issued to owners by Bentleys through the medium of their advertisements before the war, and prior to the overdrive models, to the effect that full throttle should not be continuously used on the Continent's die-straight *autobahnen* and *autostrade*. In the overdrive car on such highways we habitually maintained cruising speeds nearer the century than ninety, while with the normal transmission we would hold eighty-fives and nineties (indicated) for just as long as the road kept on going straight.

Such treatment never induced the smallest trace of roughness; never once did an engine "run a fever" or continue to rotate without benefit of electricity after being switched off. The great accuracy of Rolls Royce fitting standards was



4½-LITRES UNBLOWN.—One of the two low-chassis "100-m.p.h." Invictas with which Mays had some exciting motoring, seen here at his favourite venue, Shelsley Walsh.



THE FIRST OF MANY.—Raymond Mays is delighted with his Bentleys, of which he has used ten of the Rolls-Royce breed, including his present Mk. VI. Here he is seen with his first, a 3½-litre.

reflected in an incomparable absence of friction throughout the chassis, this in turn paying dividends in terms of m.p.g.

For example—and here I am quoting a carefully kept log, not just speaking from memory—the overdrive job gave 16 m.p.g. when cruised at upwards of eighty and turned 20 m.p.g. when handled more leniently. Considering that this car, in common with all the others, made no concessions to aerodynamic form, real or supposititious, one cannot help pondering on the relative values of, on the one hand, optimum friction banishment, and, on the other, wind-cheating body treatment. I'll take the former—and stay on speaking terms with rear-seat passengers who like to wear hats!

Satisfactory point-to-point averages by the Mark IV non-overdrive Bentleys which may be mentioned are the following: (1) From the outskirts of Turin to the outskirts of Milan, in the course of a scamper to the Prix de Berne from the Mediterranean seaboard, 91.7 m.p.h.; (2) the 595 miles from Monte Carlo to Paris, by way of Grenoble, at 56 m.p.h. mean, including hurried outspans for meals and fuel; Peter Berthon shared the driving with me that time; (3) here I can't quote figures, but during the South African migration mentioned earlier, Ken Richardson and I drove the works-owned Mark IV from East London to Cape Town, with Lazlo Hartmann and Mme. Hartmann as passengers, in a time which, we were afterwards told, frazzled the existing record for that town-to-town itinerary. The journey led over appalling surfaces most of the way, and more than once, where the road was even less clearly defined than usual, we momentarily "lost" it altogether.

Before dismissing the subject of road averages, the first of the five Mark VIs must take a bow on the strength of one of the most thrilling and delightful road journeys I ever remember—from Brussels to Nimes, in the South of France, in May, 1947. Driven in turns by Ken Richardson and myself, BCT 32 set a running-time average of 57.7 m.p.h.

for the 602 miles; making no deduction for our meal stops, which aggregated 3 hours 39 minutes, the mean came down to 42.5 m.p.h. [I can well believe this, for in 1938 I drove a pre-overdrive 4½-litre Bentley the 702 miles from London to John O'Groats in 13 hr. 53 min., a running time average of 50½ m.p.h. and an overall average of 46 m.p.h. with stops for fuel and food, and in 1941 I covered 100 miles on ice-bound roads in a Mk. VI in under 2 hours.—Ed.]

Let no one make the mistake I made and imagine his motoring education complete when he has known and loved the pre-war types of R.R.-built Bentley. The o.h.i.v. Mark VI is so profoundly and fundamentally different from its o.h.v. ante-types that a complete mental reorientation is necessary when switching from the old to the new, and I admit that, due to my own error in trying to apply the Mark IV driving technique to the Mark VI, my grasp of the latter's fascination did not come instantly. It is only when you take yourself, so to speak, behind the designer's mind, and realise that he has deliberately out-hopped the march of time in creating a piece of machinery which, in one swoop, reduces its demands upon the driver's mental and physical capacities by 50 per cent. that you find yourself fully "sold" on this concept of the high-performance automobile. In a sentence, the Mark VI does all that the Mark IV would ever do—more in most respects—without it much mattering whether the driver brings skill and finesse to his job or not. If he does, well and good . . . certainly his Bentley motoring will not be a whit less zestful in 1950 than it was in '38.

Other things being equal—terrain, weather and suchlike—a given driver, as I have proved to my own satisfaction again and again, will get from A to B more rapidly on the post-war car than the pre-war; and this superiority is not wholly a measure of comparative acceleration, speed and braking figures, although by that token it deserves to go on record that no passenger car I have ever driven has braking to compare with my current

Mark VI; here indeed is the proverbial gnarled fist in a silken glove, as one would expect when R.R.'s famed servo motor enters into matrimony with the finest and costliest brake gear that ever crossed the Lockheed and Girling portals. No, apart from those tangibles there are other, imponderable factors, not less important in the long run, by which I mean the run of 600 miles in the day and more. Where the Mark IV was very good over bad surfaces, the difficulty with its descendant is to know that a bad surface is bad. The technical "brass" can prove by geometry and high-powered arithmetic that an independently sprung chassis must be less cornerable than a first-rate beam axle layout, but a Mark VI owner needs no letters after his name to demonstrate that he can go round a turn faster with his i.f.s. than he could on the "cart springs" of his 'thirty-niner Bentley. Don't ask me why, because I haven't letters after my name.

The torque characteristics of the current engine, too, are utterly different, of course. One drove the Mark IV like the sports car it was; if one were in a real hurry one drove it like a racing car, and reaped due benefit from those hundred-times-repeated silken flicks of the change lever. Well, you *can* do the same on the Mark VI, but you won't get there any quicker. On short journeys, undertaken perhaps for the sheer love of driving, this accent on indolence can be almost irksome to an enthusiast pilot at first; it is when upwards of 500 miles have to be crammed into a day that the joy of the new order asserts itself. Frequent gear changing is one of the things which, over really long distances, subtly and insidiously piles on the physical and mental fatigue. It is only when relieved of it that the driver notices how, beyond a four-century mileage, he is *still* hitting nineties with perfect serenity, *still* leaving his braking late, *still* going through open corners with his tyre treads a-squeal. Don't let us despise the creature comforts in our motoring, for that way lies cant and humbug.

Talking of tyres, I would be doing less than justice to the modern Bentley's Indias if I let it be thought that they erred on the side of noisiness. Tyre construction and performance is a subject which has always specially interested me and, after prolonged experience of most of the world's leading makes, I can say that I have never met the equal of Indias for cornering power, silence and wearing qualities. Under lateral stresses which, with a lesser breed of cover, would result in the tyres being literally torn from their rims, the Indias have never let me down, never skidded without deliberate and irresistible compulsion, and never punctured.

For convenience, I have lumped all ten of my Bentleys together in this reminiscence, but this has involved a slight departure from chronological sequence inasmuch as, in 1937, the contemporary Bentley had a smaller stablemate in the form of a Standard Twelve saloon. "Hack" is a term sometimes used in a semi-contemptuous sense, and the Standard did in fact serve the Bourne stable as a hack. A

Continued on page 610

THE RACES OF 1950

GRANDES EPREUVES

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed, m.p.h.
May 15	British G.P.—202 miles	Silverstone	Farina (Alfa-Romeo)	Fagioli (Alfa-Romeo)	Parnell (Alfa-Romeo)	90.95
" 21	Monaco G.P.—198 miles	Monte Carlo	Fangio (Alfa-Romeo)	Ascari (Ferrari)	Chiron (Maserati)	61.29
" 30	Indianapolis " 500 "—323 miles (rain)	Indianapolis	Parsons (Offenhauser)	Holland (Blue Crown)	Rose (Offenhauser)	124.04
June 4	Swiss G.P.—190 miles	Berne	Farina (Alfa-Romeo)	Fagioli (Alfa-Romeo)	Rosier (Talbot)	92.68
" 18	Belgian G.P.—306 miles	Spa	Fangio (Alfa-Romeo)	Fagioli (Alfa-Romeo)	Rosier (Talbot)	109.98
July 2	French G.P.—311 miles	Rheims	Fangio (Alfa-Romeo)	Fagioli (Alfa-Romeo)	Whitehead (Ferrari)	104.77
Sept. 3	Italian G.P.—313 miles	Monza	Farina (Alfa-Romeo)	Ascari and Serafini (Ferrari)	Rosier (Talbot)	109.63

INTERNATIONAL FORMULA I RACES

April 10	Pau G.P.—189 miles	Pau	Fangio (Maserati)	Villoresi (Maserati)	Rosier (Talbot)	58.40
" 16	San Remo G.P.—189 miles	Ospedaletti	Fangio (Alfa-Romeo)	Villoresi (Ferrari)	Pian (Maserati)	59.61
" 30	Paris G.P.—195 miles	Montlhery	Grignard (Talbot)	L. Gerard (Delage)	Versini (Delage)	93.20
June 15	B.R.D.C. British Empire Trophy —140 miles	I.O.M.	Gerard (E.R.A.)	Harrison (E.R.A.)	de Graffenried (Maserati)	70.05
July 9	Bari G.P.—199 miles	Bari	Farina (Alfa-Romeo)	Fangio (Alfa-Romeo)	Moss (H.W.M.)	77.42
" 13	B.A.R.C. Jersey Road Race— 176 miles	St. Helier	Whitehead (Ferrari)	Parnell (Maserati)	de Graffenried (Maserati)	90.94
" 16	Albi G.P.—188 miles	Albi	Rosier (Talbot)	Gonzales (Maserati)	Trintignant (Simca)	99.67
" 23	Dutch G.P.—234 miles	Zandvoort	Rosier (Talbot)	Villoresi (Ferrari)	Ascari (Ferrari)	76.58
" 30	G.P. of the Nations—170 miles	Geneva	Fangio (Alfa-Romeo)	de Graffenried (Alfa-Romeo)	Taruffi (Alfa-Romeo)	79.23
Aug. 12	Ulster Trophy—111 miles	Dundrod	Whitehead (Ferrari)	Gerard (E.R.A.)	Harrison (E.R.A.)	84.32
" 15	Pescara G.P.—256 miles	Pescara	Fangio (Alfa-Romeo)	Rosier (Talbot)	Fagioli (Alfa-Romeo)	84.07
" 26	B.R.D.C. International Trophy —101 miles	Silverstone	Farina (Alfa-Romeo)	Fangio (Alfa-Romeo)	Whitehead (Ferrari)	90.16
Sept. 24	G.P. of Czechoslovakia	Brno	Moborka (Maserati)	Sojka (Tacrapijan)	—	—
Oct. 29	Pena Rhin G.P.—195 miles	Barcelona	Ascari (Ferrari)	Serafini (Ferrari)	Taruffi (Ferrari)	93.93

INTERNATIONAL FORMULA II RACES

Mar. 19	Marseilles G.P.—121 miles	—	Villoresi (Ferrari)	Ascari (Ferrari)	Fangio (Ferrari)	67.18
May 7	G.P. de Cinquantenaire—188 miles	Roubaix	Sommer (Ferrari)	Manzon (Simca)	Bonnet (D.B.)	80.24
" 7	Coupe d'Argent—93 miles	—	Orley (Veritas)	Gerbout (R.G.)	—	79.98
" 7	Modena G.P.—189 miles	Modena	Ascari (Ferrari)	Tadini (Ferrari)	Carini (Osca)	67.61
" 7	Circuit d'Erlen (Swiss)—70 miles	Erlen	Villoresi (Ferrari)	Vallone (Ferrari)	Ulman (Veritas)	67.24
" 14	Mons G.P.—116 miles	Mons	Ascari (Ferrari)	Villoresi (Ferrari)	Cortese (Ferrari)	89.06
" 28	Italian G.P.—156.5 miles	Monza	Villoresi (Ferrari)	Ascari (Ferrari)	Serafini (Ferrari)	101.50
" 28	Aix-le-Bain—64 miles	Du Lac	Sommer (Ferrari)	Simon (Simca)	Trintignant (Simca)	46.29
" 28	Frontieres G.P.—67.5 miles	Chimay	Claes (H.W.M.)	Wagner (Meteor)	Berger (Jacey)	86.65
June 4	Swiss G.P.—95 miles	Bremgarten	Sommer (Ferrari)	Trintignant (Simca)	Manzon (Simca)	91.97
" 11	Circuit of the Ramparts— 103 miles	Angouleme	Fangio (Maserati)	Simon (Simca)	Gonzales (Ferrari)	43.25
" 11	Rome G.P.—149.5 miles	Caracalla	Ascari (Ferrari)	Villoresi (Ferrari)	Vallone (Ferrari)	62.30
July 2	Coupe des Petites Cylindres— 126 miles	Rheims	Ascari (Ferrari)	Simon (Simca)	Moss (H.W.M.)	98.70
" 23	Circuit of Posillipo—127 miles	Naples	Cortese (Ferrari)	Macklin (H.W.M.)	Fagioli (Osca)	61.20
" 30	Geneva G.P.—112 miles	Geneva	Trintignant (Simca)	Simon (Simca)	Serafini (Ferrari)	75.10
Aug. 20	German G.P.—227 miles	Nurburgring	Ascari (Ferrari)	Simon (Simca)	Trintignant (Simca)	77.63
Sept. 10	Circuit of Mettet—97.8 miles	Mettet	Manzon (Simca)	Moss (H.W.M.)	Macklin (H.W.M.)	84.95
" 24	Circuit of Perigueaux—85 miles	Perigueaux	Manzon (Simca)	Simon (Simca)	Moss (H.W.M.)	52.76
Oct. 15	Circuit of Garda—183 miles	Lake Garda	Ascari (Ferrari)	Serafini (Ferrari)	Ruffo (Maserati)	75.04

INTERNATIONAL FORMULA III RACES

April 30	Paris G.P.—103 miles	Montlhery	Carter (Cooper)	Bayol (D.B.)	Coldham (Cooper)	62.20
May 13	R.A.C. Race—30 miles	Silverstone	Aitkens (Iota)	Moss (Cooper)	Collins (Cooper)	79.28
" 14	Belgian " Prix de 500 "—37 miles	Mons	Schell (Cooper)	Aston (Cooper)	Dillernius (Cooper)	72.00
" 20	Monaco—30 miles	Monte Carlo	Moss (Cooper)	Schell (Cooper)	Parker (Parker Special)	55.68
" 27	B.A.R.C. International Trophy —36 miles	Goodwood	Dryden (Cooper)	Collins (Cooper)	Cooper (Cooper)	77.23
" 28	Aix-le-Bain—49.8 miles	Du Lac	Schell (Cooper)	Coldham (Cooper)	Sommer (Cooper)	46.08

(Continued on next page.)

INTERNATIONAL FORMULA III RACES—continued

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed, m.p.h.
May 29	Blandford International — 64 miles	Blandford	Bottoms (J.B.S.)	Collins (Cooper)	Brown (Cooper)	76.62
June 11	Coupe des Ramparts—63 miles	Angouleme	Sommer (Cooper)	Bayol (D.B.)	Bonnet (D.B.)	38.00
" 16	Zandvoort—44 miles	Zandvoort	Dryden (Cooper)	Parker (Parker)	Wharton (Cooper)	71.36
July 2	Coupe des Racers—63 miles	Rheims	Bottoms (J.B.S.)	Jonsson (Effyn)	Dryden (Cooper)	81.78
" 30	Rouen	Rouen	Whitehouse (Cooper)	Cooper (Cooper)	Brandon (Cooper)	67.00
Aug. 7	500 Club International Trophy —35 miles	Brands Hatch	Wicken (Cooper)	Whitehouse (Cooper)	Cooper (Cooper)	63.56
" 14	Coupe du Monde—35 miles	Ostend	Carter (Cooper)	Dryden (Cooper)	Wharton (Cooper)	77.61
" 20	Nurburg—85 miles	Nurburgring	Schluter (Monopoletta)	Kreuzer (Cooper)	Frank (Cooper)	64.17
" 26	B.R.D.C. Race—29 miles	Silverstone	Moss (Cooper)	Sommer (Cooper)	Bottoms (J.B.S.)	79.87

SPORTS CAR RACES

Mar. 26	Inter-Europa Cup—2 hours	Monza	Sanesi (Alfa-Romeo)	Stagnoli (Ferrari)	Coinacchia (Ferrari)	91.83
April 2	Targa Florio—680 miles	Italy	Bornigia (Alfa-Romeo)	Bernabei (Ferrari)	La Motta (Ferrari)	53.90
" 23	Mille Miglia—1,050 miles	Italy	Marzotto (Ferrari)	Serafini (Ferrari)	Fangio (Alfa-Romeo)	76.51
June 24/25	Le Mans—24 hours	Le Mans	C. & L. Rosier (Talbot)	Meyrat & Mairesse (Talbot)	Allard & Cole (Allard)	89.66
July 23	Paris 12 Hours	Montlhery	Chinetti & Lucas (Ferrari)	L. Gerard & St. Didier (Delage)	Roosdorp & Pilette (Ferrari)	69.45
Aug. 20	German G.P.—127.5 miles	Nurburgring	Trintignant (Simca)	Gloecker (Veritas)	Schluter (Veritas)	70.00
" 26	B.R.D.C. Production Car Race —1 hour	Silverstone	Ascari (Ferrari)	Serafini (Ferrari)	Walker (Jaguar)	83.72
Sept. 16	R.A.C. T.T.—3 hours	Dundrod	Moss (Jaguar)	Whitehead (Jaguar)	Gerard (Frazer-Nash)	75.15

BRITISH RACES AND SPRINTS

Date	Race and Distance	Circuit	First	Second	Third	Winner's m.p.h. or time
April 10	Chichester Cup—12 miles	Goodwood	" Bira " (Maserati)	de Graffenried (Maserati)	Poore (Alfa-Romeo)	80.63
" 10	Richmond Trophy—29 miles	Goodwood	Parnell (Maserati)	de Graffenried (Maserati)	Shawe-Taylor (E.R.A.)	78.26
May 29	Blandford Trophy—64 miles	Blandford	Lund (Lea-Francis Special)	Dryden (Healey)	Shattock (Atalanta Special)	77.70
" 29	Lombard Trophy—32 miles	Blandford	Green (Cooper)	Martin (Cooper)	Winterbottom (Cooper)	76.62
June 3	Craigantlet Hill Climb	Ulster	Allard (Allard)	Robb (Mercury Special)	Lindsay (Ford Special)	1min.15sec.
" 10	Shelsley Walsh Hill Climb	Worcester	Mays (E.R.A.)	Poore (Alfa-Romeo)	Wharton (Cooper)	38.61 sec.
" 15	B.R.D.C. Manx Cup—70 miles	I.O.M.	Moore (O.B.M.)	Shillito (Riley)	Culpan (Frazer-Nash)	66.66
" 24	Bo'ness Hill Climb	Kinneil	Wharton (Cooper)	Poore (Alfa-Romeo)	Collins (Cooper)	38.1 sec.
July 1	Rest and Be Thankful Hill Climb	Arrochar	Poore (Alfa-Romeo)	Wharton (Cooper)	Mays (E.R.A.)	57.6 sec.
" 8	Leinster Trophy—100 miles	Wicklow	Cahill (Iona Special)	Large (M.G.)	Vard (M.G.)	68.87 sec.
" 29	Blandford Hill Climb	Blandford	Butterworth (A.J.B.)	Poore (Alfa-Romeo)	Wharton (Cooper)	30.36 sec.
Aug. 5	Bouley Bay Hill Climb	Jersey	Wharton (Cooper)	Poore (Alfa-Romeo)	Logan (Cooper)	55.4 sec.
" 7	Nottingham Trophy—19 miles	Gamston	Hampshire (Maserati)	Parnell (Maserati)	Richardson (R.R.A.)	91.10 sec.
Sept. 2	Brighton Speed Trials	Madeira Drive	Mays (E.R.A.)	Rolt (Alfa-Romeo) & McAlpine (Maserati) (Tie)	—	24.4 sec.
" 9	Wakefield Trophy—125 miles	Curragh	Duncan Hamilton (Maserati)	Kelly (Alfa)	Moore (O.B.M.)	78.35
" 10	Prescott Hill Climb	Cheltenham	Poore (Alfa-Romeo)	Allard (Allard)	Mays (E.R.A.)	45.39 sec.
" 30	Woodcote Cup—12 miles	Goodwood	Parnell (B.R.M.)	" Bira " (Maserati)	de Graffenried (Maserati)	78.50
" 30	Goodwood Trophy—29 miles	Goodwood	Parnell (B.R.M.)	" Bira " (Maserati)	Gerard (E.R.A.)	82.48
Oct. 7	Formula Libre Race—19 miles	Castle Combe	Shawe-Taylor (E.R.A.)	A. G. Whitehead (E.R.A.)	Moss (H.W.M.)	81.23
" 7	Invitation G.P.—30 miles	Winfield	Murray (Maserati)	Parnell (Maserati)	Brown (Healey)	78.00

AMERICAN RACES

May 7	Heart Trophy—90 miles	Long Island	Cunningham (Ferrari)	Cole (Allard)	Goldschmidt (Jaguar)	76.93
June 10	Bridgeton—80 miles	—	Cole (Allard)	Collier (Ferrari)	Hunton (Ford-Duesenberg)	79.74
July 9	Linden Race—88 miles	Linden	Kulok (Fraser-Nash)	Koster (H.R.G.)	Pauley (Cisitalia)	84.87
Sept. 23	Watkin's Glen—99 miles	Watkin's Glen	Goldschmidt (Allard)	Cunningham (Ferrari)	Wacker (Allard)	72.70

CONTINENTAL HILL CLIMBS

Date	Race and Distance	Circuit	First	Second	Third	Winner's time
June 10/11	Vue des Alpes	—	Chiron (Maserati)	Bracco (Ferrari)	" Bira " (Maserati)	—
July 2	Sierre-Montana-Crans	—	Stuck (A.F.M.)	Bracco (Ferrari)	Branca (Simca)	9 min. 35.6 sec.
" 9	Mont Ventoux	—	Manzon (Simca)	—	—	13 min. 21.6 sec.
" 30	Susa-Mont Cenis	—	Bracco (Ferrari)	Cortese (Ferrari)	Carini (Osca)	14 min. 23.4 sec.
Aug. 6	Grand St. Bernard	—	Branca (Simca)	Cortese (Cisitalia)	Sighinolfi (Stanguellini)	25 min. 30.3 sec.
" 6	Freiberg	—	Pietsch (Maserati-Milan)	Reiss (A.F.M.)	Bonetto (Milan)	8 min. 16.5 sec.

SUCCESSFUL FIRST SEASON

Some Notes on the 1950 Racing Successes of the H.W.M. Team Gleaned During an Interview with John Heath and George Abecassis.

IN MOTOR SPORT of April this year we described the 2-litre Alta engined H.W.M. cars, of which John Heath was building a team of three in his racing shop at H. W. Motors, for Formula II and sport-car races. The cars were duly completed, and raced at nineteen British and Continental meetings during the 1950 season. The results achieved by this private enterprise team of decidedly limited resources in racing where foreign competition is exceedingly keen were so entirely creditable as to merit greater attention than they have so far received.

When completed the cars were substantially as described in MOTOR SPORT, although, as batteries and starters had to be carried in sports-car races, the total weight, ready for action, was probably just in excess of 13 cwt. Their first engagement was Goodwood on Easter Monday, with an eye to the Madgwick Cup. Two cars were entered, to be driven in various races by Heath, Abecassis, Moss and Baring. Unfortunately, leaks developed in the S.U. carburettor floats at the last minute, but Stirling got a second place.

The cars were then packed up for the "Continental Circus." Two went in a V8 Fordson van, another, plus tools and parts, in a Mercury-engined Fordson van towing a trailer in which more parts, and three 50-gallon drums of racing fuel, were stowed. The first objective was Paris, for the race at Montlhéry on April 30th; 4.2 to 1 back axle ratios had been employed at Goodwood, but these were now changed to 4.0 to 1. It may be mentioned that Heath, who sponsored and managed the team, planned to take alternative axle ratios of 3.7, 4.0, 4.2, 4.5 and 5.0 to 1 for each car, but that until the end of the season not all these were available. New nose pieces were taken to obviate changing crown wheels and pinions and, as the mechanics gained in experience, a change of ratio could be effected in approximately 2 hours per car.

Four carburettors were fitted on Abecassis' car, but this made starting on the starter difficult and much time was lost on the starting line at Montlhéry.

Abecassis later retired with a split exhaust manifold and Moss with a broken oil-pipe, his exhaust manifold also being broken. The cars went on to Roubaix for the Cinquantenaire G.P. the next week-end. Johnnie Claes, whose Lago-Talbot had been stabled at H. W. Motors during the winter, had expressed a desire to try for the Belgian Formula II Championship, so he borrowed one of the two cars entered and Abecassis took the other, Baring joining in with his privately-owned H.W.M. of the same type, which he had purchased as a chassis. Claes finished fourth, Abecassis sixth, but Baring got off with such a rush that his car literally mounted a Maserati that was in its way and was so badly damaged that

Heath only managed, by frantic work, to patch it up sufficiently for it to run a lap and collect its starting money. At the finish George pushed his car over the line because an axle shaft had sheared.

The following week-end saw the H.W.M. contingent at Mons, where all three team cars and Baring's were to run. Two had the 4.0 axles used since Paris, the others 3.7 axles, which made them rather overgeared up the long hill on the circuit—but no more 4.0 ratios were available at that time. Although unable to catch the better Ferraris and Oscas, the somewhat heavier H.W.M.s put up a very convincing show, finishing in line-ahead order in sixth, seventh, eighth and ninth places—respectively, Claes, Moss, Heath and Baring.

Only a fortnight remained before two separate meetings were undertaken. Indeed, all work had to be done away from England throughout the season, such parts as might be required being flown out where possible, Abecassis looking after this side of things if he happened to be at home and not with the team. Under such circumstances, it will be appreciated that a high standard of reliability in the cars, foresight on the part of the team-manager, and absolute co-operation from the mechanics, was a major factor in achieving success.

In due course one car, still with 4.0 axle ratio, left with a mechanic for Chimay, the other two going to Aix-le-Bain. At Chimay Claes scored the first

victory for the team, in this lone H.W.M., winning the G.P. des Frontieres at 86.65 m.p.h., a record, from a Veritas and a Jacey. Incidentally, Claes fitted Englebert tyres as a personal fad for this race, otherwise Dunlops were always employed. At Aix-le-Bain fortune didn't smile, Moss felt so ill that Stan Coldham was put in to take his place. However, Stirling turned up in time, but retired after 20 laps with drive-shaft failures. Heath finished sixth in his heat, but, as it was now wet, he wasn't able to go fast enough to qualify for the Final, the first heat having been run in the dry. In this race, moreover, although Moss had a 4.5 axle, Heath had to make do with a 4.2, for supplies were still not adequate.

Still with only a week's "breather," the cars appeared at Berne for the Formula II Swiss G.P. on June 4th. Raymond Sommer tried one of them in practice and, without having so much as seen an H.W.M. before, after only five laps or so he made fastest time, until Stuck arrived with the A.F.M.! Heath hoped Sommer would drive the H.W.M. in the race, but his Ferrari arrived in time—it was destined to win—so that was that. Fischer accordingly took over this car, as no other British driver was available, and the organisers preferred a Swiss anyway. This, and Abecassis' car, had 4.0 axles, Heath's a 4.2. A return of the leaking-float trouble lost Abecassis most of his chance of learning the course. At first it was thought the fuel might be



ONE OF JOHN HEATH'S favourite reminders of a successful racing season with his team of 2-litre H.W.M.s is this action shot taken at a fast corner during the Coupe des Petite Cylindres race at Rheims.

[Photo by courtesy of "The Motor."]

causing the float centre-tubes to work loose, but eventually a high-frequency vibration was discovered to be the cause, whereupon Heath made up his own replacements.

In the race Fischer finished sixth, Heath eighth, Abecassis ninth—another consistent and convincing show. Next the convoy, headed by Heath's faithful "Light Fifteen" Citroën, moved off to Italy, for the G.P. of Rome; 5.0 axle ratios would have been best suited to the circuit, but were not available, so 4.2 and 4.5 axles had to be used. Another handicap was shortage of racing fuel, and Heath had to start on such a makeshift over-rich mixture that he had no option but to retire. The other cars had no greater luck, Moss losing a wheel when lying third, because fatigue had cracked the hub, after breaking the lap-record, and Fischer breaking a drive-shaft.

Fortunately, there were three weeks before the Coupe des Petit Cylindres at Rheims. The hard-worked mechanics turned to with a will and all was ready by July 2nd; 3.7 axle ratios were fitted, and Moss, Macklin and Heath duly faced the starter. Moss came home third, behind Ascari's Ferrari and Simon's fast Simca, Heath fourth and Macklin fifth, Baring retiring because for some inexplicable reason his differential housing cracked. The men from far away Walton-on-Thames justifiably felt that they were "getting somewhere"!

In cheerful mood the 1,600-mile journey to Bari was undertaken. Here, a week later, Moss repeated his Rheims performance, finishing third, but this time in a Formula I race and one in which the 158 Alfa-Romeos of Farina and Fangio were first and second! The H.W.M. beat the two-stage Maseratis and all the Ferraris! A 4.2 axle was used for this circuit. Fischer retired with a return of the aforementioned float trouble and Macklin for a very odd reason. In the garage the night before a short in an electrical circuit had resulted in a bad fire and in the excitement of extinguishing it and repairing the damage, it was overlooked that his back-axle had not been filled after its ratio had been changed, and naturally it resented starting nearly dry in a 200-mile race.

After Moss' very significant success, which profoundly impressed all who were present and was a very fine thing for England, the H.W.M.s set off for Naples, to contest the Circuit of Posillipo on July 23rd. This called for low axle ratios, a 4.2 being used in Fischer's and Macklin's cars, a 4.5 in Moss'. Moss won his heat and was leading in the Final, having passed Cortese's Ferrari and the Oseas, when he attempted to pass Taraski's Taraski-Simca on a full-throttle corner. Taraski felt it prudent to pull in, did so rather sharply, and his car's tail slid. Its rear hub-cap burst Moss' near-side front tyre, the H.W.M. spun, and went into a tree; it will be recalled that Stirling had a lucky escape. The hub-trouble beset Fischer and he lost a wheel, but Macklin finished next to Cortese, beating the great Fagioli's Osca to second place.

Another very fine H.W.M. achievement thus chalked-up, two cars were taken to Switzerland for the G.P. of Geneva. They were again to meet strong Ferrari and Simca opposition. Here a rather

amusing, though unfortunate, thing happened; 4.5 axles were required, but customs' difficulties had delayed the spare 4.5 axle flown out from England, so it was decided to fit a 4.0 axle to Macklin's car. Alas, the garage was lit but primitively and Heath inadvertently handed the mechanics, not a 4.0 but a 3.5 nose-piece! In the race poor Macklin had to slip the clutch to get round some of the corners and it is to his credit that he finished sixth. Abecassis retired with a gearbox defect.

The first week-end in August saw the H.W.M.s at Freiburg, for the famous hill-climb, when Fischer made second fastest Formula II time, and Macklin, his engine misfiring, was seventh. For the German G.P. at Nurburg Ring, Fergus Anderson had his baptism in car racing. His H.W.M. was given a 4.2 axle, which suited the "Ring," but a drive shaft sheared, causing his retirement. Macklin, using a 4.0 axle, was sixth. At the *Daily Express* Silverstone Meeting Anderson tried again, cornering so fast as to spin round. But the real cause of his retirement was a gearbox defect, not, as stated in some reports, selection of two gears at once. Moss atoned by finishing sixth, behind the G.P. cars.

Moss and Macklin then took two cars abroad again and at Mettet on September 10th put up one of their best performances of all, Stirling finishing second to Manzon, the French Formula II champion, and his Simca. Moss used a 3.7 axle and Macklin, in a car that proved rather slower, in spite of a 4.0 axle, was third.

Two more Continental engagements remained. In the Circuit of Perigueux, for which the long-awaited 5.0 axles were available, Moss came in third behind the Simcas of Manzon and Simon. The old shaft failure eliminated Macklin. At Garda Moss lost a wheel due to the old failure and, Macklin crashing in practice and sustaining facial injuries, his car was patched up to enable Hume to do a few laps in the race and so collect the very-necessary starting money. Moss' car had the 4.2 axle. The season hadn't finished, however, for at Castle Combe Moss took over Abecassis' car that happened to be present, because his own suffered loss of oil before the start, and won the Formula II race at 78.54 m.p.h. He then put up a splendid run in the Formula Libre event, finishing third to Brian Shawe-Taylor and A. G. Whitehead, after chasing their E.R.A.s good and proper and closing with the latter on the corners. A 4.5 axle ratio was deemed best for this promising new English circuit. That is a bare statement of how the H.W.M. team performed during its first season's racing. John Heath can well feel proud. His cars have limited financial backing, raced away from home for weeks on end, yet were good enough to finish third in a Formula I race and to be placed in the first three on ten other occasions, winning at Chimay. Moreover, the team was able to meet all its financial liabilities. The excitement occasioned by the B.R.M. has perhaps overshadowed this very gallant British series of achievements.

A few detail aspects of this H.W.M. success-story deserve mention. Heath enjoyed the greatest possible co-operation with Geoffrey Taylor, de-

signer and manufacturer of the Alta engines. His mechanics—Alfonso Kowalewski (who has since taken out British naturalisation papers), Tom O'Hara, Rex Woodgate and Frank Nagel—stood by him magnificently. They worked three at a time, leaving one off-duty. When lap-charts were deemed advisable Mrs. Claes and Tony Hume were always willing to keep them.

The work involved was altogether incredible, yet so efficiently was this team run that the cars never once failed to start unless "pranged" beforehand. The Fordson transports played their part, covering over 16,000 miles, but the high cost of petrol abroad has convinced Heath that he must use diesels next year.

There was obviously no time between races to do anything other than routine adjustments and repairs and change axle-ratios. Dunlop racing tyres (5.25-16 front, 6.00-16 rear) were adhered to, although wear was rapid, practice destroying one set, each race another, so that at least 24 spares had to be held in reserve. In general, reliability was of a high order. In some 7,000 racing miles put in by each H.W.M. no major overhaul was required and not a single main or big-end bearing failed. When stripped at the end of the season, the Alta engines displayed only very small traces of wear.

So far as performance is concerned, at Rheims 135 m.p.h. was attained, equal to well over 5,000 r.p.m. on the 3.7 to 1 axle ratio. For cars qualifying for sports-car races, and which would have been run at Le Mans had there been time to spare, this should occasion no grumbles!

Some of the components and supplies deserve credit. Esso 3 fuel and Esso castor oil were used, although supplies were not always readily available abroad, in Rome for example. Lodge RL 47 plugs stood up splendidly to both warming-up and racing and the Lucas vertical racing magneto gave not a moment's trouble, although loose dogs were pinned before the cars left England. Heath praised the Ferodo brake linings and said that the Alfin light-alloy drums absolutely made the Girling brakes. Girling shock-absorbers likewise had a trouble-free season. Incidentally, the brakes on each car were re-lined after eight races, more or less as a routine job. Finally, it is indeed good to know that all the lessons learned will not be wasted, for Heath doesn't intend to rest on his laurels. He is building a team of four new H.W.M.s with the intention of upholding British prestige even more effectively next year. The new cars will be Formula II single-seaters with de Dion in place of transverse-spring rear suspension, lighter tubular chassis, improved front suspension, bigger and better brakes, Salisbury transmission gears, and probably slightly more power from the Alta engines. These cars will obviously be lighter than the present H.W.M.s. Coil springs will replace the transverse leaf spring at the front, $\frac{1}{2}$ -elliptic springs the transverse spring at the rear. When we called in mid-November the new cars were more advanced than their forebears had been at the same time last year.

Incidentally, two of the 1950 team-cars have been sold, one of them to Meyer, who

has the all-enveloping 1948 H.W. Alta, but the third is retained.

Meanwhile, work on the new single-seaters is progressing. H.W.M. participation in Continental racing adds greatly to British prestige, and good wishes go out deservedly to Heath on his determination to achieve even greater successes next year. He and his business-partner George Abecassis race for fun, but they have to make their racing pay its way. It is to be hoped sincerely that they will not be hampered next season in the matter of short supplies or lack of finance, after the splendid showing of their H.W.M. team in this year's leading races.—W. B.

IN MINIATURE

With the approach of Christmas the jolly little miniatures of real cars now to be seen in most toy shops take on a new significance. Grown-up men take miniature railways very seriously, so why shouldn't we build similar replicas, a racing car factory, for instance, or the Paddock of a race course, or at least provide our collection of tiny racing cars with suitable "transports," fitted-up as such vans and lorries would be in real life?

Perhaps the best of all the miniatures are the Meccano "Dinky" toys. The Editor is a self-confessed collector and has added the very latest additions to his collection. They are a very detailed Land Rover, a Morris Oxford saloon, a Hudson Commodore saloon and a station wagon. Meccano issue proper specifications to their retailers about each one which is probably why these replicas are so realistic. The makes represented include Riley, Triumph, Austin A40, Standard Vanguard and Ford, besides many commercials; prices range from 2s. 1d. to 3s. each. In rather larger scales, there are the Chad Valley "Wee-Kin" cars, of which realistic replicas of the Hillman Minx, Humber Super Snipe and Sunbeam-Talbot, the last-named in authentic jewelesecent finish, are made specially for Rootes, Ltd., and the Tri-ang "Minic" Buicks and Morrises. These have clockwork motors controlled to provide a sensible running speed to a scale 40 m.p.h. or so. The time seems ripe for more racing-car models, like the, alas now defunct, Seamold E.R.A.s, etc., or the large-scale clockwork P2 Alfa-Romeos of the 'twenties. Which enterprising firm will be first in the field? W. B.

Entries for the 27th M.C.C. Exeter Trial, which this year resumes starting places at Stratford-on-Avon, Plymouth and near London on December 29th, close on December 2nd.

The United Hospitals and University of London M.C., which finished with the war, is being re-formed. Interested graduates and former students are invited to contact G. J. Mendoza, University College, Gower Street, W.C.1.

BOOK REVIEWS

"HORSELESS CARRIAGE," by L. T. C. Rolt (Constable, 10-12, Orange Street, W.C.2, 196 pp., 20/-).

This book is neither very good nor is it bad. It is a concise history of mechanisation on the roads of England from the days of what Mr. Rolt calls the "early primitives," the steam carriages of the 1800s, through the dawn of petrol traction right up to recent times. The fact is that to tell such a story in 196 small pages, you have to be superficial. That Rolt has managed to bring in some unusual, if not completely new, material here and there, Darwin's observations on the possibility of the mechanically-propelled carriage for instance, and that he writes absorbingly as well as accurately, is therefore all the more to his credit. Naturally, in mentioning many famous British cars he has to be very superficial indeed about each one, but even so he manages to work in personal anecdotes about his £6 G.N. that he owned in 1929 and about a run in a 1921 Stanley steamer, touches one hardly expected to find in a history of this kind. Further, Rolt "dresses down" the modern car so thoroughly in his later chapters as to stamp him a right royal champion of the vintage cause. Nor are his arguments, and they touch on practically every aspect of design and construction, easily disposed of. There are also two long chapters on "The Racing Car" and "The Sports Car."

So Rolt's latest book isn't quite the dull history it purports to be. We could not agree more fully with his dislike of modern cars and times, but unfortunately towards the end he lapses into somewhat stunted "journalese" in expressing his sentiments, a trend which, for this reviewer, spoils his descriptions of old country houses in his otherwise excellent "Narrow Boat." The illustrations are nicely reproduced, so it is all the more unfortunate that we have seen most of them before.—W. B.

"SPEED FROM THE SPORTS CAR," by "Calculus." (The Motor World Pub. Co., Ltd., 73, Dunlop Street, Glasgow, C.1, 190 pp., 7s. 6d.)

So many MOTOR SPORT readers ask whether any books have been published about tuning cars for speed that this little work, which is attractively produced, should have a ready sale. As a stepping stone between the "how an engine works" primer and practical experience in the amateur workshop it is no doubt going to fill a long-felt want. But unfortunately it leaves out much that the young sports-car owner, searching for speed, wants to know.

Many hints are given, but the reader is frequently left in the air so far as practical application is concerned. Even to those who are not engineers many of the statements seem obvious, but just how to tune a carburetter, balance a wheel or a crankshaft, just what plugs and oils

to use and so on aren't properly covered. Moreover, the chassis is not mentioned; lists of the various ranges of different makes of shock-absorbers, brake-linings, tyres, etc., might well have been included. Curiously, too, the dust jacket depicts an out-and-out racing car although the book is about sports cars. The verdict must be "not impressed."—N

"BRITISH MOTOR CARS—1950/51," by A. H. Lukins. Foreword by Raymond Mays. (George Ronald, 2, Alfred Street, Oxford. 128 pp., 7s. 6d.)

This is another book listing all the British production cars, like a sort of directory of unobtainable desirables. Unobtainable as new cars are to us, they are in big demand abroad, and so it is presumably at our friends overseas that this book is aimed. We can tell them that it is the best yet, and nicely got up; buying it is probably more economical anyway than writing for catalogues to each of the 36 manufacturers whose products it covers. It gives two pictures of most models of every make on the market, is bang up to date with a supplement on the Ford Consul and Zephyr, Marauder, sports Cooper and Lanchester Fourteen, and has other pictures of factories, cars and the B.R.M. Also a list of British manufacturers' addresses and telephone numbers (whether overseas buyers will need the latter is debatable!) and a Foreword by Raymond Mays. Criticism is confined to a sense of annoyance at advertisements mingled with the text and inclusion of the sports Alvis Fourteen for the new 3-litre. Buy this book if you are about to buy a British car, or if you have a rather unsophisticated nephew in need of a Christmas present. Incidentally, it was advertising matter about this book which cascaded from a low-flying Miles Gemini during a race at Brands Hatch—very naughty. The dust jacket showing the Earls Court Show is beautiful, but as the book is about British cars it is unfortunate that the stands of Lancia and Packard are the most prominent!—W. B.

THE BRIGHTON RUN

There was a record entry for this year's veteran car run of 163, of which 15 non-started, including the 1903 Siddeley on which your Editor had hoped to ride.

In a big crush of spectators' traffic the remaining 148 pre-1905 cars undertook the historic journey, in heavy rain at first, later giving way to sunshine.

It says a great deal for them that only five actually retired, and that only six others failed to check in on time. Ford's 1896 3½-h.p. Benz broke a front wheel. Crossman's Georges-Richard overheated, K.G. Moss had troubles with his Crestmobile which necessitated giving in, and Lord Montagu of Beaulieu had to put his 1902 de Dion on a trailer because of ignition trouble. The carburetter of Wilson's Star had to be dismantled and he failed to do the run within the 7½ hours stipulated. Warwick's de Dion broke a valve and Johns' de Dion had gearbox trouble at Redhill. Major Harvey's Clement stripped its timing wheels. Those who were unfortunate this time were: RETIRED: Ford (Benz), Crossman (Georges-Richard), Moss (Crestmobile), Lord Montagu of Beaulieu (de Dion), Major Harvey (Clement). LATE: Goodey (Lux), Johns (de Dion), Com. Woollard (de Dion), Collins (Phoenix Trimó), Hodsdon (Gardner Serpollet), Wilson (Star).

VINTAGE VEERINGS

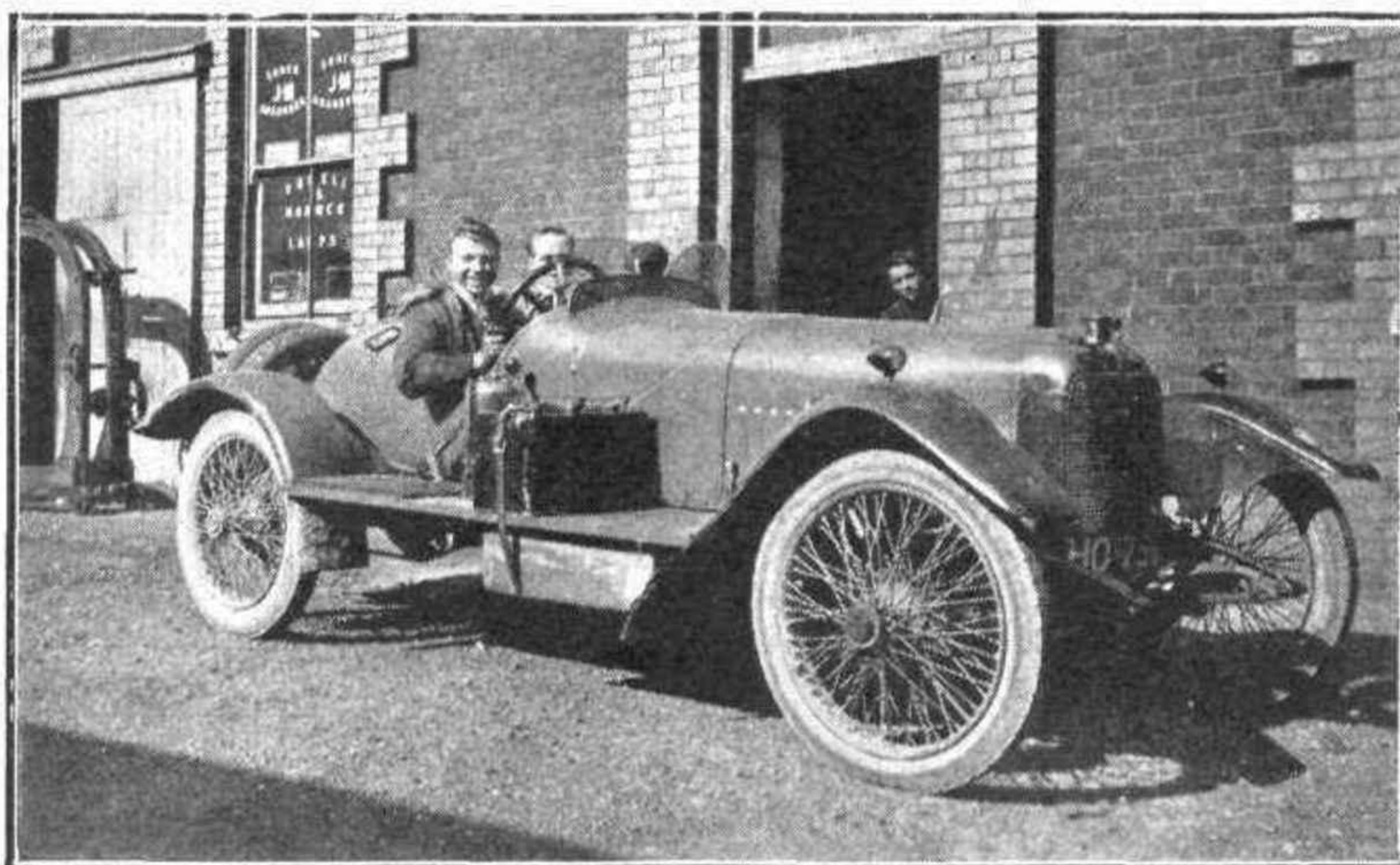


MOTOR SPORT doesn't want to keep harping on Barcelona just because it pulled off a scoop on the race there, but this is a "vintage city" *par excellence* and as such deserves a few more words. I could have spent a week with notebook and camera hunting the old cars and not have seen them all. And if the town is so prolific in vintage interest, what of the villages? The black and yellow taxis would not give Scotland Yard testers a shock; they would have heart attacks, as we did when we rode in these worn-out vehicles. The first we hired, an old Plymouth with *feet* of play in its steering, had to be cranked by its cheerful driver for five minutes before it would start. An absence of braking power was compensated by almost continual use of a wind-horn, operated by a finger-tip lever depending from the steering column. A "14/40" Delage taxi was seen broken down and early morning produces the sight of gas-producer taxis being tow-started by their petrol-brethren, and, no matter how bad the traffic jam or how long the wait, their drivers never stop their engines thereafter. Every sort of old Ford, FIAT, Citroen, Bianchi, Renault and rare American is found amongst these taxis. Big Twelve Citroens predominate, a type already rare in England but extraordinarily prolific in Spain. The private cars are equally extraordinary, while I noted a very smart "11.4" Citroen van and an old Renault van. Not a single Hispano-Suiza was apparent, except for an old, rather distinguished, lorry that ran up and down the course, but the illustrious name appeared in vast letters on one very modern radio emporium! However, a taxi driver confirmed the growing rumour that Hispano is returning to the private-car market and that the new model will have eight cylinders. Delage, Bugatti, Darracq, Peugeot, Lancia and other Continentals are there in force, nor, back to vintage, did I miss the solid-tyred lorries with round radiators like the old Paris buses. Yes, this is a motoring enthusiasts' paradise all right.

* * *

Some time ago I spent a day riding in and driving all the way from Reading, in Berkshire, to Southampton, in Hampshire, *via* Winchester, in a 1923 "40/50" Napier cabriolet. This car proved something of a revelation, because it possessed not only remarkable flexibility in top gear, but very strong accelerative powers on the same ratio. Indeed, the general performance of this outwardly staid and undoubtedly heavy car, even granting that it was the short-chassis model, was quite surprising, and the quiet functioning of the overhead-camshaft engine merely served to add emphasis to this unexpected briskness.

In the third gear, which emitted a pleasant, not loud, hum, 50 m.p.h. was obtainable and the car would cruise in



UP TO 1933 this 3-litre 1914 T.T. Straker-Squire was taxed and in use. Where is it today? Note the radiator stoneguard and two-gallon petrol cans and lighting generator lashed to the running board.

top with the needle of its 60-m.p.h. speedometer beyond that "maximum speed" indication. It attained this gait quickly, after a check that could bring it as low as 10 m.p.h. in top without any sign of distress, and when circumstances dictated, the contracting foot transmission brake would kill speed equally rapidly, making the Napier a more than normally "useable" vintage vehicle. I believe a rough check shows 0-50 m.p.h. to occupy 20 sec. With the mixture weakened in the imposing S.U. carburetter with its pilot starting carburetter, by correct operation of a steering-wheel control, nearly 15 m.p.g. is obtained under give-and-take conditions. The steering, although heavy and of poor lock, is very high-g geared, free from column shake, and transmits only subdued wheel movements. The Hartford-damped suspension, cantilever at the back, is comfortable in a firm manner and unexpectedly free from any trace of roll. The central gear-lever offers very quick upward changes, the forward-from-third-to-top action being especially pleasant, though it is more tricky downwards. The plate clutch is smooth in action. And, accustomed as we are, in vintage cars, to sitting high up in comfortable seats, looking down with maximum visibility on imposingly massive wings and shapely bonnet, none offers these pleasures in greater degree or more charming combination than this Cunard-bodied Napier.

As much of a vintage car's *raison d'être* is individuality, I will conclude this paean on the "40/50" Napier with some points noted during this interesting day's driving. The 6.2-litre o.h.c. aluminium alloy six-cylinder engine, which is quite happy about starting the car from rest in top gear, has dual coil and Watford magneto ignition. The starter pedal first gently engages the bendix, then turns the crankshaft. The five-spoked steering wheel, the thick rim of which enables you to take a real "handful of control," has above it the throttle, mixture, ignition and pilot-carburetter

levers, which move delightfully and "stay put" without any persuasion from serrations on the quadrant. Both the powerful headlamp beams dip, there is an exhaust cut-out, the fascia carries meters recording volts and amps., there are soft and loud (Napier Apollo and electric Klaxon) horns, the front bucket seats lift inwards and slide exceedingly easily for purposes of adjustment, fuel feed is by hand-pump and camshaft-driven mechanical air pump, the 20-gallon fuel tank has a visible gauge with removable wire-gauze protector and an air-pressure-release tap, and the very handsome radiator has the famous Napier "water-tower" filler. Rudge wheels carry 895 by 135 tyres.

This Napier was introduced as a direct competitor of the Silver Ghost Rolls-Royce, Lanchester Forty and similar luxury cars and is an outstanding machine, surely worth every penny of the £2,100 originally asked for the chassis alone. That its 80-b.h.p. engine is entirely "pink-free" on 1950 "Pool" petrol when performing the aforementioned feat of top-gear acceleration from a crawl is surely as great a testimony to its designer as his clever blending of liveliness with luxury.

* * *

Two days after trying the Napier we rode all the way to Bristol and back in a 1924 "24/90" Straker-Squire, so we do practise what we preach!

* * *

"In these days many of us are apt to live too fast, and to take our motoring at the run. It is one form of enjoyment for the driver to sit tensely at the steering wheel with his eyes glued to the road, constantly on the *qui vive* to avoid awkward situations which his own hurry may entail. It is quite another to proceed with a deliberate ease calculated to avoid entirely all risk and give an opportunity to see and enjoy a change of scenery" —from the *Autocar* of May 11th, 1923, as a result of testing a 12-20 h.p. Calthorpe.

RUMBLINGS

Prior to the second World War what motor-racing books there were, by driver-writers like Jarrott, Segrave, Davis, Birkin, Campbell and Eyston, dealt with the personal aspect rather than with motor-racing history as such. These accounts of great drivers' exploits in classic contests at the wheels of famous racing cars constituted extremely good reading, and sometimes hitherto unpublished facts came to light in perusing them.

But with the lack of racing and free motoring that war necessitated, an avid desire for a memory of the active days grew apace, and former followers of motor-racing sought a history of a sport they sincerely believed to be the greatest there is. MOTOR SPORT did what it could to fill the gap and since the return of peace various publishers have vied one with another in publishing complete and accurate histories of all aspects of racing in book form.

Gerald Rose's great work, "A Record of Motor Racing," has been republished and takes us from the earliest times to the year 1906. It is significant that this pioneer of motor-racing history books is still one of the most painstakingly accurate. Laurence Pomeroy has given us his tremendous tome "The Grand Prix Car," which not only carries history on from 1906 to the period that ended, in Teutonic domination, at the outbreak of a second World War, but also over-rides history as such by including technical descriptions of outstanding racing cars, notably the fantastic German Grand Prix cars.

The Editor of MOTOR SPORT (W. Boddy) has filled a gap with his incredibly detailed triple volumes on the history of Brooklands Track, and in another volume has dealt in separate detail with the 200-Mile Race of the Junior Car Club.

Sprint history had already been covered in a rather hastily compiled story of the Shelsley Walsh hill-climb by C. A. N. May, and a very comprehensive history of the great Le Mans 24-Hour Race has been issued in France, while Floyd Clymer has got together contemporary accounts of every Indianapolis 500-Mile Race and continues this good work with an annual supplement. Kent Karlake weighed in with a story of that most classic of races, the French Grand Prix, from its inception in 1906 to the 1914 race immediately prior to a break on account of hostilities.

More recently, George Monkhouse has given us what is really a useful summary of the Rose and Pomeroy volumes, together with short biographies of the later leading drivers and a list of the winners of almost every important race ever held. Monkhouse's "Motor Racing with Mercedes-Benz," republished since the war, gives a detailed record and technical insight into one of the most inspiring chapters of true Grand Prix racing. The annual MOTOR SPORT "Racing Car Review" keeps one *au fait* with year-by-year technical developments and racing achievements amongst the more important road-racing cars. Finally, the story of the Land Speed Record, from the Jeantaud's 39.24 m.p.h. in 1898 to John Cobb's 400 m.p.h. runs since the war, is told in a new book by V. Boddy.

But one gap remained, that bridging all the classic and semi-classic races devoted to the development of the small racing car before the introduction of the supercharger made reference to the capacity of an engine's cylinders virtually meaningless. That gap has now been filled exceedingly ably by Kent Karlake, who, in spite of the extreme complexity of his subject, the intricate classifying of races and cars that properly comply with small-car, semi-small-car and cyclecar definitions, has, in his "Racing Voiturettes" given us not only a valuable history but one of the most entertaining motor-racing books yet written.

Those of our readers who have followed Karlake's "Veteran Types" series of articles in MOTOR SPORT will understand what is meant when we say that this readable book (it runs to 376 pages and still strikes us as far too short) is written in "Karlake style." His brief settings-down of the place in history occupied by obscure small cars from which racing versions were developed for races like the early 200-Mile series is masterly, his knowledge of all racing *voiturettes* from 1896 to 1924 is surprising, and the illustrations he has selected both rare and exceedingly apt. Drivers who scarcely attained fame and were forgotten almost before their races were run are found beside the "big boys" of *voiturette* racing like Zuccarelli, Bablot and Boillot. Mainly, however, this book contains an excellent account of those *Coupe de l'Auto* and *Coupe des Voiturettes* races of 1905 to 1913 and the astonishing and ingenious racing *voiturettes* built to compete in them.

Christmas is a time for relaxation before a log-fire with good wine and a book at hand. Any of the above-mentioned books will delight motor-racing types, Karlake's more than most, and those we have named offer collectively a comprehensive record of competition motoring not hitherto available.

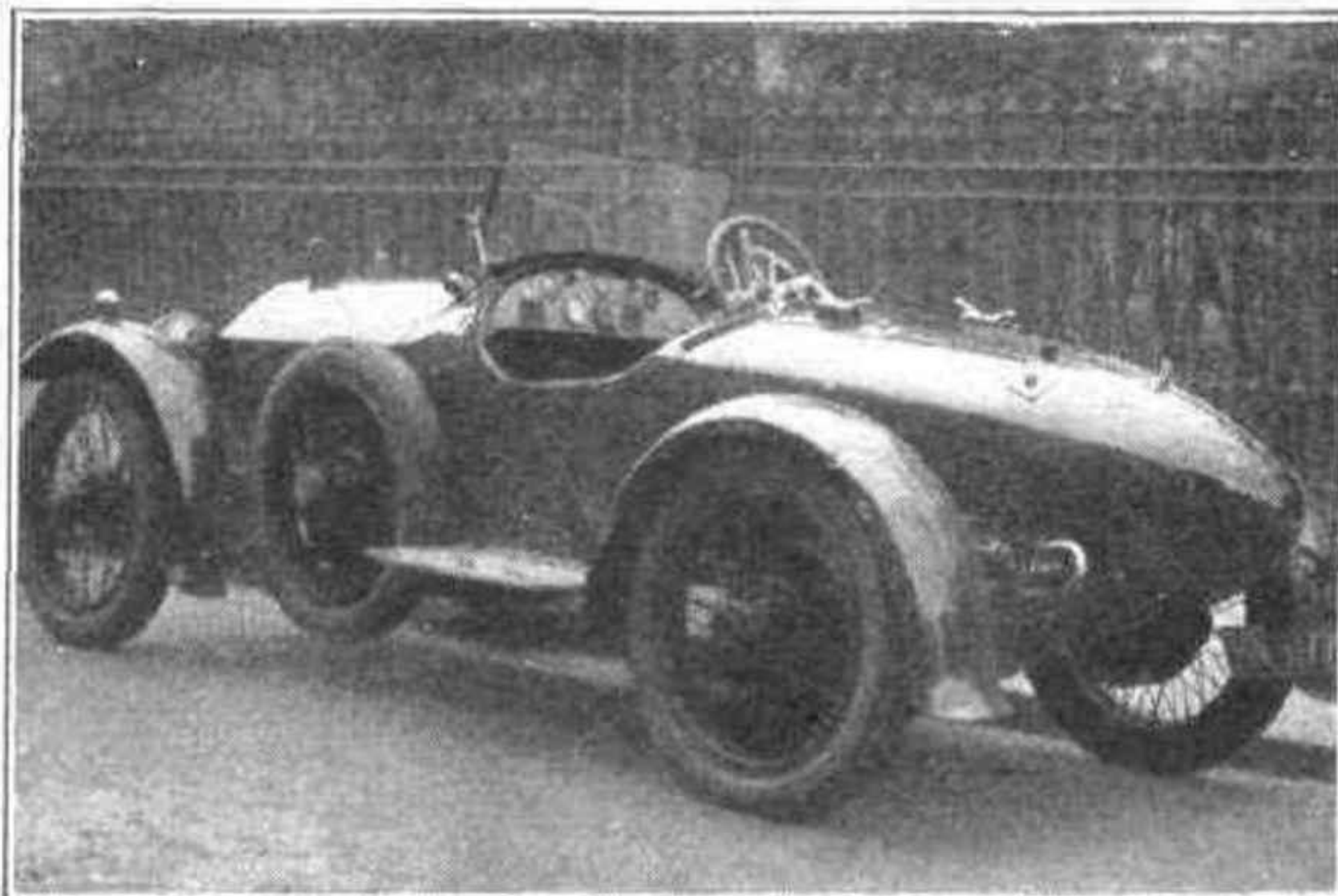
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The last Formula I race of 1950, which we reported last month, was of considerable interest as a pointer to what may happen in Formula I contests next season.

Barcelona The unblown Ferraris (it can now be revealed that those of Ascari and Serafini were 4,500 c.c., whereas Taruffi's was a 4,080-c.c. car), proved completely reliable and able to average well over 90 m.p.h. for 195 miles without wanting more fuel or new tyres. But the Ferrari team made no pretence of a close race, Ascari finishing 1 min. 42 sec. ahead of Serafini and two laps separating Serafini from Taruffi. Again the Talbots ran well, and would have been fourth and fifth had not Cabantous' gearbox seized three laps from the end. As it was, de Graffenried must have driven well to finish fifth behind Etancelin's Talbot in his 4CLT Maserati, for he had stopped for a change of plugs. With the exception of this Maserati the blown 1½-litre cars were right out of the picture, unblown cars occupying the 1st, 2nd, 3rd, 4th, 6th, 7th and 8th positions. Next came Murray, playing Ashmore's former role in a Parnell-stable Maserati which was continually in and out of the pits for fresh plugs. Jover's lone Milan just managed to finish, after the Maserati-Milan of Godia had fizzled out, but all praise is due to the Wade-blown Simeca-Gordinis, Simon being so enterprising in practice that an onlooker remarked that "he was taking his corners before he got to them," and Manzon proving a match for all but the unblown Ferraris until the transmission failed after 172 miles. These little cars now have remarkable performance, especially as their design is nothing like so advanced as that of the two-stage, twin o.h.c. Maseratis, but they need greater reliability.

The sad story of B.R.M. is now history but if an official statement is issued we shall publish it elsewhere. Parnell's car, after a bad start, displayed enormous performance in passing some sixteen cars in one lap, but one wonders, did Reg. ask too much of a cold engine? Walker's gearbox broke up, due to a broken oil pipe, probably accentuated by a difficult gear-change. Keeping the V16 engine at between 8,000 and 10,000 r.p.m. all round the circuit is no sinecure, even for experienced drivers. Rosier's Talbot hit a wall in a *melee* caused by dogs on the course, Claes' Talbot overheated and threw a rod. The accident that killed two spectators was very unfortunate, but with some 200,000 people packed at the very edge of the road all round the circuit, could be called inevitable.

The race was well organised, and, unlike a contemporary, we had no difficulty about going where we wanted to go. The race office displayed a vast plan of the circuit, a case of trophies and delightful posters, and the photographer's silk arm-band was both a pass and a worthwhile souvenir.



DECEMBER QUIZ.—The make on a postcard, please, by December 11th, so that the names of the knowledgeable can appear in the January issue.

Barcelona struck one as a delightful city, its boulevards making Piccadilly, for instance, seem rather attenuated! Everyone seemed well-dressed and contented, and the only "drunk" we saw was an Englishman. But Sunday morning produced a power cut, removing light, heat and hot water from the hotels. The feature of the *Circuito Pedralbes* is its very long, wide straight. Along this the B.R.M.s were said to reach 200 m.p.h., but the Ferraris definitely were timed at just over 178 m.p.h.—a significant speed, *sans compressor*! The start was some way before the pits and finish, which has caused some confusion over laps run by retired cars. The circuit was lapped clockwise!

Everyone in Barcelona went off to the race on the Sunday morning, more police than I have seen in any other city waving on the five-abreast press of hooting, honking cars, motor-cycles, motor-scooters and ancient taxis that flowed up the *Avenida del Generalissimo Franco* to the circuit. The police wear white pith

helmets, blow whistles to restart halted traffic, and some are mounted. It was the same immediately afterwards, our attention, as the Press 'bus thrust through the mob, being divided between the sight of Murray's Maserati being driven back the same way and a remarkably pretty girl in a Triumph Roadster bearing English registration plates! The press of modern cars and ancient taxis was impressive; accidents were averted by a hairsbreadth, but fortunately Barcelona's main avenues are wide. The Bull Fight is more popular even than motor-racing. The British drivers were given tickets for the one that took place following the Sunday afternoon *siesta* and Parnell was seemingly still rather fed-up with his B.R.M., for, if a certain London daily paper reported him correctly, Reg. remarked: "I see it's a Second-Division show. I suppose they thought it good enough for us!" A whole town infused with motor-racing enthusiasm is impressive—the sort of thing you will see if we have a Festival of Britain Grand Prix in Hyde Park or Richmond Park! We write *if*!

MATTERS OF MOMENT—continued from page 605 such as Allard, H.R.G., Healey, Morgan, Frazer-Nash, Jensen, Connaught and Marauder and Mr. Sydney Allard protested strongly. But it seems more likely that the organisers merely wished to ensure that people did not coax outsize-engined "specials" through the road section in order to score maximum marks in the final test, which comprises nothing less than a miniature road race. In fact, they are seeking to retain the Monte Carlo Rally as the premier test of cars *pour la grande tourisme*. That the Hotchkiss which has won the last three Monte Carlo Rallies is just such a car is no censure on the organisers for penning a rule to exclude freak competition, although, as the Rally is already confined to catalogue cars with closed bodies, this could be criticised as making certain doubly sure. If this ruling should spread to other events Britain will have every reason to fear that it is directed expressly at her sporting products; but is there any evidence that this is likely? Certainly the R.A.C. has refused to panic over the new Monte Carlo ruling, and we may as well assume this is because it is satisfied rather than merely lethargic. We shall regret the absence of Sydney Allard, who last year was reported by the B.B.C. to be pressing on magnificently in fearful snowstorms with the Rally so nearly won for Britain (alas, it was not to be) while their own commentator, Richard Dimbleby, was snow-bound in his chain-less Allard far behind. But we can be confident that the more normal British cars entered for the great winter test and adventure of January 23rd-31st, will ably uphold British prestige.

Under article 4 of the regulations the R.A.C. had to make the British nominations. It claims to have taken into account success in past Monte Carlos, success in other rallies and persons well known in other types of competition and has selected the following:

- | | |
|----------------------------------|--------------------------------|
| A. E. Adams (Daimler) | G. R. Holt (Ford) |
| M. B. Anderson (Hillman) | R. E. Holt (Ford) |
| T. A. Anderson (Humber) | L. G. Johnson (Jaguar) |
| S. Barclay (Jaguar) | J. H. Kemsley (Hillman) |
| A. S. Bassett (Riley) | S. H. Kevill-Davies (Riley) |
| W. B. Black (Sunbeam-Talbot) | S. M. Lawry (Jowett) |
| P. R. Bolton (Bristol) | G. MacKerracher (Austin) |
| Maj. P. K. Braid (Humber) | K. B. Miller (Jowett) |
| E. N. Brinkman (Riley) | G. N. Milton (Standard) |
| K. E. Carter (Humber) | Capt. R. P. Minchin (Humber) |
| R. M. Carter (Humber) | O. Moore (M.G.) |
| Mrs. J. Cooke (Standard) | S. Moss (Jaguar) |
| F. D. Cooper (Riley) | D. H. Murray (Bristol) |
| W. M. Couper (Bentley) | R. Nelson Harris (Jowett) |
| W. Croft-Pearson (Lea-Francis) | E. J. Newton (Bristol) |
| T. W. Dargue (Riley) | L. Odell (Jowett) |
| C. Edge (Standard) | Maj. A. Pownall (M.G.) |
| A. H. Edney (Vauxhall) | K. Rawlings (Standard) |
| R. F. Ellison (Jowett) | J. G. Reece (Ford) |
| J. L. Flinnigan (Wolseley) | K. W. B. Sanderson (Bentley) |
| P. Fotheringham-Parker (Hillman) | H. S. Shears (Hillman) |
| W. T. Franklin (Lagonda) | R. C. Soukup (Bentley) |
| N. Garrad (Sunbeam-Talbot) | Mrs. D. Stanley-Turner (Alvis) |
| C. Glenie (Austin) | R. E. Stokes (Ford) |
| C. L. Goodacre (Austin) | G. H. Turnbull (Vauxhall) |
| F. Guest (Ford) | R. E. Tongue (Jaguar) |
| P. C. Harper (Hillman) | Mrs. M. L. Vaughan (A.C.) |
| G. R. Hartwell (Sunbeam-Talbot) | E. D. Wadsworth (Standard) |
| G. F. Hayward (Riley) | R. Walshaw (Hillman) |
| E. N. Hiskins (Hillman) | P. Walton (Bristol) |
| H. C. Hobson (Austin) | W. H. Waring (Jaguar) |
| K. W. Hole (Jaguar) | A. C. Westwood (Ford) |
| K. Wharton (Ford) | T. H. Wisdom (Sunbeam-Talbot) |
| P. W. S. White (Ford) | Mrs. E. Wisdom (Hillman) |
| G. Wilkins (Jowett) | T. C. Wise (Jowett) |

RESERVES

- | | |
|--------------------------|--------------------------|
| J. A. McLaughlin (Riley) | C. A. Duff (Singer) |
| C. F. Bartlett (M.G.) | J. Blumer (Jowett) |
| E. H. Channon (Morris) | K. S. Richardson (Ford) |
| R. Booth (Hillman) | E. Brandon (Jaguar) |
| F. R. Grounds (Jowett) | W. J. Whitehouse (Riley) |

It will be noted that, although the organisers apparently stated quite clearly that the ban on proprietary engines excludes Allard, Healey and H.R.G. cars, the R.A.C. has put in Riley, M.G. and Wolseley cars, whose engines, strictly speaking, are not made by the makers of these chassis. However, in an age when nearly every major part of every car is the product of a proprietary firm, we doubt very much whether Bassett, Brinkman, Cooper, Dargue, Flinnigan, Hayward, Kevill-Davies, Oscar Moore, McLaughlin, Bartlett or Whitehouse will encounter any trouble on this score. Incidentally, in view of the excellent B.B.C. coverage last time, we are glad to learn that Raymond Baxter is going to accompany Gordon Wilkins in his Jowett Javelin.

Finally, the fantastic Algiers-Cape Rally seems to have attracted over forty entries, including such an improbable car for this *terrain* as a Bugatti. The better-known drivers seem to favour American automobiles. This event is perhaps too vast to be categorised with other rallies, and competitors are likely to compete more against nature than one another, but very useful prestige in overseas markets should accrue to the winner. Nevertheless, the British industry may be correct in deciding that the capital outlay necessary to compete will not be returned by increased sales. The entries to date are:

- | | |
|-----------------------------------|-------------------------------------|
| M. de Moustier (Chevrolet). | P. Vallée (Chevrolet). |
| Comte Baudouin de Moustier | Mme. G. d'Ieteren (Volkswagen). |
| (Hotchkiss). | A. Perusset (Land Rover). |
| Equipe milit. Francaise Ct Debrey | L.-P. Mondron (Jeep six-cylinder). |
| (Delahaye 171). | D. Eggink (—). |
| " " (Delahaye). | R. Barraco (Lancia Aprilia). |
| " " (Delahaye). | R. Habirentinger (Volkswagen). |
| " " (Delahaye V.L.R.B.). | E. Buchmann (Ford). |
| " " (Delahaye V.L.R.B.). | E. Christillin (Lancia). |
| " " (Delahaye V.L.R.B.). | F. Gatta (—). |
| J. Rachel (Renault 4 CV.). | G. Pazzi (—). |
| H. W. Berney (Buick). | G. Poirrier (Peugeot 203). |
| M. V. Capron (Buick). | G. Osmond (Dodge). |
| R. Lapalu (Land Rover). | Veglia (Jeep). |
| J.-R. Faivre (Citroen 15 CV.). | W.-D. Malone (Willlys). |
| H. Helle (—). | Régie Nat. Renault (Renault 4 CV.). |
| J. Heurtaux (—). | " " (Renault 4 CV.). |
| Decaillet-Chevalier (Dodge S.). | " " (Renault Savana). |
| J. Sayag (Hotchkiss 20). | " " (Renault Pick Up). |
| Combe St-Macary (Bugatti). | " " (Renault Tropique). |
| J. Gleisner (—). | " " (Renault 5 tonnes). |
| C. F. Brush (Willlys Overland). | |

Manzon has been declared French Formula II Champion.

Cecil Clutton, departing from his vintage cars to another hobby of his, has, in conjunction with George Dixon, written a new book, "The Organ," that will be of absorbing interest to our music-minded readers. Running to 172 pages, this book is obtainable, at 12s. 6d., from all good book-sellers or from the publishers, Grenville Publishing Co., Ltd., 15/17, City Road, E.C.1.

The 1951 edition of the "Motor Sport Racing Car Review" is bigger than before and adequately reviews in word and picture the leading racing cars of the past season and their achievements. Technical specifications and full-page photographs are a feature of this useful reference work by D. S. Jenkinson. The price is 7s. 6d. (8s., post free); the publishers are the Grenville Publishing Co., Ltd.

The Bristol M.C. & L.C.C. has its dinner, dance and prize-giving at the "Berkeley," Bristol, on December 14th, and its A.G.M. at the Full Moon Hotel at 7.30 p.m. on December 19th.

AS soon as I saw that a correspondent, Mr. G. Arnott, and the Editor were discussing desmodromic valve mechanism in the October number of MOTOR SPORT, it occurred to me that to intervene in this discussion would provide the opportunity to get a couple of words in "Sideslips" printed in Greek, which would lift this series of articles into a very highbrow category indeed and confound those critics who are inclined to complain about the occasional flippancies in them. Mr. Arnott characterises "desmodromique"—which is actually I think the French spelling of desmodromic—as a "weird name," and in order to dispel the supernatural atmosphere I would explain that this apparently mysterious term is derived from two quite simple Greek words, δεσμός, a "halter," and δρόμος, a "running," so that the whole thing means "running on the end of a halter or tether." What this has got to do with valve mechanism will, I hope, become clearer in the course of this article.

In 1914 the French Grand Prix was for the first time run under a capacity limit formula, the maximum engine size permitted being $4\frac{1}{2}$ litres; and in January of that year the French journal *Omnia* set itself the problem of deciding what sort of cars this formula was likely to produce. The engine, it assumed, would be a four-cylinder, and the permissible dimensions, it calculated, would lie between 80 by 224 mm. and 120 by 100 mm. In order to get rapid combustion of the mixture, it argued—and this was the authentic voice of the long-stroke era speaking—the stroke should be as long as possible in relation to the bore, in order to restrict the area of the combustion chamber; but in practice engine dimensions had to be determined by reference to two limits, a maximum speed for the piston of 15 metres per second (say 3,000 feet per minute), and a maximum speed for the crankshaft of 3,000 r.p.m. Accordingly, *Omnia* calculated, the dimensions were likely to be 95 by 147 mm., and if b.m.e.p. were six kilograms (say 90 lb.), which it thought would be very good, the output would be 85 h.p. at 3,000 r.p.m. In actual fact the winning Mercedes had dimensions of 93 by 165 mm., and maximum power was developed at 2,800 r.p.m., but the b.m.e.p. at 120 lb. was so much higher than *Omnia* expected that the output was 115 h.p.

Whatever may have led *Omnia* into error over the b.m.e.p. to be expected, it was entirely justified over piston speed which was actually 3,050 feet per minute, and over crankshaft speed; and it is illuminating, for our present purpose, to see what considerations in 1914 placed the limit for the latter at 3,000 r.p.m. In the first place, there were doubts about the ability of a magneto to give reliable service at higher speeds, doubts which after the war were for a short time to induce builders of small high-speed racing engines, such as the 1,500-c.c. Talbot-Darracqs of 1921, to transfer their allegiance to coil ignition. But secondly, and perhaps of greater moment, there were doubts about the ability of valve gear to cope with more rapid operation. "At 3,000 r.p.m." explained *Omnia*, "each valve has got to open and close 25 times a second, the duration both of opening

SIDESLIPS

by

"BALADEUR"



and of closing, including starting, full speed and stopping, does not exceed one two-hundredth of a second. To achieve this result with a lift of 12 mm., the maximum speed of the valve must not be less than four metres 800 a second, or 17 kilometres an hour [say 10 m.p.h.]. In one four-hundredth of a second therefore, the valve must pass from a speed of 0 to a speed of 17 k.p.h., and in the next four-hundredth of a second from a speed of 17 k.p.h. to a speed of 0. The momentary power necessary to produce this change is 6.4 h.p. per kilogram of the valve weight. These figures show what difficulties one comes up against when one approaches such crankshaft speeds."

Whether in fact these figures did show many of *Omnia's* readers what sort of difficulties they were likely to come up against if they insisted on driving their valves at more than 10 miles an hour I do not know, but in 1920 *La Vie Automobile* returned to the subject in rather more practical vein. In any ordinary valve system, it explained, the cam only attends to the opening of the valve, and leaves the business of closing it to the spring. The latter can only communicate to it an acceleration which is constant, depending solely on the strength of the spring and the weight of the valve, plus the weight of any intermediaries there may be between it and the cam, such as tappets, push-rods, rockers, etc. The speed of closing, therefore, is constant, and does not vary with the speed of the engine, so that "it can happen, when engine speed is very high, that the time taken to close the valve is greater than the time the cam takes to traverse the segment of the circle corresponding to the closed position of the valve. The latter no longer follows the profile of the cam, it lags behind and the timing is upset." The situation is aggravated in this respect because, in order to avoid the stratification of the gases, the valves must be made to open and close as sharply as possible, which involves the use of steep cam faces. As a result, the valve reaches the full lift position with considerable momentum, which, if the valve is large and therefore heavy, and the engine speed is high, may overcome the resistance of the spring, with the result that the valve leaves the cam face and opens too far. It then has further to travel when shutting, which again causes it to lag and upsets the timing. All of which, concluded *La Vie Automobile*, "explains why an engine must have stronger valve springs the faster it turns. Even so, when you get to very high speeds, it is impossible to avoid some derangement of the timing."

The difficulty is, as at least everyone who has had experience of the older cars is aware, that however strong the valve

springs are, they cannot prevent the valves from bouncing, and it is this factor which in so many Edwardian and vintage cars sets the limit to engine speed. Indeed, the stronger the spring, and the greater the force with which it bangs the valve down on its seat, the greater the reaction which seeks to bounce it off again. The problem, I take it, is almost exactly the same as in the case of road springs. When a wheel is thrown off the road by a bump, a stiff spring can put it back again very sharply; but the more sharply it does so, the greater the tendency of the wheel to rebound. The solution, as was realised as long as fifty years ago, is to supplement the main spring with another having a different "rate"—in this case a shock-absorber—which, while incapable of dealing with the primary business of returning the wheel to the road, can cope with the after-effects of the main suspension unit's unduly brusque efforts to do so. Similarly, by fitting valves with double springs, one for the primary purpose of closing the valve, the other for the secondary purpose of preventing it bouncing off its seat again, designers were to find that improving technique was to permit of engines with ordinary valve mechanism being run at speeds which made 3,000 r.p.m. look like little more than a brisk tick-over.

For the moment, however, this appeared to be merely a palliative, while a much more radical solution of the problem presented itself. The trouble caused by the valve ceasing to follow the cam face, continued *La Vie Automobile* in its 1920 article, does not arise if the valve is linked continuously to its operating mechanism, so that neither can move without drawing the other in its train. "This is called a *desmodromic* link, and is similar to that, for example, between a piston and its crankshaft. A Knight engine has a desmodromic drive for its sleeves; that is one of the reasons for the advantages of this type of engine; whatever its speed may be, the timing remains correct." Not altogether unnaturally, therefore, designers had been inspired with the desire to do the same sort of thing with poppet valves; seeing these latter bucking and bounding during that part of each revolution when they were not under the command of the cam face, they desired to control them all the time, "desmodromically"—to "run them on the end of a tether."

It is usually supposed that the first efforts to give practical effect to this desire were made in 1914, on the occasion of that Grand Prix the technical prospects for which were so ably discussed by *Omnia*, without, however, the possibility of this development being mooted. As usual, however, the apparent pioneers were afterwards found to have been anticipated by several years. In a letter to *La Vie Automobile* published in 1921, Baron Petiet claimed that the single-cylinder Ariès racer built for the Grand Prix des Voiturettes of 1908 not only had "induction by mixture previously compressed to a pressure higher than that of the atmosphere"—in other words some kind of supercharger—but also "four valves per cylinder desmodromically operated by an overhead camshaft." This engine used the maximum permitted bore of 100 mm. combined with a stroke of

180 mm., which seems to have been longer than that used by any other competitor in the race; and as, in addition to the features already mentioned, it had four sparking plugs, and exhaust valves at the bottom of the stroke, great things were doubtless expected of it. Unfortunately, however, the design was perhaps a little too far in advance of its time, with the result that, of the three Ariès which started in the race, one went out on the first lap and the other two on the second, without any of them figuring very prominently in the competition while they were there. As a result, no contemporary, as far as I can find, seems to have bothered to describe either this exceedingly interesting engine in general or its desmodromic valve gear in particular. When will technical commentators come to realise that the cars which fail are often more worthy of their attention than those which succeed?

The single-cylinder Delage which won this 1908 race was said to develop its maximum power at 2,800 r.p.m., and during the next few years there was extraordinarily little advance in crankshaft speeds. Instead, bore limitation led designers to increasing strokes and therefore piston speeds, and even when this formula gave way to a capacity limit they still found themselves unable to seek increased power by making their engines turn materially faster. Even the 3-litre Peugeot which won the Coupe de l'Auto in 1913 still developed its maximum power at 2,900 r.p.m., a speed doubtless attained by some of the four-cylinder engines in the 1908 race, and at the beginning of 1914 *Omnia*, as we have seen, still placed the practical limit of crankshaft speed at 3,000 r.p.m. At last, however, there were some designers who were resolved to break from this thralldom, and the weapon which they proposed to use for the purpose was desmodromic valve operation. I have no doubt that in some minds this development promised to open doors as wide as those which had been passed through when automatic inlet valves gave place to inlet valves mechanically operated.

The two makers who in 1914 decided to embrace the desmodromic faith were Delage and Th. Schneider, and, curiously enough, each of them resolved to climb onto the opposite horn of the dilemma with which this faith confronts its adherents. The dilemma in question arises from the fact that if a valve is to be positively placed on its seating, it is almost impossible to find an adjustment for the mechanism which in all circumstances will do so with the necessary precision. If the valve is exactly drawn onto its seat and held there when the engine is cold, it will not be exactly placed there when the engine is hot, and *vice versa*. Either the mechanism must be so adjusted that in certain circumstances the valve is not completely closed, in which case there will be loss of compression, or else the mechanism will seek to continue drawing the valve onto its seat when it is already on it, in which case something will break. Of these two alternatives, Delage chose the second and Th. Schneider the first, both of them, however, at the same time making arrangements designed to avert the ill effects of their choice.

In the 1911 Coupe de l'Auto, and again

in the 1913 Grand Prix, Delage had used horizontal valves, operated by a necessarily complicated—and therefore heavy—system of push-rods and rockers. Now, however, he decided on two overhead camshafts, with four valves per cylinder, mounted at 45 deg. to the vertical. Each pair of valves was operated by the same tappet, having a stirrup-shaped extension, inside which the camshaft revolved. The latter carried two cams inside each stirrup, one of which, with a fairly normal contour, bore against the flat bottom of the stirrup and opened the pair of valves; while the other bore against the arched section of the stirrup during the greater part of each revolution and while doing so held the valves onto their seatings. In order to do so it actually pulled the valves too far towards their seats, but the pull was exerted on a cross-piece incorporated in the tappet, which in turn bore against two small springs, in order to provide the requisite play.

The Th. Schneider system was entirely different. There were only two valves per cylinder, they were mounted at 10 deg. to the vertical, and were operated by a single overhead camshaft. This, however, carried two cams for each valve, one of which opened the valve by means of a rocker in a quite conventional manner. The other cam, however, which was mounted just behind the first one, bore during the greater part of each revolution on a third arm of the rocker, which exerted its leverage on the other side of the fulcrum and thus, since the attacking end of the rocker was situated between two bosses on an extension of the valve stem, drew the valve towards its seating. Just before it got there, however, the rocker left the cam face, and the valve was given "the last few tenths of a millimetre" of its closure by an ordinary valve spring. In this respect the system was thus the antithesis of that adopted by Delage, and was not, perhaps, in the strictest sense, completely desmodromic. Nevertheless, said *La Vie Automobile*: "this is certainly a new and original solution which is worthy of all our attention."

One would have expected of a novelty of this sort either that it would have entirely disappointed its sponsors, as, presumably, did the Ariès engine of 1908; or that it would have been a heroic success from the first, as was the Peugeot engine with two overhead camshafts in 1912; or that it would have been a brilliant failure, as were the supercharged FIATS in the 1923 Grand Prix, which dominated the opening stages of the race and all of which went out before the end of it. But in actual fact it proved to be none of these things. The Delages, it appears, were brilliant in practice, and there was some despondency in the Sunbeam camp, because the cars were to be started in pairs, and each Sunbeam was paired with a Delage. On the eve of the race, however, those responsible for these promising favourites apparently got cold feet, and made some last-minute adjustment to the valve gear, presumably to the tension of the cushioning spring, which so far robbed the Delages of their brilliance that their acceleration proved inferior to that of the Sunbeams. Even so, they did not become dismal failures, although the performance of the three

cars of the team seems to have been markedly unequal, the car driven by Duray being decidedly faster than those handled by the two outstanding Delage drivers, Guyot and Bablot. For the first six of the twenty laps, Duray ran third to a Mercedes and Boillot's Peugeot, for the next three laps he was fourth behind a Mercedes and two Peugeots; and although he fell back just before half distance, it was his sixteenth lap that was his fastest. He covered this lap at 66.85 m.p.h., a speed which was only improved on by three of the Mercedes, Boillot's Peugeot and Resta's Sunbeam. Duray's Delage was thus certainly one of the fastest cars on the course, and also was the only one of the team to finish. Since, however, only 11 finished out of 37 starters, and of these eleven three were Mercedes, the Delage record was at least better than the average.

Curiously enough, Chamboiseau's Schneider, which was also the only one of its team to finish, was likewise the fastest. Chamboiseau's best lap was covered at 64.92 m.p.h., a speed which was exceeded by all five Mercedes, two of the Peugeots, all three Sunbeams, Duray's Delage and Fagnano's F.I.A.T.; but which exceeded that of the remaining Peugeot, the other two Delages, the other two F.I.A.T.s and the best representatives of Nagant, Opel, Piccard-Pietet, Alda, Nazzaro, Vauxhall and Aquila-Italiana. In fact the performance of the cars in the 1914 Grand Prix with desmodromic valve control was just about what one would have expected of them if they had not had desmodromic valve control.

The intervention of the war at this juncture renders obscure to posterity, with so much else, what, as a result of their experiences in 1914, those who had used it thought of desmodromy (if there is such a word). If Delage and Th. Schneider had built racing cars in 1915, would they have used positive valve closing? This must remain an historical mystery, because when Grand Prix racing was resumed in 1921 neither of these makers at first took part in it, and, as far as their potential disciples were concerned, two important new factors had entered into their calculations: the capacity limit had been reduced to three litres and the straight-eight engine had become the vogue. The resultant decrease in the size of each individual valve had greatly reduced their weight, and, partly as a result, no doubt, it was now found possible to run engines with ordinary valve gear at over 4,000 r.p.m. instead of 3,000.

Positive valve operation, however, had not been forgotten, and with the further reduction of the capacity limit in 1922 to two litres, designers were faced with the prospect of engines running not at 4,000 r.p.m. but at 5,000. "There will be difficulty over timing mechanism," prophesied M. Charles Faroux, writing in *La Vie Automobile* in February, "and valve control will be assured in both directions; the term applied to this is 'desmodromic'." Delage designed a car for this race which was, I believe, a four-cylinder, but as it was not ready to appear at Strasbourg I do not know whether its valves were controlled "in both directions"; and the Delage which

Continued on page 631

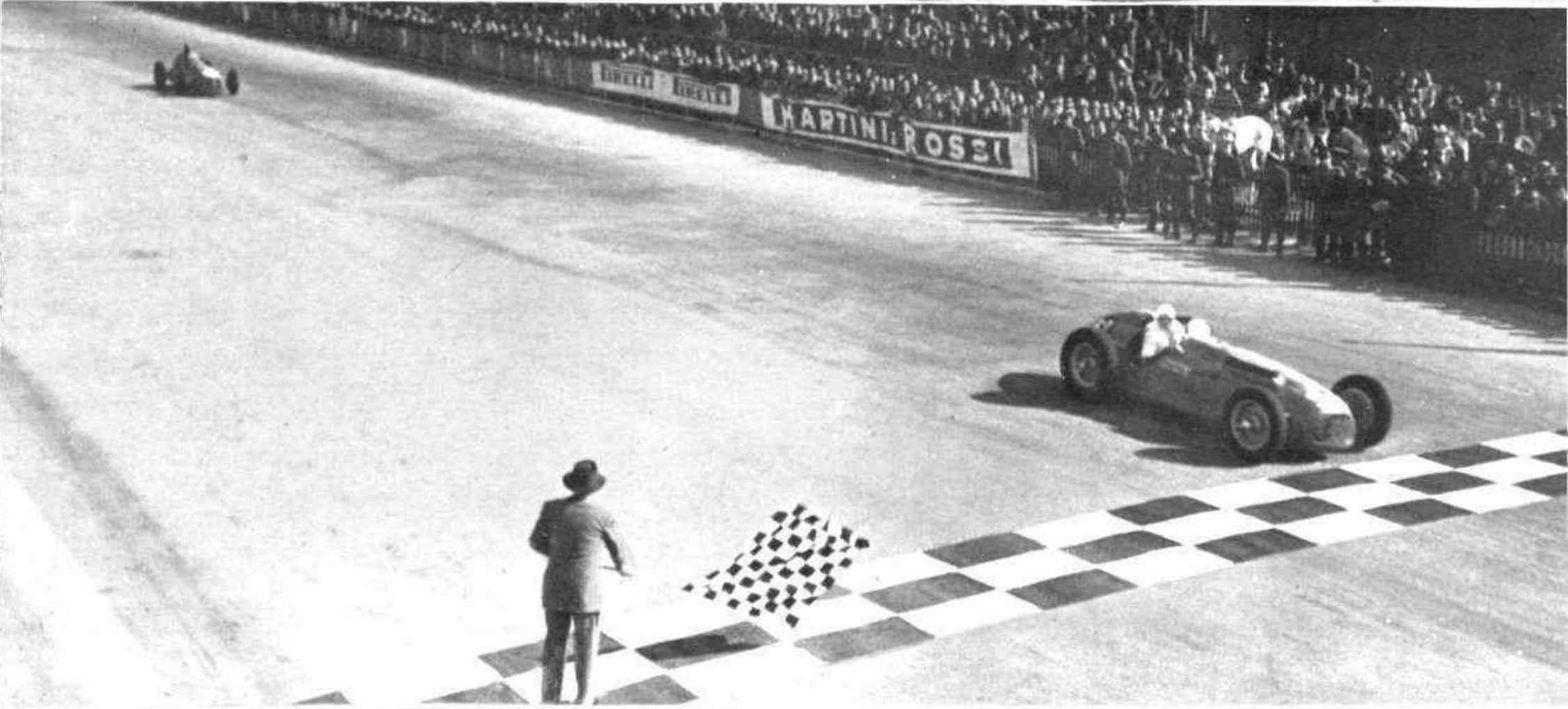
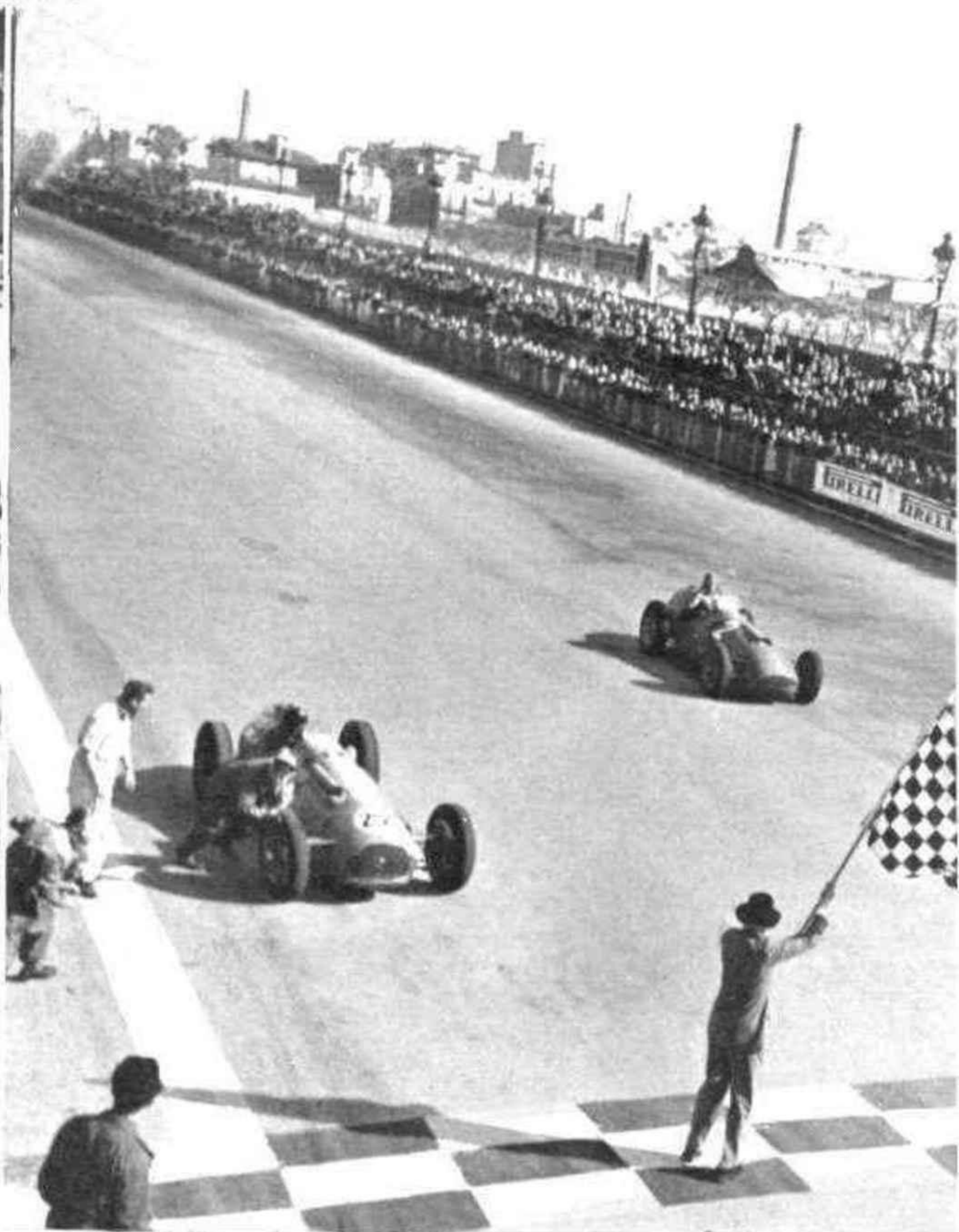
PICTORIAL REVIEW

BARCELONA FLASHBACK — "DAILY EXPRESS" 1,000-MILE RALLY VETERAN CAR RUN TO BRIGHTON

Top left : ASCARI, WINNER AT BARCELONA, taking a corner rendered tricky by the kerbs on both sides of the road—not to mention spectators and soldiers all ready to be written off should a less-skilled driver gyrate.

Top right : DRAMATIC.—Cabantous pushes his stricken Talbot over the line as Ascari receives the chequered flag at Barcelona. Beside the Talbot is Claes, who ran down to tell Cabantous not to cross the line until the winner had been flagged.

Bottom : ANOTHER VIEW of the finish of the last Formula 1 race of 1950, with Grignard's Talbot crossing the line in seventh place as a Maserati comes up behind.

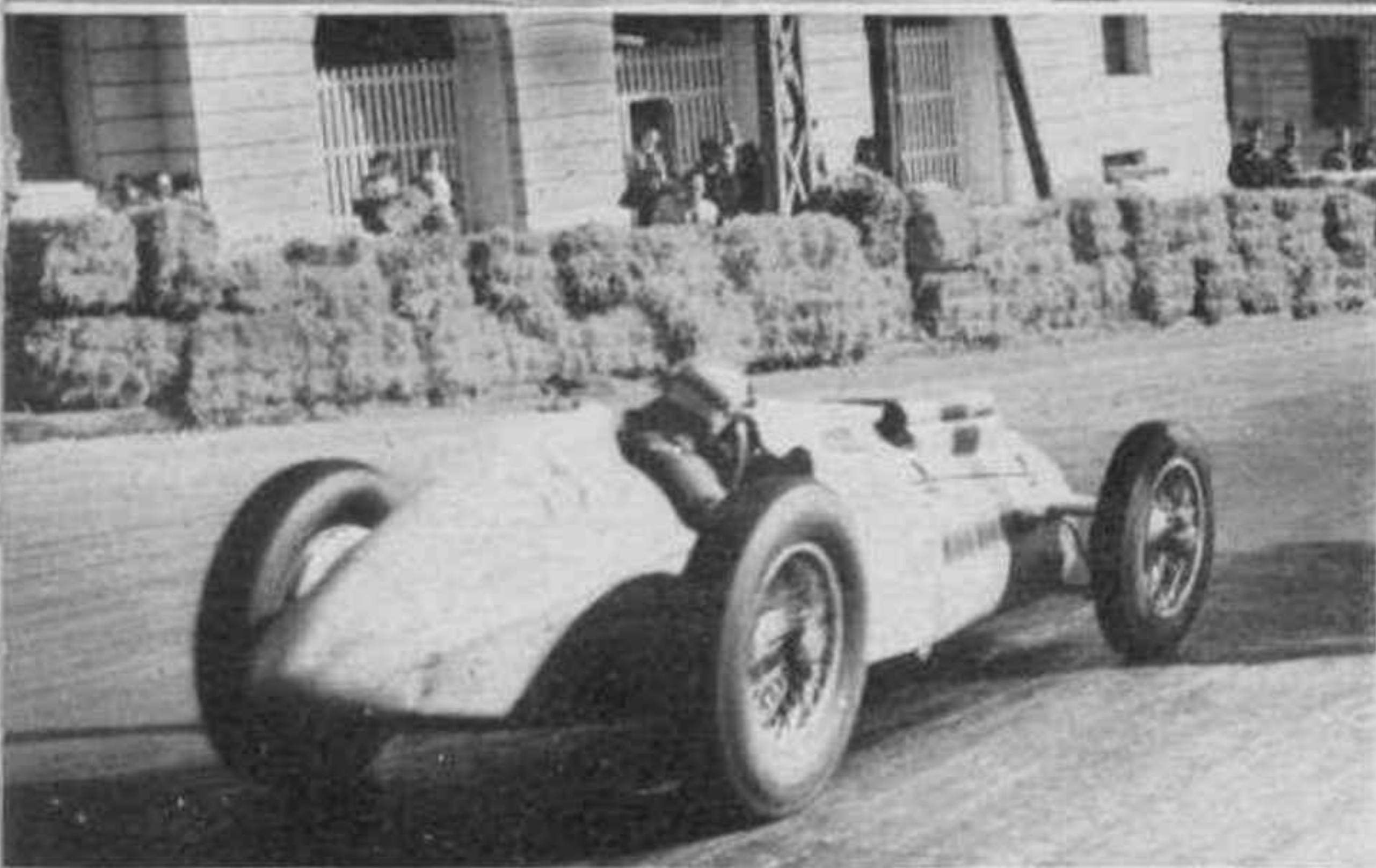




DAVID MURRAY had many stops at Barcelona with plug trouble but is here seen going well at a fast corner.



CURTAIN UP!—Peter Walker reverses a B.R.M. into its bay in front of the pits, prior to its debut in a Continental race at Barcelona.



CHARACTERISTIC.—Cabantous cornering at Barcelona in his Lago-Talbot which so nearly got fourth place but had to be pushed in with a seized gearbox.



PIT-ROOF VIEW.—Getting ready for the race at Pena Rhin. No. 52 is Grignard's Talbot, 48 Godia's Maserati-Milan, 50 Jover's Milan, which just managed to finish, 46 Simon's Simca and the car being pushed Manzoni's Simca.



VICTOR.—Alberto Ascari (goggles round neck) being congratulated after winning convincingly the 4½-litre unblown Ferrari's first race, at nearly 94 m.p.h.



ROLLS-ROYCE TRIES RALLY.—P. A. Barden receives instructions before attempting a test at the conclusion of the "Daily Express" Rally.



RALLY CONTRAST!—Caught outside their hotel at Torino the 1,000-mile "Daily Express" Rally, on the left is J. P. Lambert's Standard Nine "Ann Te..."

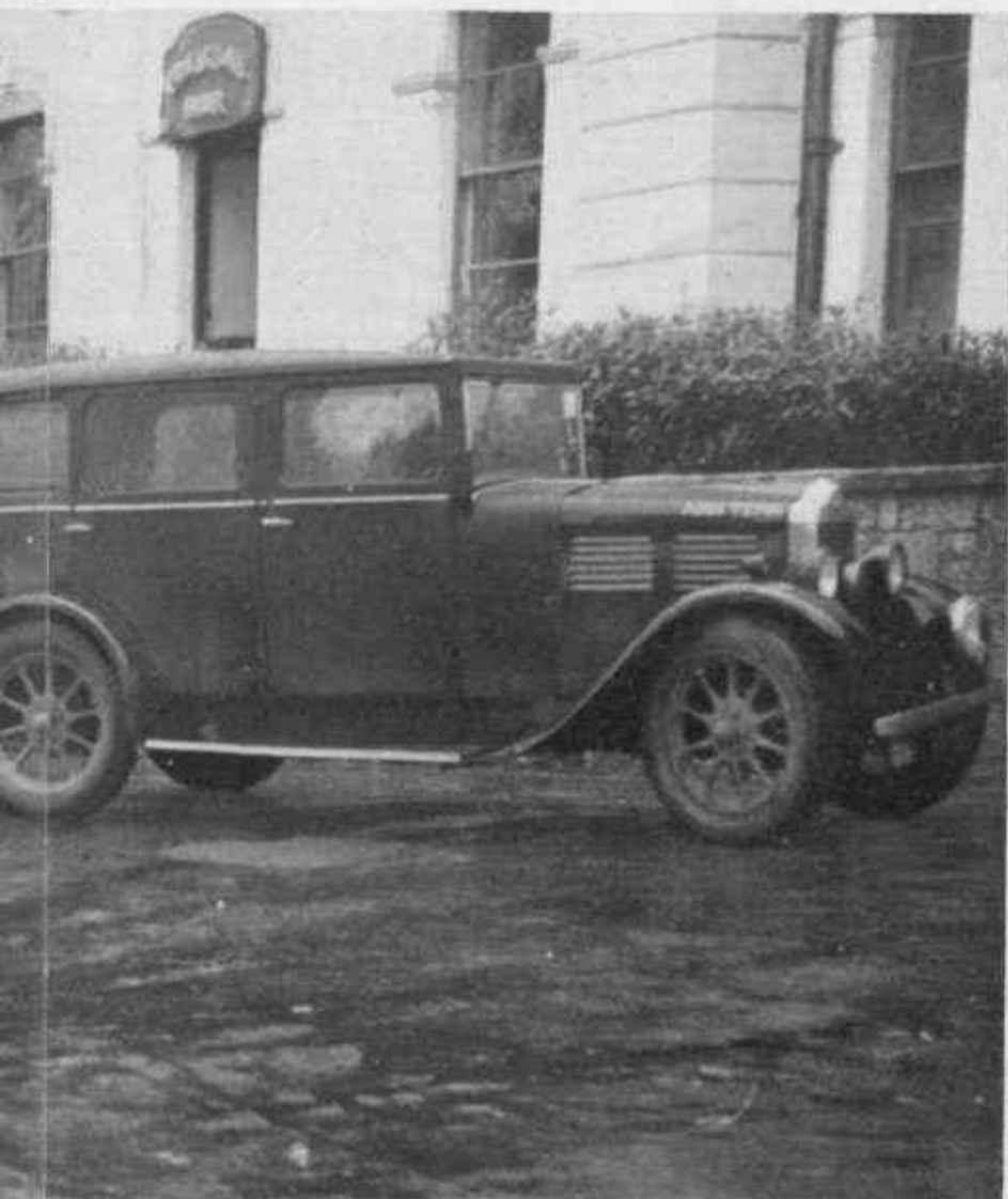
VERY NEARLY.—Ian and Pat Appleyard nearly won the "Daily Express" Rally in the "Alpine" XK 120 Jaguar, but lost time in a final test, and an outright win by .007 marks to Holt's and Asbury's "TD" M.G.





BREATHER on the Brighton Run—Vernon Balls' 1902 Oldsmobile, one of the veterans of the Veteran Run, pauses on Purley Way.

PRE-SILVERSTONE.—D. H. Crawford's Healey Roadster gets moving in one of the vital Rally tests at Torquay.



Torquay by the "Motor Sport" camera immediately after finishing Chapman's Mercury-Special, fastest in test two, on the right R. H. "Oak," which lost no time on the road section.

TAXI!—Unusual sight in a competition were two Austin taxis, which competed in the Rally; G. Smith's is seen here on the road-section. What is the general feeling about taxis in events of this kind?



A "BICYCLE MADE FOR TWO."—A de Dion tricycle with passenger attachment on its way to Brighton.



COMPARATIVE COMFORT for H. E. Bowden and his passenger in the 1904 10-h.p. Cadillac.



TWO OF A KIND. J. H. White's fully-laden 1904 10-h.p. de Dion leads R. B. Prideaux's 1904 6-h.p. de Dion during the Veteran Run.



ANCIENT AND MODERN.—E. G. Morgan's 1904 6-h.p. de Dion Bouton passing the "Motor Sport" Javelin on its way out of London en route for Brighton.



107 M.P.H FOR 24 HOURS

** Officially observed and timed by the Automobile Club de France.*

Jaguar Cars congratulate Mr. Leslie Johnson, whose privately owned Jaguar XK 120 driven by himself and Mr. Stirling Moss completed 24 hours' continuous running, at an average speed of 107.46 m.p.h. at Montlhery, October 24/25, 1950. In the last hour, an average speed of 112.40 m.p.h. was actually attained. Following such successes as the Alpine Trial, Silverstone and the Tourist Trophy, this latest achievement again proves Jaguar's outstanding capacity for sustained high speed and reliability.

Another phenomenal
JAGUAR
success!

*— and
now on
water!*

3 INTERNATIONAL WATER SPEED RECORDS GAINED BY JAGUAR XK 120 ENGINE

Mr. Norman Buckley, piloting his "Miss Windermere II" powered by a standard production Jaguar XK engine, captured the following records for 800 Kilogram vessels:—

- OCT. 9th—1-HOUR RECORD AT 55.58 STATUTE M.P.H.
(previously held by Germany)
- OCT. 15th—24 NAUTICAL MILES RECORD AT 63.53 M.P.H.
(previously held by Germany)
- OCT. 20th—3-HOUR RECORD AT 51.62 STATUTE M.P.H.
(previously held by Italy)

(Subject to official confirmation)

Veteran Types—With a Difference

The cult of restoring and running veteran cars is well known to readers of *MOTOR SPORT* but the mind rather boggles at the thought of veteran aeroplanes restored in this manner and still capable of being flown. Yet quite a number of serviceable pre-1914 machines exist and never fail to please alike vintage-minded enthusiasts and the general public when skilled pilots of today, notably Air-Comdr. Wheeler, O.B.E., Gp.-Capt. Snaith, A.F.C., Sqdn.-Ldr. Banner, D.F.C., Wing-Com. Calnan, Lt.-Com. Quill, O.B.E., A.F.C., R. F. Martin, J. A. Kent, and R. G. J. Nash, etc., display them. To throw more light on this fascinating off-shoot of veteranism, *MOTOR SPORT* presents two articles, one by Air-Comdr. Wheeler on the aeroplanes of the Shuttleworth Trust, and the other some notes by the Editor on those in the R. G. J. Nash collection.

THE SHUTTLEWORTH TRUST COLLECTION

by

Air-Commodore A. H. Wheeler, O.B.E.

SOMEWHERE about the middle of the last century an engineer invented something to do with steam engines which made them work a bit better. He had a works which made largely agricultural machinery, but his engineering ability and the steam engine invention made his company so successful that they contributed in no small degree to the development of railways during the remainder of the nineteenth century.

This engineer passed on to his grandson, Richard Ormonde Shuttleworth, three things which had a considerable influence on his life and provided for this country one of the few really good collections of historical vehicles and aeroplanes which exist today.

The three things were an amazing skill and understanding in engineering matters; a terrific enthusiasm for mechanical things; and a fortune of about a million and a half in money. Without these three assets the collection which we have today could never have been made.

Pilot-Officer Richard O. Shuttleworth was killed flying as a Pilot-Officer in the R.A.F. in 1940. He left his very considerable fortune to his mother, who set aside a proportion of it as a Remembrance Trust, the object of which was education, in its widest aspects, of boys in the art of aviation and farming.

The reason for these two interests was that much of the capital of the Trust comprised the Old Warden Estate in Bedfordshire, which covered about 9,000 acres of good farming land and which was one of Richard Shuttleworth's interests. Another interest, and perhaps the prevailing one, was aviation. Still other interests were motor racing and collecting early motor cars of historical interest and making them work. He included in this museum all forms of transport such as bicycles and horse-drawn vehicles.

Richard Shuttleworth learnt to fly in about 1931. In about 1933 a man who kept a garage in Ampthill told Shuttleworth that he had two aeroplanes in which he might be interested; one was a 1909 Type XI (serial No. 14) Bleriot monoplane and the other was a 1911 Type 143 Deperdussin. The only conditions made on handing over these aeroplanes were that they should be given a good home and that an adjoining shed which was absolutely full to the roof with empty five-gallon oil drums should be cleared out at the same time.

We drove over in two lorries and dealt with the second condition first. We then removed the two aeroplanes, one in each lorry. The Deperdussin was more or less in one piece, stored with the wings off, but the Bleriot monoplane had had its fuselage cut in half and the back half had been standing outside on a scrap heap. In order to remove it we had to cut down an elder tree which was nearly 20 feet high.

This was what really started Richard Shuttleworth on his collection of veteran aircraft.

Between 1934 and 1939 other types were added to the collection; a 1912 Blackburn monoplane with a 50-h.p. Gnome rotary engine, which was not finished until last year, and which many people at the R.A.E. saw flying in the summer; a 1916 Sopwith Pup, which was found and built up fairly quickly and first test flown in 1937; and lastly a Hanriot biplane with a 110-h.p. le Rhone engine, which had been flown as a fighter in about 1917.

The Sopwith Pup had been originally owned by a pilot from the 1914-18 war. It was never quite clear how he had originally obtained it but the interesting thing about his operations was that when asked how he got on about a Certificate of Airworthiness a puzzled look came over his face and he said, "A Certificate of Airworthiness? What's that?" And when questioned further as to his Pilot's Licence still further bewilderment was apparent on his face as he asked what that was too. However, he seemed to have got along very well flying the Pup without either of these for a number of

years, until it was broken in landing, some time after 1930.

The method of obtaining possession of the Blackburn monoplane illustrates very well how those three assets of Richard Shuttleworth's came in so useful. The remnants of this particular aeroplane were believed to be under a hayrick, but the farmer was unwilling to move the hay to have a look and, in any case, the remains weren't thought to be worth very much. Shuttleworth bought the hayrick complete and removed the hay to his own farm. The remains of the Blackburn went along in the last load of hay and it was, in fact, found to be in quite reasonable condition.

The Hanriot biplane was bought by Richard Shuttleworth in Brussels for a relatively small number of francs and flown by him across the Channel to Old Warden. It was unfortunately crashed in 1938 after a demonstration flight, owing to some misguided helper taking out the pin which held one of the wheels on, and forgetting to put it back. Richard took off from Brooklands Aerodrome to return to Old Warden and, as he left, the wheel continued on along the ground. When he landed at Old Warden aerodrome the aeroplane immediately turned upside-down. This was not such a great loss as it might appear, since there is very little historical interest attached to the Hanriot biplane, belonging as it did to very much the same period as the Sopwith Pup.

Another very interesting aeronautical relic which has not yet been rebuilt, and may prove too expensive in these days, is the "Frost Ornithopter." This was a steam-driven vehicle with very large



AIRBORNE.—The 1911 Type 143 Deperdussin of the Shuttleworth Trust on a recent display flight. [Photo by "R.A.E. News" Pictures]



[Photo by "R.A.E. News" Pictures]
RUNNING UP the 50-h.p. Gnome rotary engine of the Shuttleworth Trust 1912 Blackburn monoplaner.

bicycle wheels, and wings which were constructed of wooden spars and turkey feathers sewn along the trailing edge. The engine has now been made to work again and "chuffs" quite happily at about zero r.p.m. The wings unfortunately are little more than rust and dry rot. The story is that Mr. Frost constructed this some time during the last quarter of the nineteenth century and gave a luncheon party to witness the first test flight one summer's day. The somewhat unauthentic report says that the Ornithopter ran along a field under full steam and hit a hedge about 10 feet up. The designer-test pilot went to hospital for six weeks and this particular line of development was discontinued. One day this machine may be rebuilt and re-tested. If it should ever fly, which seems unlikely from the design, we should have to reconsider aviation history, but as things stand now it would seem that the Wright Brothers' record is pretty safe.

Besides the veteran aeroplanes the Trust also inherited the complete collection of veteran motor cars, cycles, hobby-horses and horse-drawn vehicles, which Richard Shuttleworth had collected during his life. These date back from 1904 to about 1815 when the first hobby horses were put on the road. All these vehicles are slowly being overhauled and put into running order, just as the aeroplanes are, so it is hoped that in years to come there will be nothing in the Museum which doesn't work just as it did when it was first made—sometimes perhaps even better—although modifications are not allowed in rebuilding, however attractive such modifications might be.

One of the difficulties experienced in rebuilding these ancient aeroplanes is in finding out exactly how the original one was built. The early designers had a disconcerting habit of using bits from their early designs to make up another design, or perhaps someone who bought

one of the early models got tired of it, tried to build one of his own and cut off bits from the original. This particularly happened in the case of the Blackburn monoplaner which, when put together, was clearly unbalanced about the position where the C. of G. should have been. After reference to early *Flight* and *Aeroplane* photographs and careful scaling up of the pictures, it was found that 18 inches of longeron had been cut off just behind the engine bearers, and absolutely all trace of them removed. After this discovery was made, rebuilding proceeded quickly.

At the present time nearly all the available money of the Trust is being absorbed in getting the Agricultural College started, and the aviation side is kept going, and just making headway, by taking on outside work such as aeroplane overhauls, etc. It also gets quite considerable assistance from the aviation industries, many of whom take a far-sighted interest in this activity.

In the future, when more of the Trust money becomes available for developing the aviation side, it will be possible to expand the flying museum considerably and build up many of the interesting early aeroplanes, such as the Antoinette, and 1914-18 war types such as the S.E.5a and Bristol Fighter. It is, however, surprising how much money can be spent on rebuilding even the most primitive original types of aeroplane. The aeroplane itself can cost anything up to £600 for rebuilding, particularly when the metal fittings or castings need renewing.

The rebuilding of these historic types of aeroplanes presents some special problems, the chief of which is the almost complete lack of reliable drawings or information. True, there are many sketches and photographs in the contemporary Press, but it is remarkable how the detail one particularly requires is always just out of the picture. Useful

information can also be obtained from the ever dwindling band of pioneer aviators, but here, not surprisingly, memory after a lapse of some forty years is liable to play tricks. The various museum collections, both here and abroad, can also yield some valuable information, and the manufacturers, if still in business, are always most willing to help, if as sometimes happens, any records remain in their archives.

The work of reconstruction required varies greatly. It is surprising how the old wood and fabric structures will remain in sound condition over a long period, provided they have been well stored in good condition. Indeed, it seems that given good storage and attention the life of these lightly loaded machines will be indefinite.

It is always a temptation, in the interests of safety and mechanical strength, to modify the original design, and although some concession to modern practice must occasionally be included, these differences must be kept to the minimum. Machines like the Bleriot and the Deperdussin, with an all-up weight, including pilot, of 600-700 lb., are very under-powered and are extremely susceptible to weight increase. It is usually necessary to re-fabric extensively, and a close watch must be kept on the weight of fabric and the dope applied.

The engines are of a relatively simple type and, although the automatic inlet valves usually fitted render these motors somewhat temperamental, the overhaul and maintenance problems raise no difficulty. Incidentally, handbooks for these early engines can usually be found if one searches long enough. It has been found that 680 or S.P.B.1 fuel suits them best, although they will run quite well on standard "Pool" petrol.

Rebuilding an engine is almost out of the question owing to expense, but one can usually find sufficient bits of the original engine which can be reconditioned and made serviceable again. Even so the engine could cost another £600. It is for this reason that whenever we hear of an early type of engine, previous to, say, 1928, we are extremely anxious to get hold of it and put it in store against the day when it will be required for putting into its appropriate airframe.

THE NASH COLLECTION

by the Editor

NO fewer than a dozen pre-1919 aeroplanes have been collected together by R. G. J. Nash, well-known sprint driver in pre-war days who afterwards turned his attention to early transport vehicles which he hopes will eventually form a permanent Museum. His oldest aeroplane, a 1909 Type XI Bleriot monoplaner, he discovered in a builders' yard near Newcastle. The owner of this aeroplane went to the Bleriot works a week after M. Bleriot's great cross-Channel flight and brought it, No. 5 to leave the works, home to England towards the end of 1909. He used to run the engine up in his yard and Nash was shown dents in the wall made by the propellers when they flew to pieces! He found the fuselage hanging up in the roof of a shed. The rest of it he reconstructed from material supplied by Bleriot Aero-

nautique drawings. The work was finished before the war and Nash put in nearly two hours' flying in the Bleriot at Brooklands, the 22/25-h.p. three-cylinder fan-type Anzani engine with automatic inlet valves and coil ignition, propelling it satisfactorily above the stalling speed of 35-37 m.p.h. about 100 feet above the ground. Incidentally, these Anzani engines were designed for cycle-pacing motor-cycles, but M. Bleriot decided they were just the job for him.

Nash learnt to fly at Shoreham on Avro 504s and had owned his own Klemm. He had no difficulty in obtaining a special certificate from the Air Ministry enabling him to fly any of his early aeroplanes providing they did not go over populated places.

His next three machines he found in Havre. All were Bleriot monoplanes, a 1909 Type XI No. 54, the oldest production aeroplane of this make in existence in original condition, a 1910 Type XIa No. 164, and a 1911 Type XXVII Gordon Bennett racer, No. 433. The two former were presented to Nash by M. Molon, early racing driver and aviator, who flew one of them at the first Doncaster Meeting and at Berlin, Verona, Rouen, etc., in 1909-10, making a height record of 600 ft. No. 164 has a six-cylinder 40/45-h.p. Anzani engine and does about 45-50 m.p.h. The Gordon Bennett machine was flown contemporarily by test pilot Le Blanc at Hardelot and Long Island, doing 78 m.p.h. It has a seven-cylinder 50-h.p. Gnome rotary engine which starts easily and took off in about twice its own length when Nash flew it at Brooklands before the war.

The problem of getting these Bleriot home wasn't as great as it might appear, for the General Steam Navigation Co. shipped them uncrated to the Thames, transferred them in mid-stream to a lighter and left them undamaged at the London docks, from whence Dick took them to Weybridge in his Ford lorry.

The next "find" was nothing less than a 1912 G3 Caudron tractor biplane with a 90-h.p. Anzani engine which was languishing at Brussels. Ken Waller volunteered to fly it to Brooklands, where he duly arrived by way of Calais and Lympne, accompanied by a watchful Moth! The Caudron cruised at some 60-65 m.p.h.

Nash now heard of a 1913 Maurice Farman pusher biplane at the Farman aerodrome at Buc. He went to investigate and discovered it was a prototype of the F.40 used by our R.F.C., but, as Maurice Farman's personal machine, which he flew to Hendon prior to 1914, had a 130-h.p. V12 Renault engine instead of the 80-h.p. fitted later. It had been flown at various French aerial fetes up to 1933 and M. Farman gladly presented it to Nash, delivering it in vast crates which Vickers assisted to unpack. After re-assembly Nash flew the Farman at Brooklands and in displays at Hendon, Northolt, etc., It did the Brooklands-Hendon journey in about half an hour.

The next veteran sort of dropped in on him. Someone flew a 1914 Avro 504 biplane with Clerget rotary engine from Scotland to Brooklands and announced that he had no further use for it. It remained in the collection and was recently completely and very beautifully reconditioned by A. V. Roe, who called

in old employees, many of them retired, to do the work. It was flown at this year's R.A.F. Display, when it made a Command Performance before H.M. the King.

France gave Nash his next veterans, in the form of two 1916 Sopwith Schreiders with Le Rhone rotary engines started by winding handles in the cockpit. Alas, these, and two of the Bleriot, were badly damaged when the Germans bombed Brooklands in 1940.

A 1917 Sopwith Camel was located in Essex. It needed considerable restoration, but is now complete, even to its two machine guns. It was without its engine, but when I asked Dick if this wasn't a major snag, he replied, "On no, I had a couple of Clerget rotaries in my stock of Le Rhone, Anzani and other engines." This Camel has the 140-h.p. engine and belonged to the Lafayette Escadrille. It has not yet flown since reconstruction. While in France, Nash heard a rumour of an antique used for charities in Belgium and later for film work in France. It was run to earth near Versailles and proved to be a 1917 D VIII Fokker biplane which had belonged to Jadstaffel 71 and later the famous Richthofen Squadron. It is probably the last left intact. Nash was intrigued to find a bullet hole in the exhaust manifold and others, patched up, in the radiator. Stuck to the bottom of the joystick was a dented 1899 One Pfennig coin. When war broke out this Fokker was being overhauled and its 180-h.p. Mercedes engine runs. It was displayed as a static exhibit at the S.B.A.C. Display.

Nash's last aeroplane is a 1918 S.E.5 with 200-h.p. Wolseley Viper engine, but it is not yet in flying condition.

Nash is most painstaking over restoration and painting his aeroplanes correctly. He runs them on ordinary aviation fuel and XL oil, using R for the rotaries.

It will be appreciated that, as with old cars, veteran aeroplanes (of which those from 1909-10 can be said to be equivalent to "Brighton" cars, those of 1912-14 to represent the "Edwardians" and those of 1916-18 or later the "vintage" types) exist in good order, not only as valuable museum pieces but capable of being flown for the entertainment and education of the public or for the enjoyment of true-believers at private parties. I am all for this! If you know of any more machines tucked away anywhere, please say so!

***** SIDESLIPS—continued from page 624

did appear at Tours in 1923 had twelve cylinders and ordinary valve mechanism.

In the meantime, however, there had been more than one convert to the desmodromic principle. In May, 1922, it was announced that Rolland-Pilain were building cars for the Grand Prix which, in spite of having straight-eight engines, were to have "positive closing of the valves by means of a cam"; but almost immediately afterwards it was announced that the designer of this engine had provided it with two alternative heads, one desmodromic and one not, and when the cars actually appeared at Strasbourg they were found to have ordinary spring-closed valves. They retained this conventional arrangement

when they appeared again the next year at Tours, and as a result I have never, I think, seen a description of the desmodromic system used in the discarded design. Mr. Arnott says that the mechanism used involute cams; but, apart from this information, I remain, alas! as ignorant of it as I am of the 1908 Ariès engine.

Curiously enough, however, the devotees of positive valve closing who journeyed to Strasbourg in 1922 for the Grand Prix were not disappointed in their hope of seeing a desmodromic system in action, in spite of the recantation of Rolland-Pilain. In conjunction with the big event for 2-litre cars, the A.C.F. that year ran a Grand Prix de Tourisme on a limited fuel consumption basis, the cars having to cover 444 miles at the equivalent of 16.6 miles to the gallon, and among the starters were three 2-litre Bignans with positive valve control. The system used in this engine is exceedingly hard to describe, especially without a diagram, but I suppose that, having embarked on this theme, I must make an attempt to do so. The eight vertical overhead valves of the four-cylinder engine, then, were arranged in two squares, each square comprising the inlet and exhaust valves of two cylinders. In the centre of each square, and driven through bevel pinions by a horizontal overhead shaft, were two plates, circular in plan and revolving in a horizontal plane in opposite directions. On an extension of each valve stem were two conical rollers, which fitted one above and the other below one of the plates already mentioned, which were in fact curiously contoured swash-plates. As they revolved, therefore, they imparted an up-and-down motion to the valves, which were thus positively controlled throughout their cycle of operations. No springs whatever were used in this system, which was, indeed, more like having a bull on a pole than a halter, and as far as I can see no provision was made for expansion and contraction due to changes in temperature.

Nevertheless this engine undoubtedly worked, and could be regularly run at 4,000 r.p.m., with a maximum crankshaft speed of 5,000 r.p.m. Admittedly none of the cars which started in the Grand Prix de Tourisme in July survived the full 444 miles, but it was claimed that their failure was not due to their desmodromic valve gear; and in August one of them, driven by Gros, ran third in the Belgian Grand Prix at Spa to a 3-litre Imperia-Abadal and a 3-litre Chenard et Waleker. Jacques Bignan and his collaborators in any case were so much impressed with the success of the design that the desmodromic 2-litre was shown as a standard model at the Paris Salon of 1922 and at the White City, where it attracted a great deal of attention. As far as I know this is the only engine with positively-closed poppet valves that has ever been offered to the public, but I have no idea how many cars fitted with it were actually sold, or how their owners got on with them. I have my suspicions in the matter, because the model seems to have been dropped in 1923; and since then the word "desmodromique," which in those days was on practically every enthusiast's lips, has evidently subsided into the limbo of forgotten things.

LETTERS from READERS

BUNTY BOOBS

Sir,

In reading Mr. Scott-Moncrieff's review of the 37th Paris Salon one comes across the most blatant errors in comparisons of various cars by price. We are not quite so far ahead as he leads us to believe in the battle for overseas markets. It is a pity but it does not help the accuracy record of your excellent journal.

All the prices given for the American models as pounds sterling are in fact the dollar figures. Mr. Scott-Moncrieff's £1,725 Chevrolet really costs approximately £660, so the Humber Pullman and Austin Princess are nowhere in it. Likewise Mr. Scott-Moncrieff need not wait for the unexpected advent of £4,000 before he becomes the glittering owner of a Lincoln Cosmopolitan because, theoretically speaking, he can get it for about £1,560.

A similar error is made in the case of the FIAT 500; it is not £625 but 625 thousand lire, about £328.

It is a pity that your correspondent did not confine himself to a more straightforward description of what was a very fine show. He could then have devoted a little space to the new Renault Serie Coloniale, which most Frenchmen rushed to see, and perhaps to the most striking exhibit of the Lancia Aurelia chassis which would make an enthusiast of any era go into raptures.

Somehow I think Mr. Scott-Moncrieff must have enjoyed the "repas" and dawn chatter just before writing his review, in which case I sympathise with him.

This is written with the honour of MOTOR SPORT in mind. God bless your future efforts.

I am, Yours, etc.,

R. H. LANGDON-WIGGINS,

Marly le Roi.

Capt. R.A.

[In the very best sackcloth, cut by Hawes and Curtis, covered with ashes from Havana cigars, "Bunty" replies as follows:—

"Of course Captain Langdon Wiggins is perfectly right about the Italian and American cars. The price list I had was all in French francs, except for these two, and I, rushing to get my Show report off in time, took the whole thing to be in these units and wrote accordingly. I wish I had the excuse that I wrote the Show report after the party, but I have not. I am sure, however, that Captain Langdon Wiggins will be the first to agree with me that my comparisons with the cars of all the other nations, except these two, are absolutely correct. However, mea very much culpa and scourge me round the Road Point with a cactus for carrying the logical conclusion on to the Americans and Italians because I had misread the figures.

"I too was enchanted by the Lancia Aurelia, but decided that as everybody would be rhapsodising about it at the London Show I would leave it to them. I have not yet driven this most attractive car, but, if it goes anything like as nicely as I think it will, you will be hearing more of it from me. I do, however, beg to differ with Captain Wiggins about

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

.....
the Renault 'Serie Coloniale.' I don't think this sturdy vehicle would be of much interest to the readers of MOTOR SPORT.

"From what I remember, Marly le Roi is just outside Paris, not far from Versailles. I think, therefore, that the best 'amende honorable' I can offer for my really appalling blunder is to invite Captain Langdon Wiggins to join me in reporting (Uncle Joe and the Editor permitting, of course) the 1951 Paris Salon. Fair do's, chaps?"

* * *

NO "BOOKIES!"

Sir,

I was disgusted to see on television, bookmakers prominent at Goodwood. Surely the R.A.C. should take steps to ban such activities. We do not want motor sport commercialised like so many other sports.

I am, Yours, etc.,

G. BELLAMY.

Madresfield.

[This raises an interesting subject for discussion. "Long Tom" and his colleagues were welcome at Brooklands, pre-war.—Ed.]

* * *

BY WAY OF APOLOGY

Sir,

I feel that you may be interested in the enclosed letter from the *Autocar* with a cutting of my advertisement in MOTOR SPORT attached. I received this following the appearance of my advertisement in your excellent magazine. I do not know whether you are inclined, or even in a position, to act in the matter, but I was disgusted that an apparently reputable magazine such as the *Autocar* should thus solicit advertisements which have already appeared in their competitors. Incidentally, the original advertisement in MOTOR SPORT has resulted in a satisfactory sale of the car.

I am, Yours, etc.,

"Uplands,"

D. E. MILLER.

Blisworth,

Northampton,

[This is one of many letters on this subject and we publish it by way of an apology to other readers who have received from the *Autocar* similar cuttings of their advertisements in MOTOR SPORT. When the first complaints were received we took the matter up with the Proprietors of the *Autocar*, but a director replied that this is the method they adopt to try and fill their classified columns. As it would appear that the *Autocar* are unwilling to discontinue this method of soliciting advertisements, we ask our readers who

suffer this annoyance to appreciate the compliment to our journal.—*Advert. Manager.*]

* * *

LIGHT PLANES

Sir,

The Editor's review of early light planes in the November issue of MOTOR SPORT was as provocative as it was interesting. The caption beneath the photo of the Avro Avis states that it was fitted with a Blackburne Thrush engine. It is clear from the picture that the engine is of the twin-cylinder horizontally-opposed type, whilst the Thrush was a three-cylinder radial.

I was at Hamble when the Avis was built and first flown. The engine was a Bristol Cherub. Together with Bert Hinkler, I made a number of test flights on the Avis prior to the Lympne trials. It was an astounding little machine, and could be taken off and landed in a very small space, with two up. In fact, I can think of no two-seater aircraft which ever had anything like the performance of the Avis on so small a power.

The magnitude of the noise when flying in the front cockpit was phenomenal, due to the fact that the two exhaust snouts were turned back approximately in line with the occupant's ears, and it was rather like having two .45 Webleys fired in rapid succession at each side of one's head. The exhausts were about one arm's length from the ears. Only one of these aeroplanes was built, and I have no idea what happened to it, for it seemed to disappear without leaving any trace. Incidentally, the Vagabond was also built at Hamble, on behalf of Vickers.

A Blackburne Thrush was fitted to the A.N.E.C. IV, which I acquired on behalf of my friend Guy Warwick, when the A.N.E.C. organisation went into liquidation. It was bought less engine and we modified the aircraft to accommodate a 1914 45-h.p. Anzani, with which it flew quite well. Warwick borrowed an Armstrong Siddeley Genet engine with a view to competing in the King's Cup in 1927, and we again modified the aircraft to accommodate this unit. In the race, whilst traversing the most northerly leg of the circuit in Scotland, Warwick struck the top of a hill whilst flying blind in thick cloud, and lost his life. The aircraft was completely written off.

Hinkler's remarkable flight just after the Kaiser war, from London to Turin on the Avro Baby started, if I remember rightly, from Hounslow, and not from Croydon.

Finally, I submit that it would have been apposite to have mentioned the Avro Triplane which A. V. Roe himself succeeded in flying from the Hackney Marshes in 1909. This was fitted with a 9-h.p. twin-cylinder J.A.P. motor-cycle engine, which had a reduction gear consisting of a belt drive from the engine pulley running over a bicycle wheel, to the hub of which was attached the propeller shaft. And it flew!

I am, Yours, etc.,

Gurnard.

FRANCIS KAPPEY,

A.F.R.Ae.S.

WE HEAR

Bob Spikins, George Hartwell, R. F. Peacock and Cooper-exponent Clarke have ordered "Le Mans Replica" Frazer-Nashes for next year's sports-car races. Dr. Waugh will drive a "Mille Miglia" Frazer-Nash in Scottish competitions and Hans Osterman, Swedish Frazer-Nash distributor, got the Earls Court "Le Mans Replica," lucky man, carted it off for display at the Stockholm Show and it will be used in competitions there. We make no comment on an advertisement appearing in the *Essex Gazette* which read as follows: "Morris Major 14 h.p.; phenomenal performance; B.R.M. outclassed. Form queue . . ." P. A. Atkinson ran a special in the High Peak Trial, the Austin Seven engine of which had been bored out to give a capacity of 824 c.c.—shades of Waites' Austin Seven racer of 1925! John Norman and a friend are overhauling a 1922 push-rod Salmson with long-tailed G.P. body.

A Chuley two-seater of 1924 vintage in somewhat poor order has turned up at a garage near Cambridge. Another of these rare light cars was broken up in Buckinghamshire during the war. The present one came to our notice through a reader who has been getting good service from a 1928 touring Clyno Nine; he remarks that he knows of at least half-a-dozen other cars of this make still on the road. Another early small car, a 1924 aluminium-bodied Bayliss-Thomas sports two-seater with 10-h.p. Meadows engine, has been hibernating since 1930 in Devon and is reported in fair order except for tyres. B. F. R. Stack, M.B.E., is rebuilding a 1901 Locomobile steamer and Ronald Barker has exchanged his 1909 Napier with Capt. Harry Browell for a 1928 "40/50" Napier cabriolet—he asks if anyone knows of any more of this particular sort of Napier. A sensible article on the Veteran Car Club, by Richard Shakespeare, appeared recently in *Men Only*. A "Brescia" Bugatti is ending its days, of all places, in the children's section of the famous Tivoli playground in Copenhagen. A V8 Talbot-Darracq tourer, complete save for ignition coil, is for disposal in Scotland. H. Edwards is contemplating an American supercharger on a "TB" M.G. Midget and G. Aldridge is building a 125-c.c. car, although the main idea here is to race more cheaply than is possible with a "500," if a 125-c.c. class could be launched. Out in Malaya D. R. Lindley has a FIAT 1,500 with 1½-litre Riley engine, which he is contemplating supercharging, while a South Australian reader contemplates rebuilding a 1930 supercharged f.w.d. Alvis for racing.

Cooper Cars of Surbiton have produced another sports Cooper, this time with forward-placed V-twin air-cooled J.A.P. engine driving through a four-speed Javelin gearbox, which sounds very interesting.

The Straker-Squire Six which Granville Grenfell made into a racing car before the war, using Lancia i.f.s., later had a Siddeley Special engine installed by Monkton, but has since been dismantled. Cuff, who has raced a V8 Special "Hells Hammers IV" at Bristol race meetings, intends to install the engine in a Riley chassis for next season. His J.A.P.-engined "500"

Club News



now has an interesting form of swing-axle i.r.s., using a high-set transverse leaf spring and radius arms. He also has a Ford Ten trials special in hand, using an Austin Seven frame and a Ford Ten van axle but with two short axle tubes in place of the usual long and short tubes of this off-set axle.

Col Mueller of Milwaukee has taken delivery of a 760-c.c. rear-engined Renault "on the strength of the persistence of MOTOR SPORT's well-justified praise of

this excellent little motor-car." Mueller also owns the "works" "Speed Six" Bentley that finished second in the 1930 Le Mans race, a 1929 4½-litre Bentley Vanden Plas four-seater, a long chassis "Speed Six" Bentley saloon, a 1914 Lancia, a 1921 Locomobile, a 1906 two-cylinder Buick and a 1932 Packard, while his wife possesses a 1923 Pierce-Arrow landaulette and a 1912 model-T Ford roadster. He makes us blush by referring to MOTOR SPORT as "consistently the best motoring journal in the world," offering us his sincere thanks for having educated and elevated him to a state of appreciation that has brought about the gradual acquisition of the old cars, especially the Le Mans Bentley, which has given him the happiest days of his life. Before we cease blushing, we would like, in our turn, to thank the many readers who took the trouble to write in appreciation of our Barcelona race report, and to remark that although we make every effort to reply to all our correspondents, if any letters have gone unanswered our delight at receiving news from all quarters is nevertheless as keen as ever it was.

T. G. Moore, late proprietor of MOTOR SPORT, has been getting good service from a drophead 2½-litre Riley. The Lorraine-Dietrich which won the 1926 Le Mans race has been purchased by a French enthusiast and is in good order.

As proof of how interest in all aspects of motor sport is spreading, the Treasurer of the Welsh Counties C.C. sends us a cutting from the *Western Mail* which asks who is the owner of an old Humber bearing a Cardiff registration and seen early in October parked on the Promenade des Anglais at Nice. Our correspondent remarks that her school-boy son is busy rebuilding a 1928 Clyno Nine saloon into an open two-seater. Incidentally, this Club now has over 100 members.

I. G. Worsnop seeks data on a 1932 Marendaz-Special he has acquired, which is at present endowed with a Ford V8 engine. In California, Joseph Esherick is about to drastically hot-up a 1938 "328" T.T. B.M.W., and also seeks data and a handbook. A 1931 i.f.s. Cottin et Desgouttes that apparently has run a very low mileage is for sale in Rotherham, and in Cheltenham a 1911 5-h.p. V-twin Garrard three-wheeler is about to be restored by G. Hartley-Smith, who seeks photographs of the original. He reports a 1917 Renault chassis for sale at a local garage—alas, the body was consumed in the workshop stove during the 1948 fuel shortage! Lagonda, Ltd., have acquired a veteran Lagonda tri-car.

IN ACCORD

"The B.R.M. in particular, like the British motor industry in general, is paying a high price for the betrayal of Brooklands."—*The Motor*, November 8th.

SLIPPING ?

One of our leading contemporaries, announcing the change of date of the London-Brighton Veteran Car Run from November 12th to 19th to avoid Remembrance Sunday, headed its announcement "'Cocks' Date Settled"! In

FIXTURES FOR DECEMBER

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

- 2nd.—N.W. London M.C. C.I. GLOUCESTER TRIAL, Rodborough Common, 9.30 a.m.
- 2nd/3rd.—M.G. Car Club (N.E. Centre) C.I. Trial, Yorks.
- 3rd.—Hagley & District L.C.C. C. Shropshire Trial, Bridgnorth. N. Midland M.C. C. Autumn Sporting Trial, Derbys. Chiltern C.C. C.I. Chiltern Hills Trial, Chilterns.
- 8th.—Manchester University M.C. Night Rally.
- 8th/9th.—Bugatti O.C. C.I. Welsh Rally.
- 9th.—Sunbeam-Register. C. Point-to-Point Treasure Hunt, "Lambert Arms," Aston-Rowant, 1 p.m.
- 10th.—Lancs. & Cheshire C.C. C. Winter Sporting Trial, Cheshire. Berkhamsted & D. M.C. & C.C., Lockhart-Bossingham Trial. Maidstone & Mid-Kent C.C. C. Committee Cup Trial, Kent. Shenstone & D. M.C. C.I. Chase Trophy Trial, S. Staffs. Taunton M.C. C. Trial. W. Hants & Dorset C.C. C. Christmas Cup Trial.
- 13th.—S.U.N.B.A.C. C. Evening Trial, Birmingham.
- 16th.—Royal Automobile Club R. 1950 TRIALS CHAMPIONSHIP.
- 17th.—Sheffield & Hallamshire M.C. C. Christmas Trial. North London Enth. C.C. C. Christmas Trial, Herts.
- 26th.—Southsea M.C. C. Boxing Day Trial, Hants & Surrey. Ulster A.C. C. Trial. M.G. Car Club (S.W. Centre) C.I. Kimber Trophy Trial, Somerset.
- 30th.—M.C.C. C. Exeter Trial, London-Exeter.
- 31st.—Peterborough M.C. C. Christmas Trial, Peterborough.



ALL OVER THE WORLD motor-racing is in demand. Here is the start of the Junior car race at the Singapore Meeting reported elsewhere in this issue.

[Photo by Standard-Sin Chew]

another section it remarks that although there is no likelihood of a reintroduction of petrol rationing, the Chancellor might increase the petrol tax at the next Budget in the hope of making motorists pay in part for rearmament. No motor journal should for a moment entertain such thoughts. The motorist is already taxed more heavily, both in business and pleasure, than most other members of the community, and any increase will be met with a severe loss of cast for whichever party might so much as contemplate it.

★

THE 1951 CALENDAR

The issue of the International Calendar is an event which annually takes away the breath of any motoring scribe. So we will content ourselves with saying that the 1951 list has duly been issued, that it contains 130 International dates, of which Britain has been allocated its full share of 15—Goodwood three, Silverstone two, Shelsley two, the R.A.C. Rally, Prescott, Bo'ness, Rest and Be Thankful, Thruxton, Brighton and, of course, Jersey and I.O.M., all one each—and that next season's G.P. de l'Europe will be a 360-Mile Formula I race at Rheims on July 1st. May a B.R.M. win it! The Monaco G.P. is, alas, out, but there will be a 24-hour race over the Nurburg Ring by way of compensation. There is, indeed, a total of 22 Formula I, 20 Formula II and 40 Formula III races, the 500s having dates at Brands Hatch (3), Thruxton (1) and Goodwood (1), so far as this country is concerned. There are 20 fixtures for sports and/or touring cars, 17 other races, 10 speed hill-climbs and 34 rallies. So we can all look forward to another busy year. When does it all start? Well, there is the Pau G.P. on Easter Monday and this time the B.R.D.C. Silverstone Meeting will be in May, the British G.P. of the R.A.C. at the same venue in July.

A FILM

It has been commonly known that Clark Gable was involved in some "shooting" at Indianapolis during the period of the 500-Mile Race last May. The film in which he features is M.G.-M.'s "To Please a Lady." This film has now been released in the States and, according to *Newsweek*, the director, Clarence Brown, has fitted in plenty of midget racing and some extremely good shots of the 1950 Indianapolis 500 along with the fictional stuff about which Gable and Barbara Stanwyck are concerned. Watch for it!

★

SOUTHERN JOWETT C.C.

There were eighteen entrants for the Mystery Run on October 29th. The entrants included three members of the A.C. Owners Club, who had been invited to take part. The run, which started from Hampton Court, was divided into two parts, the first, in the morning, took participants who followed the clues given at the commencement of the run through the Walton-on-Thames, Hersham, Cobham districts to the luncheon rendezvous on Bookham Common. The afternoon run was through the countryside around Shere to Peaslake. The awards were decided on a points and time basis, the maximum number possible being 86. Winners were: 1st, P. Foy (S.J.C.C.), 86 points; 2nd, G. R. Grigs (A.C.O.C.), 83 points; 3rd, R. Pilcher (S.J.C.C.), 83 points; 4th, L. Drew (A.C.O.C.), 81 points. At the conclusion of the run an excellent meal was provided at the Hurtwood Inn, Peaslake. The foregoing fixture was the last of the 1950 season, but enquiries from Jowett owners concerning membership for 1951 are welcomed by the Hon. Secretary, R. Knight, 390, Hoe Street, Walthamstow, E.17.

ANOTHER SHELL FILM

Shell Mex and B.P. threw a big party at Shell Mex House on the evening of October 26th for the pre-view of some new films by the Shell Film Unit. In their vast bar motor racing personalities were encountered too numerous to mention individually. The films comprised "Log Book," featuring this year's V.C.C. Oxford Rally, Rest and Be Thankful Hill-Climb, and B.R.D.C. Silverstone Meeting, and a very exciting and skillfully-shot study of this year's motor-cycle T.T. in the Isle of Man. A copy of the latter film was presented to Geoff. Duke, who so ably won the race for Norton. These Shell films are available for public release and club secretaries should lose no time in taking their place in the queue.

★

A FINE PERFORMANCE

During the evening of October 25th Leslie Johnson's well-known white XK 120 Jaguar completed a 24-hour run at Montlhéry during which it averaged 107.46 m.p.h. Stirling Moss acted as co-driver. 112.4 miles were covered in the 24th hour and several laps were put in at 126 m.p.h. During the run it was dark for thirteen hours, but no track lighting was employed, Johnson and Moss relying on the standard Lucas lighting on the car. This is a very fine demonstration of Jaguar reliability-cum-speed, and it seems very unselfish of a private owner to have submitted his car to it. This, and the T.T. victory, have re-established the warmest admiration for the XK 120 amongst even the most cynical, but if any similar achievement is contemplated, let it be an attack on those Belgian sprint records which Jaguar propose to win back from Lycett's 8-litre Bentley and Tyrer's 2-litre B.M.W.

★

PARTY AT GOODWOOD

For the third year in succession the Guild of Motoring Writers entertained representatives of the foreign and Dominion Press at Goodwood during the Motor Show, so that they could test the latest productions of the British motor industry.

It was, as usual, a unique show, giving representatives of Continental and other overseas journals the opportunity of giving the new cars an arduous test to prove their stamina, roadholding and other qualities.

Cars demonstrated included the J2 Allard competition two-seater and saloon; Aston-Martin DB 11 saloon; Cooper sports; three Daimlers, including the 2½-litre sports; Humber Hawk; the Jaguar XK 120 which won the Tourist Trophy race; three Javelin Jupiters, including the car which won the 1,500-c.c. class at Le Mans this year; Lagonda 2-litre saloon; Lanchester Fourteen saloon; "TD" M.G. Midget; Singer Nine sports; Sunbeam-Talbot "90"; Triumph Mayflower saloon.

The foreign guests, numbering nearly 30, were representative of America, Australia, Belgium, Brazil, Canada, India, France, Germany, Holland, Italy, New Zealand, South Africa and Switzerland.

It says much for the workmanship and reliability of the modern car that there was no mechanical or tyre failure.

Some 60 members of the Guild were present, and their guests included the Duke and Duchess of Richmond and Gordon, Earl and Countess Howe, Lord Selsdon, Mr. W. Lyons, chairman and managing director of Jaguar Cars, Ltd., and President of the Society of Motor Manufacturers and Traders; Mr. and Mrs. John Cobb; Lt.-Col. "Goldie" Gardner, Col. F. S. Barnes, competition manager of the Royal Automobile Club, and Mr. H. J. Morgan, Secretary of the B.A.R.C.

During the day the Guild entertained some 200 guests to luncheon and tea, and also showed colour films of the European Grand Prix at Silverstone and the International Alpine Rally.



FIRST OFF!

The enterprising B.A.R.C. will open the English racing next year with its International Easter Monday Meeting at Goodwood. Other International Goodwood meetings are scheduled for Whit-Monday and September 29th.



GOOD PERFORMANCES BY BRITISH CARS

Driving a Vauxhall "Velox" saloon, Neil Vincent and Donald Vincent, of Nairobi, have broken the Cape Town-to-Nairobi record by 63½ hours.

The previous record, set up earlier this year, was 165 hours 55 minutes—an average speed of 21.6 m.p.h. The Vincents' time for the 3,580 mile journey was 92 hours 11 minutes, which represents an average speed of 38.8 m.p.h.

Leaving Cape Town early in the morning of Thursday, September 28th, the Vincents, driving in shifts, reached Nairobi at 2.11 a.m. on Monday, October 2nd. Road surfaces varied from very good to very primitive indeed.

Mechanically, the car was a standard "Velox" model. Before it left this country an extra 10-gallon fuel tank was fitted in the boot, with a control cock inside the car, and two spare wheels were carried. A hand throttle was fitted on the steering column. The normal bench seat was replaced by two bucket seats, the left-hand one letting down to form a full-length bed, equipped with a Dunlopillo mattress.

The car, delivered to Mr. Neil Vincent under the Vauxhall Home Delivery plan when he was in this country recently, had covered some 8,000 miles in his hands before it was shipped to South Africa on September 1st.

A standard Bristol "401" recently completed the 3,136 miles trip across Canada from Vancouver to Montreal in a total running time of 73 hours 15 minutes.

The car was driven by Jack Lawson, who took delivery in the first half of 1950. News of his journey reached the Car Division of the Bristol Aeroplane Company, Ltd., in a cable which said:—

"Congratulations on very fine product. My '401' has to-day completed seldom-

attempted trans-Canada Vancouver-Montreal trip of 3,136 miles in 73 hours 15 minutes running time and 124 hours 40 minutes total time without slightest mechanical, electrical or tyre trouble. It is unbeatable for sustained performance and quicker cruising over any road surface."

By covering the 3,136 miles in 73½ hours, Lawson recorded an average speed of just under 43 m.p.h.—a very fine performance in view of the distance and the varying conditions encountered en route.

Yet another country has recently witnessed the success of the Allard "J2."

Following important competition successes in Great Britain, U.S.A., France and Portugal, the "J2" broke new ground when Robert Nellemann, Allard distributor in Denmark, won outright the Danish championship on the Fangel-Odense Motorbane.



750 CLUB

A Western Centre of the 750 Club has been formed. Austin Seven owners, particularly those building cars to the 750 Club Formula, are invited to contact D. V. Cross, 4, Selbourne Road, Weston-super-Mare, or to attend the next monthly meeting at the Queen's Arms, Bleadon, 8 p.m.



The Healey "Silverstone" is discontinued, giving place to new saloon and drophead coupé models, the latter sponsored by Brooklands of Bond Street. Nash or Riley engines are used.

CLUB AFFAIRS



The Bristol M.C. and L.C.C. enrolled its 500th member in October; he was presented with a free club badge.



The newly-elected Secretary of the Cambridge University C.C. is O. P. Hartree (Christ's College), 9, Glisson Road, Cambridge.



The Alvis Owners Club (as distinct from Register) is trying to get re-established. Details from R. Birks, 201, Yeo Lane, Ecclesfield, Sheffield.



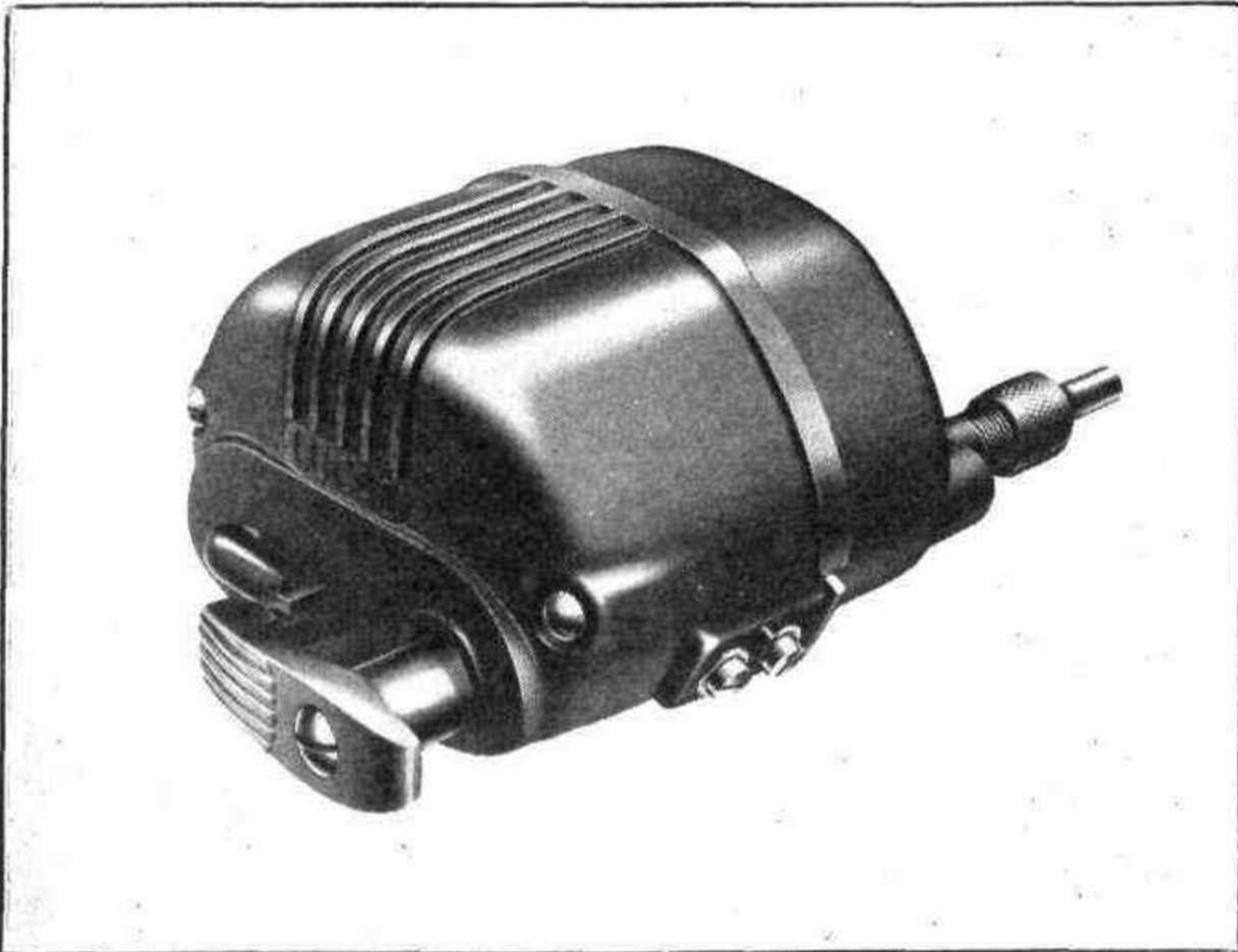
H. Deshaw, Roden Street Works, Ilford, Essex, is anxious to start a club for owners of Alfa-Romeo cars.



The N.W. London M.C. Gloucester Trial starts from and finishes at the "Bear Pool" café, Rodborough Common, Stroud (start 9.30 a.m.) on December 2nd. The 57-mile course will be taken in two loops to avoid congestion.



After an interval of ten years, an enthusiastic motor club has recommenced at Leeds University, comprising 110 members, which caters for both the motor-cycle and car owner. On enrolment day they had as an attraction the loan of Jack Brett's Junior Manx Norton. Former members are asked to contact the present Secretary, at The University Union, Leeds, 2.



CONTRIBUTOR TO BRITISH SUCCESSES.—An essential factor in sports-car racing is a reliable, efficient screen-wiper, especially at Le Mans and Dundrod. The Aston-Martin saloons, in particular, need such equipment. Jaguar, Aston-Martin, Frazer-Nash, M.G., Jupiter, Healey, all rely on Lucas, using standard wipers like that shown above. It gave Johnson's XK120 Jaguar particularly good service during the 24-hour run at Montlhery.



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In October issue you saw the ex-"Goldie" Gardner "K3" M.G. as it appeared on the track. This month you see the conversion to a 2-seater road model, still retaining the aerodynamic body lines in keeping with the modern trend to streamlined beauty. The car is finished in British Racing Green with red leather upholstery and green mohair hood.

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- "L" type engine complete, and all Magnette Series.

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FOR SALE

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RILEY LYNX tourer. Reconditioned throughout, splendid appearance. J. C. Stocks, "Harpers," Pleshey, Chelmsford, Essex. [2502]

MOTOR SPORT. Vols. XV to XXVI, inclusive. Unbound, in excellent condition, a few numbers missing. Offers: Clarke, 22, Alvechurch Road, West Heath, Birmingham, 31. [2503]

ALVIS "12/50" SPARES. Set timing wheels; three 68 mm. pistons with rings; four-point gearbox; Timkin prop. shaft. Day, 7, Western Terrace, Falmouth, Cornwall. [2505]

4½-LITRE BENTLEY. In magnificent mint condition throughout. Low-swept aluminium 4-seater sports body by Corsica, finished Burgundy and chrome, in immaculate trim. Excellent tyres. Extras include Zeiss mirror reflector headlights, spot light, Mellotones, large rev. counter, tonneau covers, etc. A faultless sports car in the true British tradition which will assuredly be sold to the first genuine enquirer. Sale purely for domestic reasons. Price £825. Consider exchange small post-war saloon car, old freehold house or cottage with vacant possession, or any reasonable propositions submitted. Write "M.P.," 34, Selsdon Road, South Croydon, Surrey. [2506]

STROMBERG downdraught carburetters, latest type, suitable for 4½-litre engine or Allard, etc. As new. Two elbow inductions for 4½-litre Lagonda. Markenfield Garages, Ltd., Woodbridge Road, Guildford. Tel.: Guildford 4603. [2510]

FAST CABIN LAUNCH, Meadows engine, £300. Wolseley Hornet saloon, 1934, immaculate, £175 or exchange for Talbot "21" drophead or similar type. Dr. Lyons, Grosvenor Sanatorium, Ashford, Kent. [2512]

RILEY SPARES. Six Martlet pistons, 57 mm. plus 20 thou., compression ratio 8 to 1, complete with rings and pins, little used, £4 15s. Four B.H.B. 61.5 mm., normal ratio, without rings or pins, 30s. Carburetters, twin Zeniths, 30 V.E.H. £5 per pair. Speedometer for 9-h.p., new £3 10s. Also sundry "12/6" spares, con-rods, camshafts, dynamo, etc. Apply "Doctor," 1, Stanley Avenue, Wembley. [2513]

VAUXHALL "20/60" 2/3-seater sports, 1931. Rebores and re-ended December, 1949. Following renewed 1950: tyres, horn, radiator, battery, clutch, front spring, half shaft and hood. Electric petrol pump fitted. Also complete spare machine ex-saloon production model (a runner, just). £200 or offer. Must sell having purchased Hispano. Tel.: Scott, Knightsbridge 2159 or write 5, Egerton Court, Pelham Street, S.W.1. [2518]

FOR SALE—continued

BUGATTI TYPE 55, supercharged 2.3-litre. First registered 1936. A comfortable 2-seater with handsome sweeping lines. Roomy dicky seat or luggage boot. Not a disguised racing car. Performance, 0-50 7.5 sec., maximum 100 plus m.p.h. Really so fast a touring car that one hardly ever meets anyone on the road to have a dice with! Has been carefully maintained and full details of all recent maintenance work can be given. Now in thoroughly genuine reliable condition. Has lapped Silverstone Club circuit 75 m.p.h. Curragh Course, Kildare, 68 m.p.h. Can be seen any time by appointment. Price £850. M. F. Young, Kingerby Hall, Osgodby, Lincoln. Tel.: Owersby Moor 255. [2516]

1922 "38.4" LANCHESTER beam-type front axle, complete with wheels and track rod. Summerton, 142, Lavender Hill, Battersea, S.W.11. [2517]

DELAGE 1929 D.M.S. 20.8-h.p. coupé. £60 or offer for quick sale. 131, Sydney Road, Hornsey, N.8. Tel.: Hillside 4924 between 2-5 p.m. [2519]

FOR SALE—continued

BENTLEY 4½-LITRE supercharged coupé, 1931. Engine required overhaul, otherwise car in excellent condition. Reasonable offer considered or part exchange 1939 saloon or coupé Aston-Martin. 18, The Crescent, Tynemouth. [2525]

LAGONDA 3½-LITRE, late 1934 pillarless saloon. This car has done only 2,000 miles since complete overhaul by enthusiast, including rebore, crankshaft reground, rewired throughout, re-upholstered, partially rechromed, fitted new springs and five new tyres, new crown wheel and top and third gears. In excellent mechanical condition with ten years life in it. Re-cellulosed a light grey. Photographs sent on request. £500. Capt. Stansfield, Tickton Grange, Beverley, Yorks. [2526]

TWIN S.U. CARBURETTORS from 1938 Riley Adelphi, with inlet manifold, air filter, and linkage. £7. Suthers, Wardroom, R.N.A.S., Gosport, Hants. [2527]

BUILD AN ARC WELDER (A.C. mains). Sample plans and easy to follow instructions. 5s. 6d. Dixon, Peterborough Road, Farnat, Peterborough [2528]

M.H.M. 500 for disposal. In racing trim, Triumph twin engine, converted FIAT chassis. Best offer over £100. Moncrieff, Links Road, Leven, Fife. [2529]

M.G. M.TYPE 1930. Condition rough, remote four-speed gearbox fitted. Spare block and odd parts. Offers over £45. Gill, 126, Park Road, Deal, Kent. [2530]

BENTLEY 3-LITRE CRANKSHAFT, crankcase, sump, oil pump, block, lower bevels, cross-shafts, housing. Also flywheel, pair S.U.s, dynamo, speedometer, rev. counter, "C" gearbox, half shafts, starter. Wanted 4½-litre bonnet, rev. counter drive, 3.58 (4½) axle. Box No. 653, MOTOR SPORT, 15, City Road, E.C.1. [2532]

SINGER NINE ENGINE complete. Singer Junior 3½ light gearbox Hardy Spicer enclosed-type universal 3½ in. diameter flange with splined shaft. Vauxhall Ten wheel with 5.25 by 16 in. tyre and tube. Morris Eight carburetter, less float chamber. Offers. Scutchings, 13, Eastern Street, Aylesbury, Bucks. [2533]

4½-LITRE BENTLEY. Vanden Plas tourer. Reconditioned engine, new radiator, five new Dunlops very sound condition. Nearly new hood and tonneau. £380 or offer or exchange for interesting open 1,100 or 1,500 c.c. sports car, plus cash. "Hart Hill Cottage," Jackman's Lane, St. John's, Woking, Surrey. [2534]

BENTLEY 1930 4½-LITRE, P.B. series. Black fabric saloon body. Genuine low mileage car. Just ex-McKenzie (London) overhaul. Fitted Bosch-C.A.V. sliding armature starter. Chassis in superb order, a specimen example. Inspection and offers invited by appointment. Hill, Borland, Lockerbie, Dumfriesshire. Tel.: Borland 32. [2535]

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M.G., 1935, N-TYPE MAGNETTE, 2-seater. Reconditioned engine and transmission. Bills shown. Quite clean car, good performance. £150. Box No. 654, MOTOR SPORT, 15, City Road, E.C.1. [2538]

M.G. MIDGET 8-H.P. 4-seater sports roadster; one of the few 4-seaters to be produced; finished maroon. Remote control fly-off hand-brake and all the trimmings. Eminently suitable young enthusiast. Absolute gift at £145. Camden Motors, Lake Street, Leighton Buzzard, Beds. Tel.: Leighton Buzzard 2041 (4 lines). Hire purchase, part-exchanges, free delivery. Write for our post-free catalogue. [2539]

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1925 Bentley 3-litre Red Label sports 4-seater £160

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Morris Eight s.v. engine, dismantled, and gearbox £5

Most spares old-type Bentley in stock

Five Bentley wheels, 700 by 18, complete with tyres and tubes.

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FOR SALE—continued

ENTHUSIASTS' DELIGHT—Frazer-Nash 14-litre T.T. Replica. British racing green, outside exhausts, 6-in. instruments, right-hand change; 17-in. Blue-mels "Brooklands" steering wheel, special gauges, racing tyres. Goes like a rocket. Golden opportunity at £275. Camden Motors, Lake Street, Leighton Buzzard, Beds. Tel.: Leighton Buzzard 2041 (4 lines). Hire purchase, part-exchanges, free delivery. Write for our post-free catalogue. [2539]

AUSTIN "750" "ULSTER," unsupercharged, chassis. Good working order. Offers over £45. Circular web crank engine, £18. Other useful spares. 241, Longbridge Lane, Northfield, Birmingham. [2540]

M.G. TYPE SA, 1937, coupe. Green, with knock-on wheels and radio. Would exchange fast 2-seater. Fletcher, 9, Adams Road, Cambridge. [2541]

LEA-FRANCIS "12/40," 1929. Closed 2-seater body. Good tyres, battery, etc. Very reliable. £58. De Clercq, Woodbury, Elmleigh Gardens, Southampton. [2542]

A.C. Ancient crate, 1930, 2-seater. Insured June. Lost between Glasgow and London, front main bearing. Reward. Cannot afford resurrection or pay garage. Unreasonable offer accepted. Sutton. Tel.: Vigilant 5465. [2544]

1937 RILEY 14-LITRE CRANKSHAFT and con-rods. Reground Riley limits and rods remounted, unused since. £10 10s. Garlick, 16, Lupton Street, London, N.W.5. Tel.: Gulliver 3067. [2545]

1929 HUMBER 8-H.P. tourer. Engine good, body work shabby, but is being effectively "cleaned-up," £25 or near. Gould, Springfield Drive, Blackheath, Birmingham, or Tel.: Halesowen 1248. [2546]

HUMBER SUPER SNIPE, 27 H.P., ex-W.D. coupe. First registered 1948, tax £10. Good tyres, 900 by 13. Colour, silver-grey. Brown upholstery. New battery. Excellent condition throughout. £325, near offer. Tel.: Leigh-on-Sea 74206. [2548]

STREAMLINED UTILITY BODY, £5. M.G. P-type manual. Wanted: "PB" M.G. body rear of doors, slab tank, windscreen pillars, hood, hood frame, "PB" manual. 15, Melton Road, Tottenham. Tel.: Howard 2320. [2550]

£15 O.H.C. STRAIGHT-EIGHT AMILCAR engine, 2 litre, 20 h.p., ex-clutch and gearbox. Tel.: New Cross 1092 (daytime). [2551]

ROLLS-ROYCE SILVER GHOST, at present fitted half-truck body, wheels converted 32 by 6 tyres. Would sell complete or for spares. All inquiries to Edwards & Co. (Bournemouth), Ltd., 980-982, Christchurch Road, Boscombe East, Bournemouth. Tel.: Southbourne 1032/1033. [2552]

MORGAN SUPER SPORTS, 1934. Water-cooled J.A.P., coupled brakes. Magnificent condition throughout. £180, or exchange for Riley Nine sports. Box No. 679, MOTOR SPORT, 15, City Road, E.C.1. [2553]

1933 ALVIS FIREFLY 2-seater. Good engine, no oil; maker's reconditioned box, back axle. Goes well; 30 m.p.g. Body roughish. South Lanes. £150 or exchange. Box No. 657, MOTOR SPORT, 15, City Road, E.C.1. [2555]

3-LITRE LAGONDA pillarless saloon, 1933. Recent body renovation. Engine and tyres excellent. Spare engine available, also magneto. Bargain at £275. Burrough, Langford Court Farm, near Bristol. [2556]

VINTAGE VAUXHALL "30/98" tourer, 1928 model. Engine OE 201, chassis OE 200. Used 14 months since 1934. Mileage 31,000. Colour, B.R. green. V-type front axle with hydraulics. Reputed youngest specimen "OE" existent. Collector's piece. Taxed. £400 or near offer. Lloyd, West Lodge, Little Paxton, St. Neots. Tel.: St. Neots 334. [2557]

44-LITRE INVICTA, 1929. Completely rebuilt 1934. Just completing £80 overhaul. Very sound throughout. Reason sale, owner getting married. Excellent value at £160. Box No. 658, MOTOR SPORT, 15, City Road, E.C.1. [2558]

BRAND NEW OVER-DRIVE ASSEMBLY complete, to fit Riley "16/4." Reasonable price. Box No. 667, MOTOR SPORT, 15, City Road, E.C.1. [2559]

£235-RENAULT TWELVE. Actual 1935 show model, beautifully maintained bodily, mechanically, leather. New tyres. 11, Worpole Road, Epsom. Tel.: Epsom 2039. [2560]

FIAT 500. Two chassis joined together, with all independent suspension, hydraulic brakes, central FIAT steering box. Ideal for 500 c.c. racing car. FIAT 500 chassis, damaged, wishbones, uprights, hubs and brakes. 1928 Austin Seven 3-speed gearbox, rear axle, complete, crankshaft, crankcase, most engine parts, two fold-flat screens. Morris Eight front axle with brakes and hubs. Wanted: "J2" cylinder head and crown-wheel and pinion. Radiator stone-guard for "PA" M.G. Offers to: Fisher, Balmer Lawn, Brockenhurst, Hants. Tel.: Brockenhurst 3309. [2561]

MARSHALL SUPERCHARGER for "TA/TB" M.G. Absolutely complete with pipes, carburetter, belt, gauge, sprocket, etc. Reason for sale, delivery "14" saloon. Nordec wanted. Exchange for Nordec welcomed. No reasonable offer refused. Box No. 659, MOTOR SPORT, 15, City Road, E.C.1. [2562]

FOR SALE—continued

£350-HEALEY 1947 Roadster. Body badly damaged by fire from bulkhead to boot. Rest complete. Chassis, engine and tyres undamaged and excellent condition. Box No. 660, MOTOR SPORT, 15, City Road, E.C.1. [2565]

LEA-FRANCIS "16/70" saloon, in exceptional condition. First registered April, 1936; mileage 45,700, believed genuine. Good tyres; two spare wheels with almost new tyres. Single overhead cam Lea-Francis engine. Offers around £225. N. Collison, 22, Gillway, Tamworth, Staffs. [2566]

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B.M.W. 2-LITRE—12 new German valves, stem diameter .332 inches, £5. FIAT 1,100 Arnott's supercharger kit, complete with carburetter, oil tank, etc., ready to fit. Will give amazing performance. £30 only. King, Barge Hotel, Shrewsbury. Tel.: Shrewsbury 318711. [2572]

1936 A.C. 16-H.P. Greyhound saloon. Black. Well maintained. £300. Ideal sports car for winter. Webb, High Cross, Crowborough, Sussex. [2573]

FIAT 508 tourer, 1934, 995 c.c. Engine, chassis, overhauled. Reliable; 1,600 oil, 45 petrol. Body presentable. £80. Dowden, Jealotts Hill, Bracknell, Berkshire. [2574]

LANCIA AUGUSTA, 1935, neat 4-door utility; independent suspension; leather seats in back; new battery. Fast motor. £265. Box No. 663, MOTOR SPORT, 15, City Road, E.C.1. [2576]

MERCEDES-BENZ razor-edged saloon, sunshine roof, Freestone & Webb body; 38.4 h.p., supercharger and overdrive. First registered 1939. Mileage 22,250. Six new tyres. Exceptional car, in showroom condition. £1,750. Box No. 664, MOTOR SPORT, 15, City Road, E.C.1. [2577]

FOR SALE—continued

1930 LANCIA DILAMBDA 32-H.P. Weymann saloon. Chassis parts, including clutch, transmission, brake gear and brakes, hub bearings, suspension, shock-absorbers and steering all dismantled, checked and refitted or renewed as needed. Wheels rebuilt, radiator and pump overhauled, starter and generator stripped, checked and renewed where necessary. Bills from Lancia (England) Ltd. for this work can be shown. Wiring has been renewed and headlamp reflectors replated. Scintilla Vertex and S.U. petrol pump fitted. Body sound and weatherproof but tatty, recently re-roofed. Tyres fair to bad. Needs new battery and engine overhaul. Has proved utterly reliable, cruises 50-55 all day, averages 40 m.p.h. from point to point, at 15-17 m.p.g. At present laid-up. £150 or offers. Box No. 665, MOTOR SPORT, 15, City Road, E.C.1. [2578]

"12/40" LEA-FRANCIS 1930 cylinder block, pistons, rings and gudgeons. Steering column, box worm, wheel and drop-arm complete. Fair offers accepted. Edwards, 65, Upper Elmers End Road, Beckenham. Tel.: Beckenham 1564. [2579]

ALTA 2-LITRE, 1,961-C.C., ex-John Heath. Independent suspension. H.W. Alta engine with four Amal carburetters fitted by H.W. Motors. Three back axle ratios, one Z.P. Two sets of pistons. In full sports car trim. Very reliable. Photographs on request. £1,250. Peter R. Bolton, H. R. Martindale Limited, 14, Harrison Street, Briggate, Leeds, 1. [2580]

1924 OE "30/98" VAUXHALL. Excellent mechanical condition; drive away. £125, offer, or exchange smaller car. Holmes, 49, North Promenade, Cleveleys, Lancs. Tel.: Cleveleys 2076. [2581]

IAN BURGESS has for disposal his successful 1950 Cooper 500. This car has run in 12 events, gaining eight places. Just rebuilt by the works and ready for next season. £500 without engine. This includes large rear wheels and long range fuel tanks. All as new. J.A.P. engine available. Ian Burgess, The Farmhouse, Underhills, Bletchingley, Surrey. Tel.: Bletchingley 235. [2582]

PAIR OF CHROME Lucas 12-volt wind horns. Cost £7 15s., never used. Best offer. Box No. 669, MOTOR SPORT, 15, City Road, E.C.1. [2584]

SUNBEAM "24/60" tourer. In process of restoration. Unlicensed for 21 years. For sale at very low figure. Full details on request. Goodman, Church Road, Belbroughton, Wores, or Tel.: Birmingham, Selly Oak 1188, during working hours. [2586]

LANCIA LAMBDA 14-H.P. tourer, in good condition. Tyre wheel sizes 5.25 and 5.50 by 18; tyres as new. Spare engine, front axle, complete with suspension and rear axle complete. T. Cooper, 175, Stockport Road, Ardwick, Manchester. [2588]

7TH SERIES LANCIA LAMBDA tourer in excellent condition, engine fully overhauled. New tyres on rebuilt wheels; new battery, hood, tonneau; radiator rebuilt; all instruments working. £275. Gibson, 28, Roehampton Gate, S.W.15. [2589]

BENTLEY SPEED SIX, 1929, Freestone Webb 2-door sports saloon; excellent condition; recellulosed and rewired; more than £250 spent. Good tyres. Photo supplied. £325 or near offer. Box No. 672, MOTOR SPORT, 15, City Road, E.C.1. [2590]

ASTROVA SPECIAL, £10 tax (Oct., 1950), Rover "14/6," sports 2-seater. Excellent condition mechanically, body needs only slight attention. Good hood, tyres, battery, etc., rewired; 30 m.p.g. £125. Turner, David Lane, Flamborough, E. Yorks. [2591]

SUPERCHARGED F.W.D. ALVIS. 10-ft. wheelbase with modern sports open 4-seater body. Genuine reliable 85 m.p.h. Polished rods and ports; 1 1/2-in. S.U., full set matched instruments; telecontrols; 6.00 by 18 tyres (including two new Dunlops). Almost complete spare engine, gearbox final drive unit, includes relined block, reground crankshaft, remounted con-rods, mains; twin S.U.s; new water pump and elbow castings (and patterns), brake and clutch linings. £185. Photo, details: Rose, 13, Tilehouse Street, Hitchin, Herts (Tel.: Hitchin 61). [2593]

B.M.W. SPARES: 3.7:1 crown-wheel and pinion cage and bearings, £25. Six 326 type con-rods, £5. 328 type flywheel, £3. Exhaust manifold, oil pump, three Solex carburetters, rear shock-absorbers, offers. Set of four wings, spare wheel cover, right-hand hub cap, bonnet complete for "328" B.M.W.; offers. Set of four wings, as new, for 1937-38 Riley Sprite 2-seater, £7. F. H. Peacock Limited, 219-221, Balham High Road, S.W.17. Tel.: Balham 4401. [2594]

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1934 ALVIS SPEED TWENTY Charlesworth sports saloon. Black, brown hide. Whole car in superlative order, one owner since 1936. Completely overhauled. Death reason for sale. Price £320. Lancs. Box No. 675, MOTOR SPORT, 15, City Road, E.C.1. [2599]

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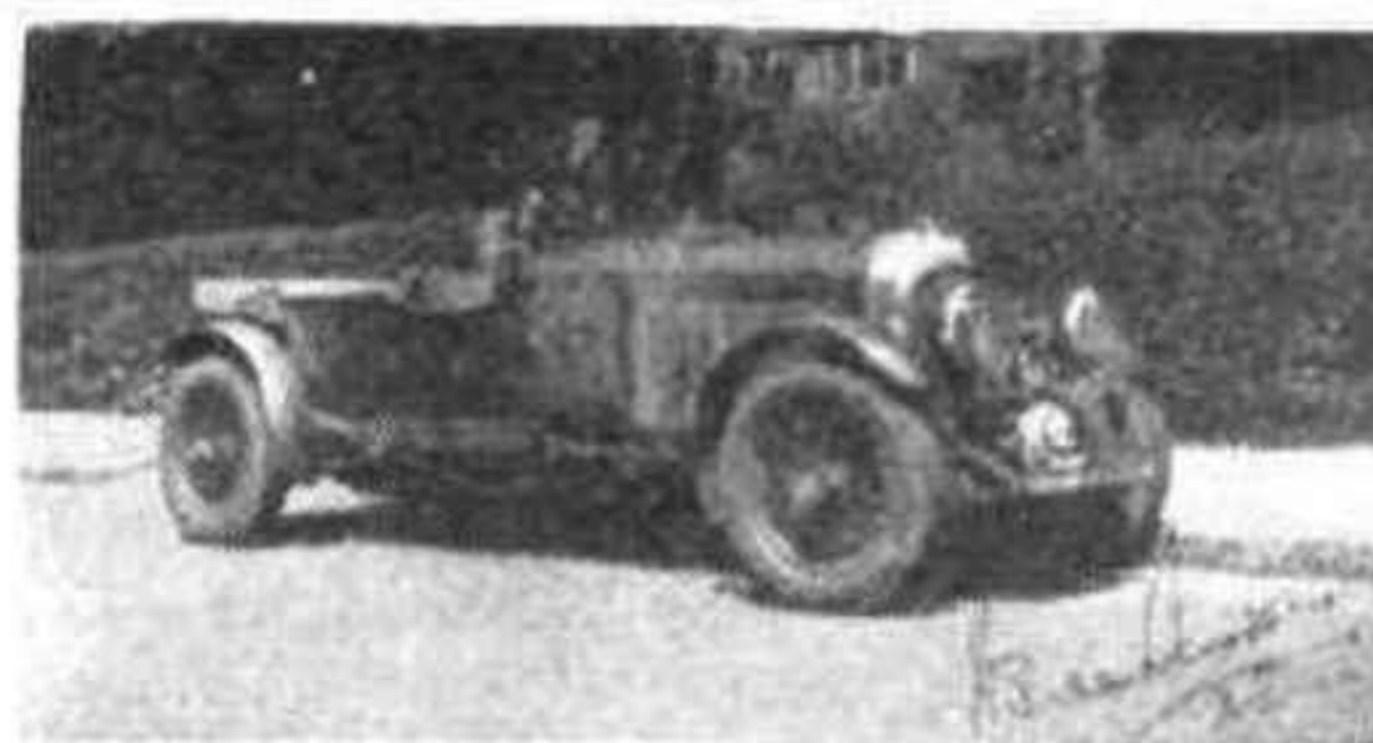
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ALVIS CRESTED EAGLE 20-H.P. sports saloon, body by Childsworth, beautiful condition. Luxury car. Bargain, £400. Tel.: Alb 1177. [2598]

1937 2½-LITRE JAGUAR open 4-seater. New hood, tyres, screens, beautiful condition. Extremely fast. Taxed. £250, no offer. Kearns, Raylands Turnpike, Waterfoot, Lancs. [2599]

AUSTIN SEVEN SPARES. Special engine, starter, dynamo, petrol pump, four-speed box with remote control, £40, cost £65. Old-type rear axle, new bearings, new brake linings, new crown wheel and pinion, etc., £10. Engine, 1932, rebored, etc., not yet run, £20. Centric supercharger with S.U. carburetter, blow-off valve, £15. Special frame, £7 10s. Two small bucket seats, £2 10s. Three three-speed gearboxes, £4 each. Four-speed gearbox, £6. Special axle, high-ratio, long prop. shaft, £10 10s. Three-bearing crankshaft, £10. Other spares including manifolds, etc. Wadsworth, 16, Leslie Avenue, Whitefield, Manchester. [2601]

ALVIS SILVER EAGLE, 1929. Home-made open body, required detail finishing and upholstery. Taxed and insured. £65. Five-in. Jaeger 100 m.p.h. speedometer and clock, 50s. 13, Southwood Avenue, Highcliffe, Christchurch, Hants. [2603]

O.E. "30/98". Perfect running order, excellent condition, 25-gallon Sunbeam tank, otherwise original. Offers over £200. Also Ballamy split-axle i.f.s., fit Bentley 3-4½-litre, as new, must be sold, any offer over £5 accepted. Box No. 677, MOTOR SPORT, 15, City Road, E.C.1. [2604]

£250. 3-LITRE RED LABEL BENTLEY with big sump mid-1926 engine, excellent T.T. replica 4-seater body, three excellent tyres, large Zeiss chromium lamps, really fierce brakes. Oil consumption negligible and engine quite faultless. Genuine reasons for sale. Major Oliver, Sentry Mead Hotel, Totland, Bay, I.O.W. Tel.: Freshwater 212. [2605]

RILEY NINE SPARES. Two complete engines dismantled, Scintilla and B.T.H. magnetos good condition. Lowe, May Lane, Hollywood, Birmingham. [2606]

DELAGE "14/40" SPARES. D.I.S. close-ratio gearbox, rear axle torque tube assembly, hubs, brakes, universal, £15. Pull-drop front axle, brake plates, shoes, 50s. The following all or any, at modest prices: chassis frame, quantity hubs, brake drums, R.A.F. and Rudge 52 hubs, caps, perrot-shafts, shoes, fuel tank, D.I. cylinder block, rocker shaft assembly, steering column, box, D.E. clutch pressure plate, Riley Nine two-carburetter manifold, square. Ye olde boa-constrictor bulb horn, suit 1910 Daimler, make tasteful duet with exhaust whistle, 30s. Beaver, Brewhouse Hill, Wheathampstead. Tel.: Wheat-hampstead 2175. [2607]

1936 LANCIA AUGUSTA, fitted with Continental-type streamlined saloon body, rear-wheel spats. Finished in duo green, engine reconditioned. A very attractive model and exceptionally well maintained for its year. £375. Peter Bantock Car Sales, 104, High Road, Chiswick, W.4. Tel.: Chiswick 2725/5870. [2608]

MIXED SPARES. Eighth Lambda gearbox, £6. Seventh series radiator, £3. "20/90" Alfa Romeo Hood frame, fitted new hood recently, £5. M.G. "18/80" complete differential assembly, including half-shafts and brake drums, £8 complete. Morris Eight 1936 chassis, stripped, £7. 1936 Morris Eight fold-flat windscreen, £6. 1940 Rover Sixteen rear axle complete. Offers wanted. London Area. Box No. 717, MOTOR SPORT, 15, City Road, E.C.1. [2609]

1936 VAUXHALL FOURTEEN sports tourer. I.F.S., new tyres, battery, £150. Wanted, vintage motor-cycle or car, any condition or incomplete. 3, Billing-wood Drive, Rawdon, Leeds. Tel.: Rawdon 894. [2610]

SUNBEAM 21-H.P., 1929. Originally fabric saloon, now converted to capacious shooting brake. Starts like a bird, goes like a bomb. £70. Captain Best-Dunkley, Mangersbury, Stow-on-the-Wold. Tel.: Stow-on-the-Wold 148. [2612]

BUGATTI Grand Prix chassis, axles, blower, carburetter, etc. Cheap. Wanted, Type 51 Bugatti, Lloyd, 1, Powells Lane, Welshpool, Montgomery. [2613]

AUSTIN HEAVY "12/4" saloon, 1929, good running order, £65. 1928 Ariel 550 c.c. s.v. motor-cycle, running order, £10. Various spares: Austin Seven and Ford Eight cylinder heads, Morris Oxford steering column complete, Hillman Sixteen and Citroën Big Ten gearboxes, all cheap. Would separate. 56, Irwin Road, Bedford. Tel.: Bedford 5806. [2614]

RACING AND SPORTS EQUIPMENT. Chromium stoneguards for headlamps, radiators, rear tanks, chromed alloy racing aero-screens, quick release filler caps, louvred fairings, light alloy wings, boost gauges, thermometers, remote gear controls. Hundreds of fittings too numerous to mention. Send s.a.c. for latest lists. Sports Centre, 30, North Hill, Colchester, Essex. [2616]

WADE SUPERCHARGED CARS are still proving the efficiency of the Wade Ventor Installations. Send for full details. Main Distributors for Eastern Counties. Competition Cars, Ltd., Nayland, Colchester. Tel.: Nayland 334. [2616]

FOR SALE—continued

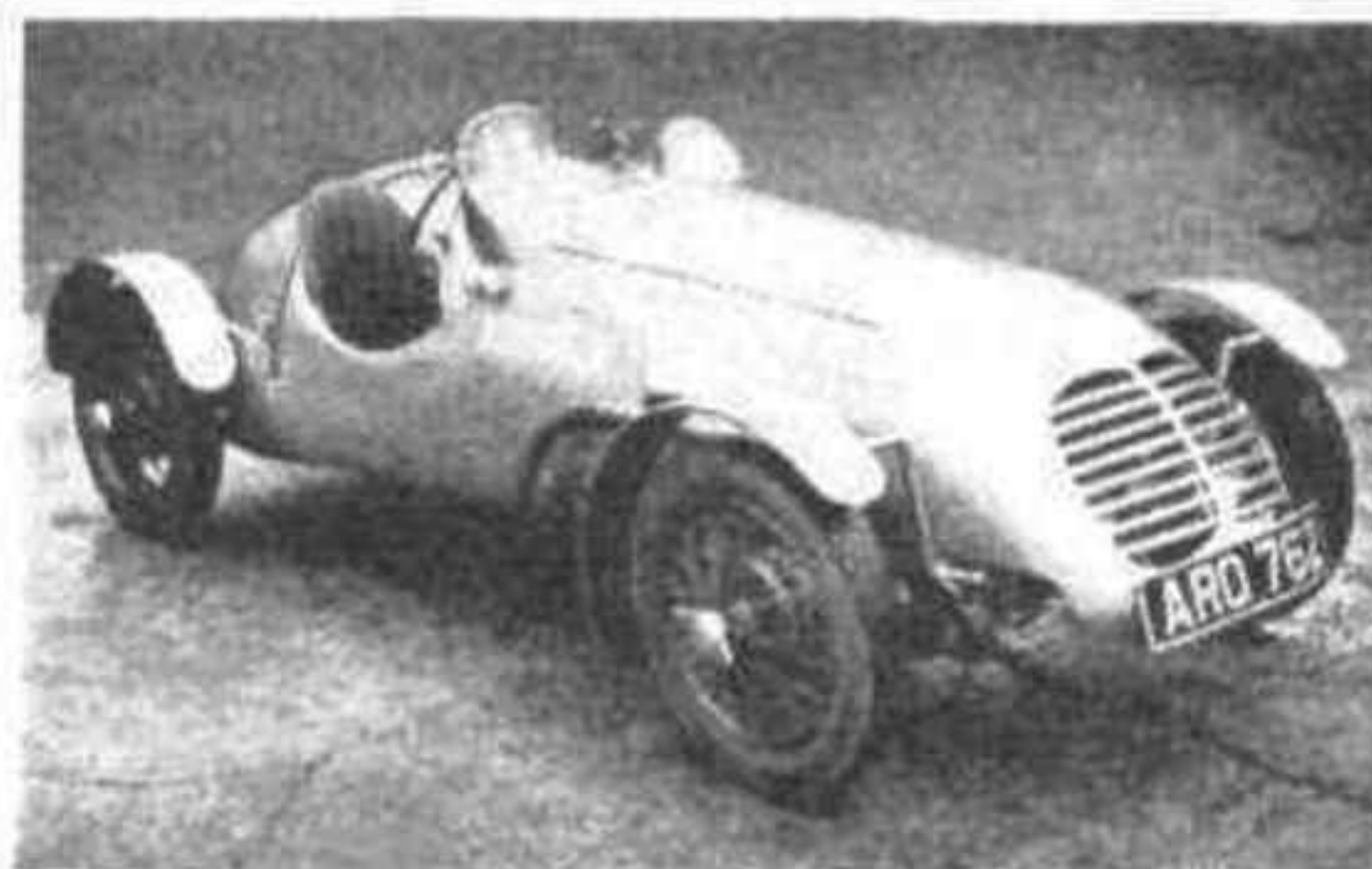
LANCIA LAMBDA tourer. Seventh series with eighth series engine. £350 spent to put this car in super condition with real performance. New screen, battery, tyres, shackle pins, clutch plates, gearbox bearings, tonneau cover, etc. Head and block faces machined. £255. Carpenter, Olde Times Grille, Christchurch, Hants. [2615]

CYCLE WINGS (domed and beaded), steel, 10s. each; alloy, 17s. 6d. Stonelands Farm, Herstmonceux, Sussex. [2617]

1919 2½-H.P. DOUGLAS complete and a runner, £5. Ford Eight block and head, £3. 6 v. Petrolift, 15s. Citroën flat-spoke wheel, £1. "J2" camshaft and set bevels, 30s. "M" cylinder head, clutch back plate and release bearing, £2. Austin Seven magneto, engine, £4. G. Bagguley, Aston-on-Trent, Derby. [2618]

VINTAGE AUSTIN TOURER, 1912. Immaculate condition, mechanically perfect, has competed in numerous rallies. Any trial or examination. Barnshaw, Fieldside, Thorne, Doncaster. Tel.: Thorne 2271. [2619]

BECKENHAM SPECIAL. "18/100" Mk III M.G. Dry sump, dual ignition, six amials, six-branch exhaust, shortened chassis, lightweight body, 3.54 axle ratio. Genuine 100 m.p.h. Spares include new block, crankshaft, flywheel and close-ratio gearbox, spare head with valves and camshaft, numerous rods, air pump, distributor, drive etc. Price with spares, £375. "Brooklands," Old Street, Hill Head, Fareham, Hants. [2622]



MILLE MIGLIA FIAT

This well-known car has been stripped right down to the bare chassis and completely rebuilt. The Laysall-balanced engine has only just been reassembled in the racing shops of Jack Playford, who has maintained the car regardless of cost. It is probably the best-conditioned 1100 Continental car available in this country, its performance being way ahead of the average 1½-litre sports car, with incomparable road-holding and steering. The very attractive 2-seater racing body has now been recellulosed. The whole motor in faultless condition. Good tyres all round. Taxed year.

£485

JERRY AMES,

118, Fleet Street, E.C.4. Tel.: City 5645

1938 FIAT 500 convertible. Exceptionally smart new tyres, hood, batteries. £285. Consider exchange 8-10 h.p. saloon. Watson, 5, Raincliffe Avenue, Scarborough. [2623]

ALVIS SPEED TWENTY radiator, all synchronous gearbox, five wheels and tyres (6.00 by 20), leather bucket seats, rear axle, 5.22 and 4.5 to 1. Aird, 11, Brookfield Road, Bedford. [2624]

1922 WAVERLEY 15-h.p. sports tourer, all original, in excellent condition, but needs new hood, 56, Chetwode Road, Tadworth, Surrey. [2625]

AUSTIN SEVEN CHASSIS complete, ready for body. Four new tyres, 1929/30. Excellent order, £35. Panhard-Lavassor "17/50" 1931 sports Six. English 2-seater body, complete; wants restoring, £25. Barnes, 364, Leigham Avenue, Streatham. [2627]

RILEY NINE drophead coupé, understood 1932/3 Plus Ultra series. Recently resprayed, hood recovered and engine overhauled by Lester. Always well maintained and is in very good condition. Overseas posting compels sale. £168. Write S/Ldr. Hatton, R.A.F. Kidlington, Oxford. [2628]

£275. TALBOT SEVENTY-FIVE sports saloon, 1936. Excellent condition throughout. Overhauled and resprayed blue 1948 at cost of £200. Tel.: Slough 20128. [2629]

COMPREHENSIVE LEICA OUTFIT, enlarger, £165. Offers, exchange "Ulster" Austin, similar, motor-cycle considered, or Morgan. Brown, 56b, Broadway, Sheerness. [2632]

REBUILT HORNET SPECIAL. New battery, tyres, screens, full comprehensive. Available spares. Good manners and appearance. Sell £180 or exchange Ford Ten Special. R. R. Hall, Ewen Farm House, Cirencester, Glos. [2633]

FOR SALE—continued

RILEY NINE SALES AND SERVICE. New and used spares, 1928 onwards, including front and rear axles and component parts, gearboxes, cylinder heads, manifolds, etc. S.A.E. for quotation.

NEW REPLACEMENT VALVES, 7s. 6d. Guides, 3s. 6d. Valve springs, 7s. 6d. set. Damper springs, 2s. 6d. pair. Gaskets, 16s. set. Speedometer cables complete, 25s. Tappet securing screws, 3s. doz. Flywheel nuts, 4s. each. All carriage paid.

EXCHANGE RECONDITIONED magnetos, dynamos, starter motors, universal joints.

MISCELLANEOUS. Rover "12/4" 1935 engine and gearbox spares. 1930/32 Standard Big Nine engine and Little Nine gearbox, front axle and etc. Scintilla Vertex Magneto, ex Ford Ten, perfect, £5.

RILEY "12/4" FALCON, 1935. Shooting brake in excellent condition throughout. Engine pre-selector gearbox and rear axle recently overhauled. All new tyres, New battery. Resprayed. Taxed. Any trial. Definitely a bargain at £200.

RILEY NINE BIARRITZ, 1930. Fabric saloon. Sound, clean and in good running order. Taxed. Any trial. £85.

FORD EIGHT SALOON, 1934. New wings and running boards, bodywork rebuilt and resprayed black. Excellent tyres. New king pins and bushes. Taxed. A very clean and sound car that looks like new. Offered at the very reasonable price of £165.

WELFORD BROS., OPAL STREET, LEICESTER. Tel.: Leicester 65903. Sales and service open till 10.0 p.m. weekdays. Mid-day Sunday. [2630]

3-LITRE BENTLEY, 1925 tourer, green; 80 m.p.h., 21 m.p.g., little oil. Good electrics (including P.100s). Mechanically sound throughout, recently done 3,500 miles abroad faultlessly. Only reason for selling acquiring supercharged Bentley. Even clock on dash works! £325. Thomas, 63, Lensfield Road, Cambridge. [2631]

1923 "BULLNOSE" MORRIS COWLEY 4-seater tourer. Genuine Hotchkiss engine, everything working. Can be driven anywhere, any distance, with complete confidence. In very good condition and weather proof. Two new beaded-edge tyres and tubes, and two spare half-shafts. £65. Complete set of spares from stem to stern, excepting rear springs and snubbers, can be included with price adjustment. Box No. 681, MOTOR SPORT, 15, City Road, E.C.1. [2635]

SPARES M.G. MAGNA and Magnette, "12/50" and Silver Eagle Alvis, also large number parts Edwardian Rolls Ghost. Geoffrey Frank, Little Wenlock, near Wellington, Shropshire. Tel.: Dawley 316. [2637]

LAGONDA 3½-LITRE Sportsman's convertible coupé. 1935. Very handsome car in good condition. New hood. Taxed and insured. £400. Only reason for selling delivery of new car. Mrs. Edwards, Rawlins Farm, Ramsdell, near Basingstoke. [2638]

MERCEDES-BENZ, 1929. Supercharged "38/250" open 4-seater. Hood, hood cover, side-screens and tonneau cover in good condition. During past year over £100 spent on complete rewiring, new battery, five new tyres, wheels respoked and balanced, new windscreen. Taxed year's end. £400. Martin, Tel.: St. Amos 418. [2639]

BENTLEY 4½-LITRE tourer. 1929. Magnificent condition, genuine 60,000 miles. One owner 20 years. Original and unmodified. New hood and weatherproof. £350. Tel.: Huddersfield 339 (evening). Write Latimer, Sugden Flour Mills, Brighouse, Yorks. [2640]

1931 MODEL ALVIS "12/50" T.J. Atlantic saloon. Good tyres, reasonable condition. £85. Grice, Monk Fryston Lodge, South Milford, Yorks. Tel.: South Milford 566. [2641]

ONLY BECAUSE of delivery of new car, Hispano Suiza 38-h.p. Coupé de ville in immaculate condition inside and out. Engine just overhauled by specialist. £385. Daley, Farnborough, Kent. Tel.: Farnborough 4320. [2642]

SPARES FOR AUSTIN SEVEN. For sale and wanted. Private enthusiasts only. Many bargains. 209, Golders Green Road, N.W.11. [2643]

1929 LAGONDA 2-LITRE, low-chassis. Very good condition throughout, new tyres, 4-seater. V.D.P. body, £225. Bentley 3-litre, V.D.P. short-chassis, 100 per cent motor, 3,500 r.p.m. in top. Really fast, £300. Delage D.8 chassis fitted with Perkins four-cylinder oil engine. Foursome fixed head coupé. Sprayed to your own requirements. Four new Dunlops, £350. Bentley 1931 4-litre Mulliner saloon, last taxed 1940. Very nice condition, original log book, £225. Wanted 4½-litre Bentley engine complete. Service Motors, 1a, High Road, Balby, Doncaster. [2644]

AMAZING OPPORTUNITY for discriminating vintage types; 1925 Star 12-h.p. 2-seater and dickey. In unbelievable condition due to care lavished by one elderly owner. Never driven more than 25 m.p.h. or taken out in the rain. Original order apart from new disc wheels and five perfect 5.00 by 19 tyres, new 12v. battery, excellent hood and sidecurtains. All plating perfect, coachwork in primrose and black, many extra fittings. Total mileage believed 28,000. Taxed. Equal condition to many post war cars. Will accept nearest offer to £100. Cooke, Forest Vale Hotel, Pickering. [2648]

FOR SALE—continued

ALVIS "12/50", 1927. Completely rebuilt 1948. Hardy-Spicer shaft, modernised saloon body, spare engine and axle, good tyres, two spare wheels. £230. 31, New Station Road, Whitechurch, Cardiff. [2645]

TALBOT 105 sports saloon, 1934. Excellent condition. Good tyres and batteries, £150. Vauxhall T80 sports saloon, December, 1931. Fair condition. Offers. Smaller cars, any condition, taken in exchange. c/o Station Hotel Garage, Twyford, Berks. Tel.: Twyford 383. [2646]

FORD TEN specials, axles, gearboxes, engines, etc. Austin 7-h.p. axles and special bits and pieces. Wharfedale Garage, Ltd., Wharfedale Road, Bournemouth. Tel.: Westbourne 64497. [2647]

1939 FORD V8. Lockheed front and rear passenger axles, overhauled, perfect. Wharfedale Garage Ltd., Wharfedale Road, Bournemouth. Tel.: Westbourne 64497. [2647]

£35. BLOWN 1½-LITRE O.H.C. BLACKBURN Six. All accessories, less blower. Spare sump, crankcase and head. £15. Close-ratio E.N.V. crashbox with remote control. Tel.: Walton-on-Thames 3990. [2649]

M.G. P-TYPE CHASSIS with Magnette rear axle, Q-type front, rear wheel 16 in., front 18 in. Three new tyres, steering fitted with wheel. Nearest to £100. Raymond Mays Standard V8 engine with carburetter, dynamo, starter motor, distributor, etc., and gearbox with long tunnel lever. Nearest £50. A. B. Martin, Hazebrook Officers' Mess, Arborfield, Berks. [2650]

RENAULT AIRLUXE saloon, 12-h.p., 1937, 67,000 only. Recently reconditioned, sound, taxed. Take older car and cash in exchange. Offers. Barnes, 20, Sherlock Road, Coventry. [2651]

FRAZER-NASH 1937 1½-litre 2-seater. Meadows 4ED engine. New pistons and brake linings just fitted. Excellent order throughout. £340. McLaughlin, 27, Marsh Hill, Erdington, Birmingham. Tel.: Erdington 2488. [2652]

TALBOT 75 four-door Darracq sports saloon, 18-h.p., 2.3 litres. Mechanical and body overhauls by well-known firm this year. Fitted with 24v. starter, new Luvax-Girling shock-absorbers, oil gauge, radiator thermometer, hand controlled radiator shutters, many extras. Spares, engine, gearbox, 12v. dynamo, 12-24v. dynamo, Rudge hubs, 12 wheels, nine good tyres and many "bits." This car has been maintained in excellent order regardless of expense (accounts produced) and has been very little used. For sale in one lot only. £350 or near offer. Graham C. Dix, 58 Coleshill Road, Birmingham 8. [2655]

HUDSON STRAIGHT-EIGHT Convertible for sale. Cost of advertisement precludes my extolling its virtues. Photo and details on request. Box No. 682, MOTOR SPORT, 15, City Road, E.C.1. [2656]

"30/90" E-TYPE brake drum and hub, £2. Set of "O.E." hub caps, £1. Three 21-in. Rudge-Whitworth wheels from 1927 "14/60" Lagonda, 25s. each. Hub extractors for "30/98" and D.M.N. Delage, 30s. each. One unused 5.25 by 21 Dunlop, £6. Stewart, Little Hinton, Hurts, Berks. [2657]

TALBOT 75, 1934. Low saloon body, red leather upholstery. Engine, brakes, etc., faultless. Immaculate condition throughout. Instruction book. Taxed and fully insured. £275. James, 49, St. Georges Road, Brighton. [2660]

COGNAC SPECIAL. Built and first registered 1937. 2-litre, six-cylinder, o.h.c. A.C. engine. Late G.N. chassis. Very light, stark body. Rudge-Whitworth wheels, good tyres. New wiring and lights. Spare bevel box and gear sprocket. A very simple and fast motor car. Taxed and insured. £170. R. W. Lowe, 39, Orford Gardens, Twickenham, Middx. Tel.: Popesgrove 1465. [2662]

AERO-HILLMAN, 1934 sports. Well maintained, good appearance, mechanically excellent. £210 or nearest offer. Please write, Grohmann, 21, Money Road, Caterham, Surrey. Tel.: Caterham 2660 7-8 p.m. Monday Friday. [2663]

£175 FORD V8 ENGINED short chassis Riley 2-seater. Run in fully road equipped. Further details Box No. 684, MOTOR SPORT, 15, City Road, E.C.1. [2664]

"J2" M.G. reconditioned engine exchange service. "J2" M.G. gearbox, dynamo, starter, carburetters, manifold, distributor, offers. Austin 10-h.p. reconditioned engine, £60. Crossley gearbox, 1932-3, four-speed, £12. 105, Plantation Street, Accrington, Lancs. [2665]

MORRIS EIGHT, 1932 big saloon. Low mileage, exceptional total order. Lockheeds, 40 m.p.g., £165. B.S.A. 1933 fluid-flywheel saloon, 10-h.p., fine engine and gearbox, brakes, etc., poor trim and tyres. £60. Possible exchanges. Box No. 711, MOTOR SPORT, 15, City Road, E.C.1. [2666]

TWO CHEAP SALOONS, 1931 Cowley, 12-h.p. saloon, sound throughout; 1930 Hillman Twelve saloon, clean and sound. Both good batteries, £49 each. Barnes, 36a, Leigham Avenue, Streatham. [2667]

TYRES, 7.00 by 21 and tubes, 6.50 by 20 covers, 6.00 by 20 covers, 6.00 by 21 covers, new and at list price. Chipstead Motors, Ltd., 197 Fulham Road, S.W.3. [2672]

FOR SALE—continued

TYRES. Two 5.25 by 21 Dunlops, as new, five guineas each; two 6.00 by 19 Dunlop ribbed, new, £4 10s. each; two 5.50 by 19 good, £2 each; 14 by 50 (Lancia) new Michelin re-tread, £3. Barnes, 36a, Leigham Avenue, Streatham. [2667]

1950 COOPER. Long-chassis, long-distance tank, never raced, original tyres unworn. Offered £100 under list price. Trailer £10. No offers. 1,000 c.c. J.A.P. engine, £140. Miss Haig, Nuthourne Common, Pulborough, Sussex. [2668]

FIAT 500 ENGINE, clutch and gearbox, M.G. M-type engine, clutch and gearbox, Anzani twin o.h.v. four-valve engine. All engines in excellent condition ready for use. Centric supercharger, new, for sale. Box No. 685, MOTOR SPORT, 15, City Road, E.C.1. [2669]

TWIN O.H.C. MEADOWS ENGINE. Six-cylinder, lined down from 2 to 1½ litres. Disc crank, alloy rods, 12-port hemispherical head, 90-degree valves. Complete with four-speed gearbox and in running order. £36 10s. Venning, The Vicarage, Takeley, Bishops Stortford. [2658]

ALVIS SPARES, "12/40" and early "12/50." Radiator, £4. Front axle complete, £4. Rear axle, less C/B, £4 10s. Springs, front, 15s., rear, 25s. Sub-frame gearbox, £5. Chassis frame, £4 10s. Four Sankey wheels, £2. 20-in. serviceable tyres, 15s. each. Front bench-type seat, £3 10s. Or £25 the lot. Buyers to collect please. Alvis Silver Eagle engine. Complete and in running order. Fitted with three S.U. carburetters. Recent works overhaul including re-sleeve. Also another engine of the same year and type for spares, £55 the two. Venning, The Vicarage, Takeley, Bishops Stortford, Herts. [2659]

MERCEDES-BENZ supercharged "36/220" narrow 2/4-seater, sports body, racing-type wings, cut away sides, over 100 m.p.h. Bargain at £345. Chipstead Motors, Ltd., 197, Fulham Road, Kensington, S.W.3. [2672]

BENTLEY (15.9) RED LABEL tourer, 1926. Body by Van den Plas, painted black, equipped hood, tonneau, screens. Sound mechanically, excellent tyres, battery. Economical and reliable performance. £270 or offer. M. Kingham, Puck's Wood, Fitchampstead, Berks. [2673]

ALVIS "16/95" T.B. chassis and engine complete. Engine bored and reconditioned throughout. Road tested. Perfect, ready for body builder. Further details, Seymour, 5, South Drive, Harrogate. [2674]

ALVIS T.J. "12/50" sports saloon. Magnificent performer. Interior and body need some attention. Full details, Seymour, 5, South Drive, Harrogate. [2674]

SPARES. M.G. "TC" crown wheel, pinion, bearings, half shaft, one rear spring, all new. £12 10s. Rover "12/37" two rear springs, £4 10s. Crossley, "20/9" H.P. 29. Complete car being dismantled, all spares available. Four almost new 7.00 by 21 tyres. Bentley, two wheels, 6.00 by 21, £4 each. Triumph "10/8" H.P. 34. Pistons, valves, springs, etc., £10 per set. These are for the genuine Climax engine. Austin Seven front axle, less one drum, otherwise complete, £4. Riley cylinder block, 1½-litre, "36/37" has not been bored as yet, £10. Ruddock's Garage, Ltd., Heliidon House, Heliidon, Northants. Tel.: Byfield 42. [2675]

ENTHUSIAST'S CAR, 1936 Riley Nine chassis, two carburetters, Wilson box. Special radiator block. Make ideal competition vehicle. Apply 37, Wellington Court, Knightsbridge. [2676]

SINGER "LE MANS" 1½-litre, 2-seater, 1935. Engine very good condition. Good tyres. New hood and side-screens. Major K. M. Lewis, The Old Lodge, Cromer, Norfolk. Tel.: Cromer 2117 (day) 2523 (evenings). £250 or nearest offer. [2677]

M.G. MAGNA saloon. Crankshaft bearings, clutch and king pins reconditioned. £105 or near offer. Ward, 3, Hulse Avenue, Barking. Tel.: Rippleway 2084. [2679]

B.E. TYRES A quantity of covers 33 by 4, 34 by 4, 9.15 by 105 and 8.70 by 100. Offers to Box No. 712, MOTOR SPORT, 15, City Road, E.C.1. [2680]

2-LITRE (13-H.P.) SCHNEIDER, circa 1930. Corsica sports tourer, resprayed red. Recent thorough overhaul, 27 m.p.g. With bags of spares. £175 or FIAT 500. Clarke, Busby Hall, Carlton-in-Cleveland, Yorks. [2681]

1934 4½-LITRE LAGONDA four-door Pillarless saloon, in really immaculate condition throughout. An exceptionally maintained car. £350. Lancaster Motors, 59, Lancaster Mews, W.2. Tel.: Ambassador 5127. [2683]

TRIUMPH 1.057-C.C. sprint special. Excellent condition, remarkable urge. New special aluminium lightweight body, four-speed, Lockheeds, Oil coil, Hartfords, two new Dunlops. £75. No offers. Sutton, Luton, Cambs. [2684]

ROLLS-ROYCE 1929 "20/25" model, fitted 1931 Park Ward saloon. Excellent mechanical condition, good tyres, new battery, P.100 lamps. Requires spraying and minor details to make really first-class vintage motor. Thwaites, Manor Mill Garage, Perran-Ar-Worthal, Truro. Tel.: Perran-Ar-Worthal 196. [2685]

FOR SALE—continued

B.S.A. SCOUT 4-seater, 1936. Rebored, crank reground, new bearings, radiator, good hood, tonneau, screens, 43 m.p.g. Any trial. £190. Shepherd, 17, Rastell Avenue, S.W.2. Tel.: Tulse Hill 6976 evenings. [2687]

COPIES OF "MOTOR SPORT" (67) "Motor" and "Autocar" (416) from 1945 to 1950. Silk, Littleton, Blandford, Dorset. [2688]

H.R.G. "1,500." June, 1948. Nominal mileage. Bodywork and mechanicals in perfect condition. Spare set of gear ratios and Scintilla magneto. £750 or near offer. Price, Bibury, Northover Road, Henbury, Bristol. Tel.: Bristol 65419. [2689]

ALVIS "12/50" drophead coupe, 1931. £135. The Ringmer Motor Works, Ltd., Ringmer, Sussex. [2691]

ALVIS. Owing to change of plans, must reluctantly sell my much modified sports/racing 2½-litre. Since "Motor Sport" test, June, 1950, completely rebuilt with Laystall balanced crank, special racing mains and big-ends, new pistons, camshaft, tappets, valves, etc. Modified copper-plated head, Armstrong gearbox completely rebuilt. Numerous spares. Winner many awards. Best offer over £500. P. Waring, 7, Howitt Close, N.W.3. Tel.: Primrose 0527. [2691]

FORD EIGHT GEARBOX, overhauled, £8. Down draught S.U. D.A.3., brand new, £5. Set 1935 Minx instruments, also nearly new carburetter. Offers. Tel.: Cunningham 5047. [2692]

CORD convertible, 1930. Resprayed, rewired, brakes relined, new universals. Taxed year. Insured November, 1951. Owner posted overseas December 15th. £100 or near offer. Birch, Lambourne Bower, Bagshot. [2694]

HEADSCARVES. The original, featuring leading British and Continental racing and sports car motifs in appropriate colours, 30s. Vintage selection, 35s. Special orders from 40s. Ties, any make, 21s. Finest quality, post paid. E. W. J. Rich, Steelgreen, Millom, Cumberland. [2695]

AUSTIN EIGHT, late type, sound cylinder block, £7. 10-in. Rotax lamps, good condition, £3. Rich, Steelgreen, Millom, Cumberland. [2695]

T.T. LEA-FRANCIS, 1929 1½-litre supercharged, No. 5 Cozette. New tyres, brakes, Burgess silencer. First-class condition throughout both mechanically and body. Offers. Letts, 21, Arundel Avenue, Liverpool. Tel.: Sefton Park 3199. [2699]

"KD" MAGNETTE ENGINE, blower and gearbox. All completely overhauled, as new. Offers. Sinclair, "Petworth," Brooklands Road, Weybridge. [2698]

BENTLEY 4-LITRE short-chassis 2-seater. Engine and chassis completely rebuilt, "D" box, 3.3 axle, special oil pump, brand new 6.00 by 19 Dunlop wheels and tyres, ribbed drums (lined), shoes relined, new shackles pins and bushes, rewired, new battery. £10 tax. Stark alloy body. British racing green. Unused since rebuilt. £475. H. Kemp-Place, Evergreen Service Station, Stanway, Essex. Tel.: Colchester 2600. [2699]

TALBOT 75 "36/37" six-light saloon. Bodywork immaculate. Engine: reground crank, new mains and big-ends, rebored, not yet run in. All necessary parts rechromed. Has been advertiser's personal car for three years. £500. [2700]

ALVIS 1932 Crested Eagle, 17-h.p. Sound mechanical condition, good battery, tyres, etc. Coachwork requires attention. Taxed. £115. [2701]

M.G. REPLACEMENT WINDSCREENS to fit "TA"/"TC" Black or fawn, less head and frame-work. Can be fitted by owner. £3 10s. set. Richard Mead, Coachbuilders, Poplar Road, Dorridge, Birmingham. Tel.: Knowle 2697. [2701]

ANDRE HYDRO TELECONTROLS. Four units, with reservoirs, front and rear pressure controls and gauges. Suitable "TC" M.G. As new, perfect, £14. Davies, 13, The Rooley, Huyton, Liverpool. Tel. Huyton 3528. [2703]

"MOTOR SPORT", February, 1941 to November, 1950, £10. "Autocar," February, 1941 to November, 1949, £15. "Motor Cycle," January, 1942 to December, 1945, plus 50 copies 1930-41, £7. "Motor Cycling," January, 1942 to October 16th, 1946, £7. All complete, splendid condition. Clayton, 77, Tuckton Road, Southbourne, Bournemouth. [2704]

BAROUCHE, about 1880. Perfect condition. Suggestions for disposal or cash offers wanted. Mrs. Duckworth, Orchardleigh Park, Frome, Somerset. [2706]

1938 MORGAN "4.4." Selling to purchase saloon car. £275 or offer. Edwards, 75, George Street, Hove. Tel.: Hove 34682. [2707]

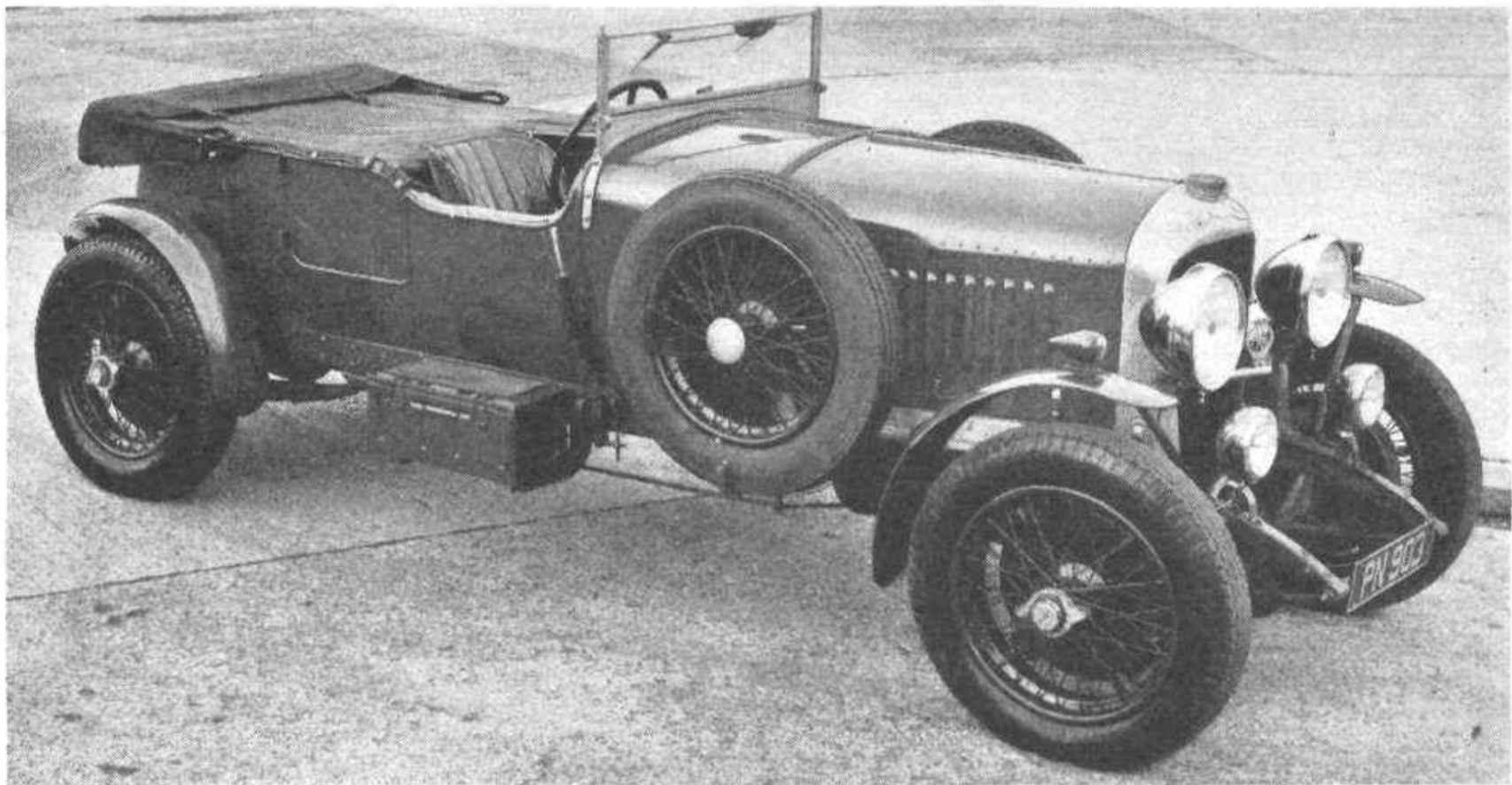
1934 TRIUMPH "12/6" ENGINE. Reconditioned 4,000 miles ago with manifolds, carburetter, water pump. No clutch, dynamo or starter, £12. Riley "12/4" crank, £1. 1, Preston Gardens, Ilford. Tel.: Valentine 6678. [2708]

SEVERAL AUSTIN SEVEN magneto engines complete and spares, cheap to clear. Ford Eight/Ten radiator, 100 per cent. sound, £3. 8 cu. ft. compressor, £4. Largest stock Austin Seven spares in the North. Send for lists. Austin Seven Services, Kirby Wiske, Thirsk, York. [2709]

Weekdays 9-7
Sundays 10-1

CHARACTER CARS

Please Enquire
for
Current Stock



BENTLEY 1928 4½-litre in excellent condition in all respects. Good hood and tonneau cover, good tyres. Subject to being unsold. **£395**

124-126, HAYDONS ROAD, WIMBLEDON, S.W.19

TELEPHONE: LIBERTY 7677-8

Mr. R. Walshaw has for disposal his unique

MARK IV HILLMAN MINX



This outstanding car has had many successes this year, including class winner *Daily Express* 1,000-miles Rally. Fitted with innumerable extras including Arnott blower, extra fuel tank, radio, heater, etc. Beautifully finished in Sunset Bronze. Probably the most potent Minx in existence, trial with pleasure.

£1,050

R. WALSHAW, 18, Leyburn Avenue,
Lightcliffe, near Halifax, Yorks.



FIAT 1,100 SPECIAL

Built by us in 1949 mainly from new spares. Laystall balanced crank, rods and flywheel, 9 to 1 comp. pistons, special racing manifold, large S.U. Lightweight construction throughout (10 cwt.). Lester body upholstered red hide. Perfectly tractable on "Pool"; 6,500 r.p.m. on gears; 5,300 on top giving over 90 m.p.h.; vivid acceleration; 35 m.p.g.; under 3,000 miles since new. **£725**

See write up in August "Motor Sport"

"17/50" **GRAN-SPORT ALFA-ROMEO.** Ex-George Eyston World Records holder, 113 miles in the hour, now fitted sports four-seater body, Alfa red, full road equipment, new hood, new tyres and battery, completely rebuilt mechanically and in tip-top condition and appearance. 19 m.p.g. **£450**

G.W.R. SPECIAL; 500-c.c. racing Douglas engine, Norton four-speed gearbox, reverse, fitted to lowered and lengthened Austin Seven chassis, attractive lightweight two-seater body with dummy tank at back, new Dunlops, hood and battery, requires slight clutch modification. Built and registered 1947. **£115**

Many other unique and interesting cars

V.W.
DERRINGTON
KINGSTON
5621/2

159, LONDON ROAD,
KINGSTON-
ON-THAMES

FOR SALE—continued

SUNBEAM 24-h.p. 1921 sports tourer. Good running order. Laid up whole period 1928-47. Very well preserved. £120. Box No. 687, MOTOR SPORT, 15, City Road, E.C.1. [2710]

WOLSELEY HORNET SWALLOW 1931. Engine rebored 5,000 miles. Body modified to carry equipment. Running but needs mechanical attention. Seen Cardiff. £55. Fl/Lt. van Wadenhoijen, R.A.F., Calshot, Hants. [2711]

1930 LEA-FRANCIS "12/40" "Le Mans" 2/4-seater. Hyper radiator, new tyres, electrics, chrome, blue-grey cellulose, full tonneau. Little used, owner's second car. Rebuilt throughout. £200, no offers. Hall, Alandale, Braishfield, Romsey. Tel.: Braishfield 340. [2712]

RAILTON FAIRMILE drophead coupé, a 1935 model in fine condition with chromium and black cellulose as new. Fitted with Phillips radio and new hood. 20 m.p.g. and 5 to 90 m.p.h. in top gear. 270 guineas or exchange for small saloon, cash either way. Tel.: Pinner 0679 evenings. Box No. 688, MOTOR SPORT, 15, City Road, E.C.1. [2713]

"MOTOR SPORTS," Vol. IV—4, 10, 12; VI—8-11; VII—1, 9, 10; VIII—1, 6-12; IX—1-12; X—1-12; XI—1-12; XII—9, 10; XIII—10; XIV—3, 9-11; XV—6-8, 11, 12; XVI—3-7, 12; XVII—1-8, 10-12; XVIII—1-12; XIX—1-12; XX—1-12; XXI—1-6, 8-12; XXII—1-12; XXIII—1-12; XXIV—1-12; XXV—1, 2, 4, 5. Also three scrap books, 1929-34 and M.G. literature. Offers. Topper, Preston Farm, Woodleigh, Kingsbridge, S. Devon. [2714]

SUNBEAM DAWN saloon 12.8-h.p. I.F.S., remote sports change. Excellent condition. £300 or offer. 83, Blessett Road, Leicester. [2715]

RACING/TOURING three-speed Morgan 2-seater Super Sports alloy body, also seats two small children. Cavernous luggage lockers constitute rear end. British racing green. All fittings and high-level pipes chrome. Professionally built by me representing hundreds of hours of work; 1,000-c.c. o.h.v. air-cooled Matchless with conversion set to water-cooling. Family now too big! 55 m.p.g. £300 no offers. S.A.E. for fuller specification. Also Roots-type blower suitable up to 1,200 c.c., pulley driver, perfect, £10. Linscott, 45, Cabot Road, Darlington. [2716]

1929 HUMBER NINE open tourer. Requires hood and slight mechanical repair. £40 or near offer. Box No. 689, MOTOR SPORT, 15, City Road, E.C.1. [2717]

AUSTIN SEVEN, magneto-type engine with Laystall flat web crank, suit special. Also Citroen Seven crank rods and camshaft. Haydon, 34, Highfield Road East, Nuthall, Notts. [2718]

MERCEDES-BENZ "38/250" sports 4-seater in perfect condition and maintained regardless of cost. Any trial. £450. 6, Hawthorn Road, Wallington, Surrey. Tel.: Burgh Heath 1041 after 7.30 p.m. [2719]

CAR STEAM ENGINE, believed to be from Stanley car. Full particulars to interested potential buyer. Can be seen running. Gunton, 46, Clegg Street, Haslingden, Lancs. [2720]

1931 LEA-FRANCIS "12/40" 2-seater. Nice condition. £135 or exchange. 11, Station Road, Moretonhampstead, Devon. Tel.: Moretonhampstead 225. [2721]

A REALLY BEAUTIFUL 3½-litre 1938 Jensen. Recent £400 overhaul, fitted overdrive, latest Pye radio, very fast and economical. Must sell. Taking delivery new car. What offers. J. Rowley, Manor House, Old Buckenham, Norwich. Tel.: New Buckenham 212. [2722]

1928 4½-LITRE BENTLEY 2-seater tourer. This car must be sold rapidly for domestic reasons. It has been nursed by a series of loving owners into its present delightful condition. Everything mechanical or otherwise if not as good as new—is new. A joy for ever at £485. Apply: P. McIlroy, 40, James Street, Oxford. Tel.: Oxford 2287. [2723]

1930 COWLEY open 2-seater; weatherproof, exceptional, taxed, insured. 1927 Bean Short saloon, good, 1924 Mathis 10-h.p. brake. 1913 Rolls-Royce chassis (2531). 1906 Darracq two-cylinder. Reasonable prices. Possibly 1909 Allday and Omions. Write A. C. Yates, 98, Maida Vale, W.9. Tel.: Langham 4468, Ext. 64. [2725]

FOUR-CYLINDER SCINTILLA VERTEX MAGNETO, 400-1500-19 deg., unused. £10 or offer. Perkins, Wayside, Queen Camel, Somerset. [2777]

JAGUAR "100" 2½-LITRE. Competition 2-seater, in excellent condition. Full all-weather equipment, aero-screens, oversize tyres. Very reliable. £395. 1938 Triumph Dolomite 2-litre saloon; very good order, resprayed and chromed; fitted Ace discs. £375. 1928 Swift 9.8-h.p. tourer; superb, original condition, perfect running order; £70. Lewis, 63a, Woodcock Street, Birmingham, 4. Tel.: Aston 2401. [2778]

SUNBEAM 20.9-H.P. drophead coupé, 1929. Good mechanical condition, high-ratio back axle. Good cream and black body, tyres and hood. Taxed. Offers over £100. Wardle, 89, Mount Ararat Road, Richmond, Surrey. [2782]

**FIRE!
FIRE!
FIRE!**
AT
**SPRINGBOK
MOTORS**

At approximately 9.30 p.m. on the night of November the 5th, a dastardly plot laid by the notorious "Guy Fawkes," and carried out by a few of his henchmen (whom the police have every reason to believe attend the local Infant School), reached its successful conclusion when, as the result of the explosion of a "Giant Cannon," our workshops, and their contents, were almost completely destroyed by fire. Detective-Inspector Crankshaft, who is attached to M.I.5, and who has been working on the "Guy Fawkes Case" since the first attempt to blow up the Ministry of Transport, is confident that this villain is in hiding behind the "Iron Curtain," and, in a statement to the proprietor, declares that as soon as plans for the new "Tin Opener," on which Scotland Yard are now working are completed, his capture will be only a matter of time.

Meanwhile we are still carrying on, and offer for this month, the following:—

Rover 14-h.p., 1935, saloon. Has had quite a lot of money spent on it in the last month, and is in first-class condition throughout ... **£265**

M.G. Magna 4-seater tourer. New hood. Fine little job. Real bargain. 1934 ... **£195**

Riley Nine Monaco saloon. Four new tyres, excellent engine, but noisy timing gears. Very sound and clean ... **£95**

Jaguar 100. The proprietor's own car. Just had £200 spent on it. Absolutely the finest example of its kind in the world (no kidding!). 1938 ... **£685**

Other stock which will be ready on issue of this advertisement includes: Invicta (choice of two), M.G. 2-seater, 1932, Morris Eight 2-seater, 1938, and others.

Write, phone, or call, for immediate attention.

**WE URGENTLY REQUIRE
GOOD SPORTS CARS**

**141, 143, Green Lanes,
Palmer's Green, London,
N.13**

BOWES PARK 5740

FOR SALE—continued

FIAT 509A 8-H.P. coupé, overhead camshaft. In good original condition throughout. Cheap for quick sale. Box No. 718, MOTOR SPORT, 15, City Road, E.C.1. [2779]

SUNBEAM 18-H.P. saloon, 1932. Good condition all round. Well shod. £65. Exchange smaller. 57, High Street, Alcester, Warwickshire. [2780]

OFFERS OVER £250—Talbot "75" (1933) 4-seater tourer. 500 miles since rebore; standard liners, reground crankshaft. £200 refit includes spraying, new battery and overhaul to "crash" gearbox, wheels and transmission. Seen London. E. Large, Grammar School, Astor Avenue, Dover, Kent. [2781]

BENTLEY INSTRUMENTS: Ser of three matched Jaeger instruments: speedo. up to 120 m.p.h., rev.-counter up to 4,000 r.p.m., clock, 8-day. £20 the lot. 39, The Newlands, Wallington, Surrey. Tel.: Wallington 7114. [2784]

RILEY 16-H.P. KESTREL saloon, 1938. Sea-green. Overdrive; freewheel. Extensively overhauled. Owner, motor engineer. £550. No offers. Tel.: Mountview 9313, evenings. [2785]

AUSTIN SEVEN ENGINE, gearbox, complete accessories, 1933, running order; £15. Young, 1, Culpepper Close, Hollingbourne, Kent. [2786]

8-LITRE BENTLEY, 1931, short chassis, with very light open 4-seater body. In first-class condition throughout; mechanically perfect. Brakes relined: tyres and batteries almost new. Terrific performance and absolutely reliable. A large amount has been spent on this car. Private owner will sacrifice at £475. Photos on request. Millais, Downgate, Sandhurst, Kent. Tel.: Sandhurst 242. [2787]

LAMBDA, 7TH SERIES, saloon. Good original condition, tyres, battery. Engine exceptionally quiet. £148. 14, Cranley Gardens, Wallington, Surrey. [2788]

1935 VAUXHALL FOURTEEN roadster coupé, with diekey; good condition; taxed, insured. Sell or exchange for open M.G. or similar, cash either way. 1934 "14/6" "Alpine" Riley saloon, £145. 1931 Alvis Silver Eagle saloon, £75. 15, Nashleigh Hill, Chesham, Bucks. Tel.: Cholesbury 260. [2789]

£700—H.R.G. 1½-LITRE, Special Meadows. Ex-Bremner and Delingpole. Exceptionally fast and famous car. All history, bills, etc., available. Alton Garage, "The Alvis People," 17, Brook Mews North, Craven Road, Paddington. Tel.: Paddington 3952 and 4710. [2790]

LAGONDA 1932 2-LITRE tourer. Specially prepared for 1933 Alpine Trial, which it won. Lovely lines. Now completely rebuilt and in perfect mechanical and exterior condition. Nearest £300. Archbell, Woodland Drive, Pledwick, Wakefield. [2791]

FIRSTLY, APOLOGIES to disappointed inquirers for last month's Bentley, FIAT, Trojan and Alvis; their requirements are noted. Secondly, note new telephone number at Stevenage—if no reply, use Hitchin one as alternative. Now for cars: Another big Bentley at a silly price—a 6½-litre (not Speed Six), 1927, chassis, body paintwork, interior, are excellent; performance on single Smith carburetter is 75-80 m.p.h. and 14-15 m.p.g.; good tyres and battery, all instruments working; beautiful rebuilt and rechromed radiator with stoneguard; very roomy 6-light family saloon body; definitely not sporting, hence price of £140 (a complete S.U. twin-carburetter installation, with manifold, available for £10 extra). My own 4½-litre Lagonda, late 1935, a really fine specimen, in original paint, £330. Lancia Dilaubda 32-h.p. Mulliner 4-light fabric saloon, late 1930; extremely sound mechanically, nice-looking body in very good condition; exceptionally nice and luxurious leatherwork; new tyres and batteries; £185. Continental, 1939, Renault Eight saloon, 53,000 miles; original paint, recent reconditioned engine, new tyres, and very sound throughout. £285. Low-priced vintage 1923 Singer 15-h.p. 6-cylinder (a rare car), 5-seater, 4-door cabriolet; opens up to complete open tourer; hood, glass and paint are bad, body structurally sound, leather good; mechanically sound and a good set of tyres; £40. 1931 Canadian Chrysler fixed-head 3-seater coupé, very good runner, good tyres and battery; sound paint and leather, but needs head cloth and diekey seat; £45. A.C. 12-h.p. 2-seater, not yet received but believed to be in good and original order, £55. And, finally, a 1930-1 FIAT 11-h.p., with remains of saloon body; mechanically complete and apparently sound throughout, in towable state; good "special" basis; £20. Lamps: another pair of more modern P.100s, one with dipper, replated reflectors, £15; also pair original Bentley heads, at £6 10s., and pair of 10-in. chromed Marchals at £11. Tyres: six good 7.00 by 21, from £4 10s. upwards; a useful selection of B.E. sizes, and a set of six 19-in. Rolls-Royce Ghost or Phantom wheels, as new, what offers? C. J. Bendall, 25, Orchard Road, Stevenage, Herts. Tel.: Stevenage 566 (day), Hitchin 1108 (night). [2792]

1931 COTTIN ET DESCOUTES. As new. Guaranteed mileage 9,600. Believed to be the only one in England. 190, Badsley Moor Lane, Rotherham. Tel.: Rotherham 2277. [2793]

JEEP, FORD, recently overhauled; licensed (£10); good tyres, new battery. £200 or near offer. Mathias, Langwarren, Letterston, Pem. [2795]

SIMMONS of CROYDON

(CROYdon 1537)



Offers the following selection of fully guaranteed thoroughbred sports cars from stock

BENTLEY (1928) 4½-LITRE 2/4-seater with 40-gallon slab tank mounted with twin spares. Chassis No. KM 3079. D-type box. Fold-flat and twin aero screens. Mechanically superlative having undergone a complete rebuild in 1948 and having been stored untaxed for the majority of the time since. At present being recellulosed black in our shops, all plating being re-chromed by "Muppivans." When completed trimming will be renewed in red leather and a red silk-mohair hood and tonneau will set off a very pretty and extremely potent 4½. The tyres and battery are new, as is the wiring and Carl-Zeiss lamps. Similar and inferior 4½s are advertised regularly by private owners in the £550/700 price range. **Guaranteed for three months against any mechanical defect whatsoever.**

£450

LAGONDA RAPIDE (1935) 29.13-h.p. In absolutely original mint condition having completed only a reputed 20,000 miles in the hands of two meticulous owners. Fitted with the famous LG 45 engine, the performance ranges from 7 m.p.h. to close on 100 m.p.h. in an effortless top gear. Tele-controls are fitted as standard and the tyres are believed to be original. The weather equipment is original and absolutely as new, and it is practically impossible to fault this car in any respect. Taxed year. **Guaranteed for three months against any mechanical defect whatsoever.**

£500

LAGONDA RAPIDE (1935). Similar to above, having completed a rather greater mileage, but nevertheless being in remarkably good condition, the engine being in every way comparable, as is the weather equipment and all else. **Guaranteed for three months against any mechanical defect whatsoever.**

£425

BAMFORD & MARTIN ASTON (1924) s.v. 2/4-seater, chassis No. 1933, reg. No. PW 55. One of the most amazing vintage sports specimens both in condition and performance that has ever come into our hands. Fitted with 14-in. brake drums on all four 4.75 by 18 knock-on wheels, cycle-type wings, gaitered springs and "Le Mans" tank. Racing-type "about face" box, large rev. and speedo-counters, reconditioned starter and dynamo, V-type screen, new hood and tonneau, new upholstery and a good set of tyres. The engine is commensurate with the rest of the vehicle, the performance being really astounding, and the oil consumption negligible. A perfectly genuine 72 m.p.h. was obtained on test this week. Regardless of its age, this very fine vintage specimen will be **guaranteed for three months against any mechanical defect whatsoever.**

£185

ASTON-MARTIN "INTERNATIONAL" (1932) 4-seater short-chassis tourer. At present undergoing complete rebuild in our workshops, including rebore and sleeve, reground crankshaft, new rocker plate and camshaft, etc. The Bertella coachwork is at present being recellulosed black and a new hood and tonneau are being fitted. The tyres and battery are new and the whole job will be well up to our usual rebuild standard. **Guaranteed for three months against any mechanical defect whatsoever.**

£325

ASTON-MARTIN "LE MANS" 4-seater, long-chassis tourer 1934/5. Reputedly used as "one off" car by Aston team and completely rebuilt at cost of £118 this year by a very impecunious enthusiast. Now qualifies at £10 per annum tax being first registered in 1950. This Aston has only completed 35 miles to date since rebuild and is in British racing green with complete new set of tyres and battery, etc. Further comment appears superfluous. **Guaranteed for three months against any mechanical defect whatsoever.**

£385

FRAZER-NASH "Boulogne" (1932) with 4ED Meadows Brooklands. Details again unfortunately too late for press, but will be forwarded on application to the office. **Guaranteed for three months against any mechanical defect whatsoever.**

£235

At the time of going to press I am negotiating for an Hispano-Suiza "Boulogne"—a Rolls Twenty saloon (1927)—a Red Label Bentley foursome Corsica tourer—a "38/250" S.S.K. Merc. drophead (1932), and an Isotta-Fraschini. Enquiries are invited. Readers are requested to bear in mind that I am always interested to hear of Alfas, Hispanos, Mercs., Isotta, Bentley and Rolls, etc., for sale or part exchange,

always providing they are in reasonable condition, and will gladly give any assistance, within my limitations, to owners disposing of sports cars, or advice as to repairs and technical data, etc. ANY VEHICLE ADVERTISED BY ME IS FULLY OPEN TO ANY TRIAL AND EXAMINATION, AND PROSPECTIVE BUYERS ARE ASSURED THAT EVERY POSSIBLE FACILITY WILL BE PLACED AT THEIR DISPOSAL TO EFFECT THEIR COMPLETE SATISFACTION.

101a, TAMWORTH ROAD, WEST CROYDON

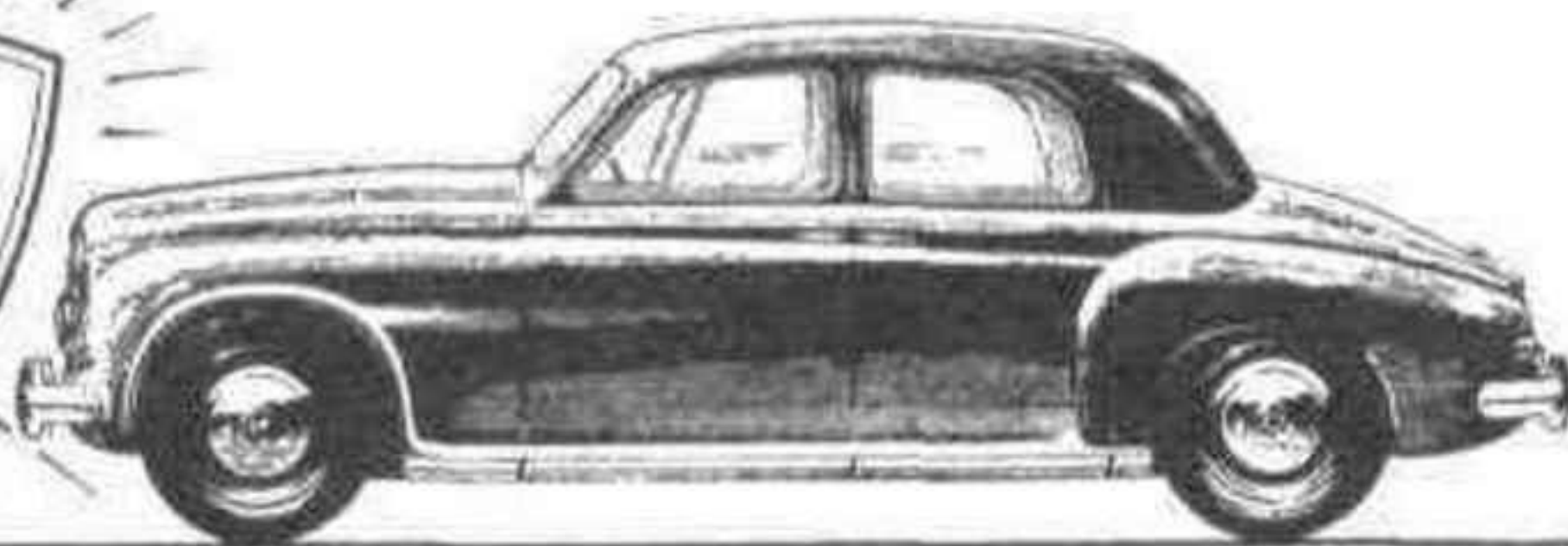
OPEN 10 a.m. to 1 p.m. SUNDAYS AND BANK HOLIDAYS.

(CROYdon 1537)

We get our 'SERVICE' medals from ROVER owners.

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We enjoy a reputation that we are proud of and strive to keep. For 30 years we have offered ROVER service that many have tried hard to imitate—but we still get our medals for the finest service in the Midlands. Fully equipped workshops—keen and enthusiastic staff—the finest stocks of Rover Spares in the country—are not the *only* reasons we are kept busy. The secret of our success is in our offering a "one-make" service—for ROVER owners only.



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Grange Works, Warwick Road, Tyseley, Birmingham, 11

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THE Dellow



Tubular chassis design of exceptional strength, with a tubular frame body constructed integrally with the chassis for maximum rigidity. All-weather equipment. Powered with Ford 10-h.p. engine fitted with double valve springs.

DEMONSTRATION MODEL AVAILABLE

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THE SUPREME ANTI-KNOCK AGENT

OCTOL is an accurately and scientifically blended fuel additive which will increase the octane rating of Pool petrol to any desired value by the addition of the correct percentage.

Sports car enthusiasts will find 5% adequate for all normal purposes, and 10% will cope with sports cars tuned to high-performance figures.

The price is fifteen shillings per gallon. Five-gallon drums are delivered carriage and drums free.

We welcome all enthusiasts at our Croydon address

Obtainable from leading garages catering for the sports car enthusiast, or direct from:

South London: **HIGH FLASH PETROLEUM CO., LTD.**
40, Parsons Mead, West Croydon, Surrey
Telephone: Croydon 7634

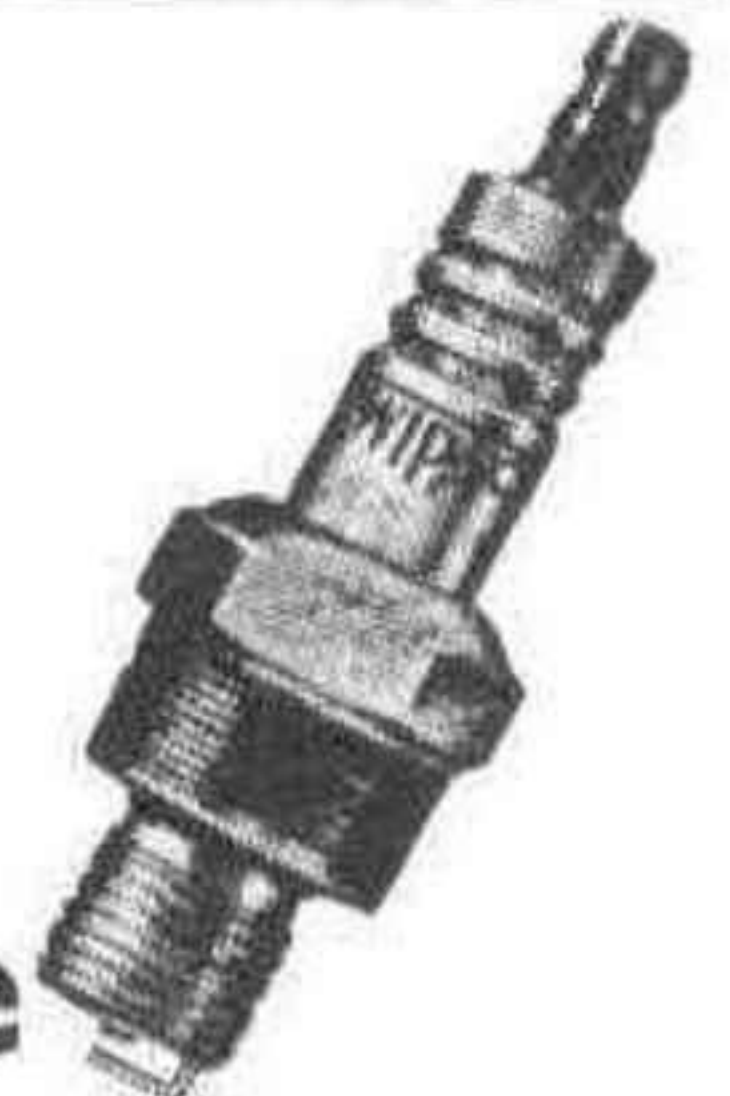
North London: **HENRY J. NICHOLLS, LTD.**
308, Holloway Road, London, N.7.
Telephone: North 4272

West Country: **ULTRA GARAGES, LTD.**
135, Stoke Lane, Westbury-on-Trym, Bristol, 9
Telephone: Westbury 68781

All inquiries to the manufacturers:
HIGH FLASH PETROLEUM CO., LTD.
40, Parsons Mead, West Croydon, Surrey. Tel.: Croydon 7634

A new plug

(Available only in 14 mm. standard and long-reach and 18 mm. standard)



at a new price

3/6^p

guaranteed for

10,000 miles

WIPAC SPARK PLUGS



George says:

"This is real value for money"

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To: WICO-PACY SALES CORPORATION LTD • BLETCHLEY • ENGLAND

Please send me a set of WIPAC SPARK PLUGS suitable for a

Model _____ Year _____ I enclose cheque/P.O. value £ 1 1

NAME (block letters) _____

ADDRESS _____

Name and address of your Garage _____

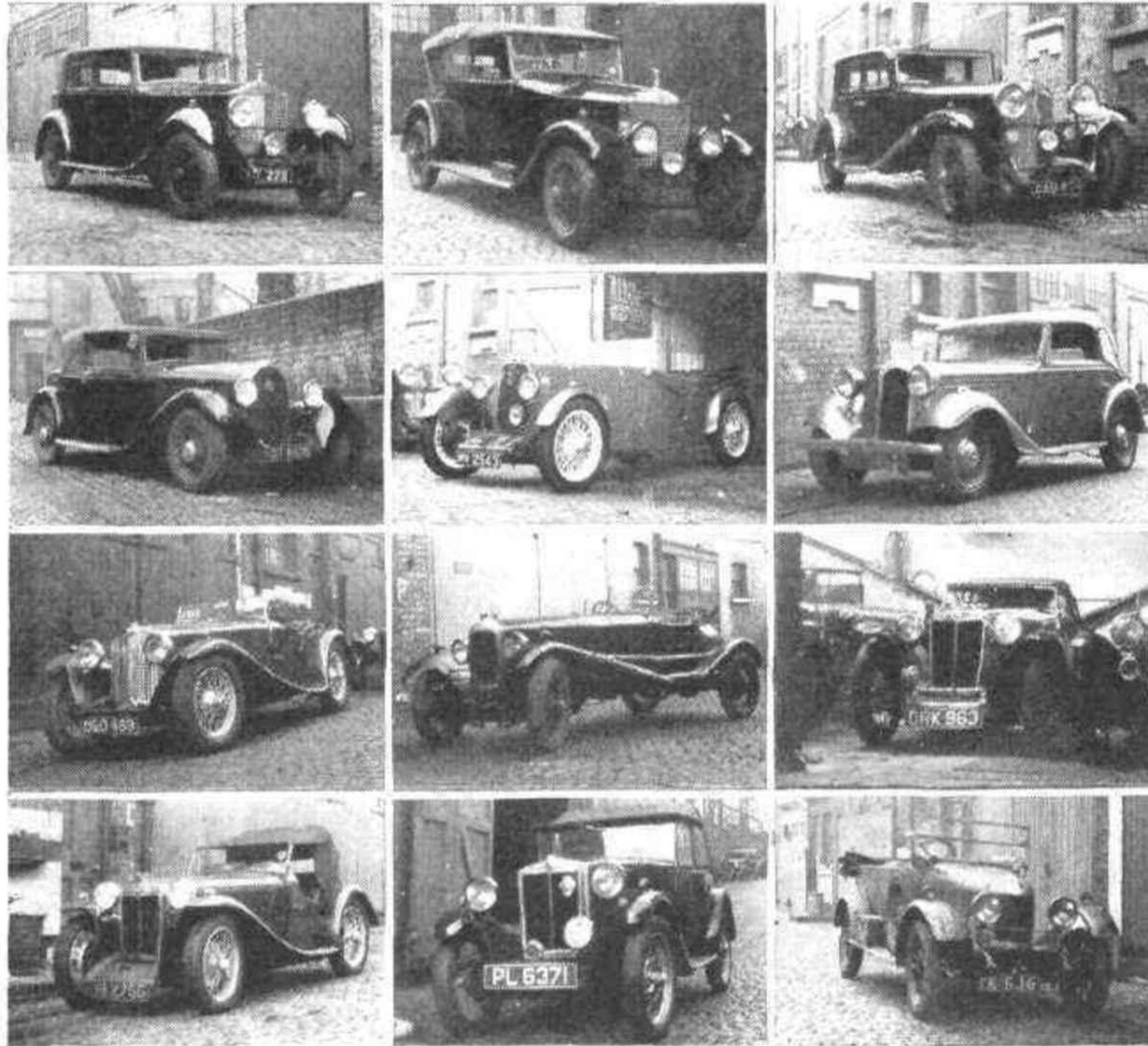
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PERFORMANCE CARS

The best selection of reasonably priced guaranteed sports and touring cars in London.



OFFER:

- 1931 Rolls-Royce 26-h.p. close-coupled sports saloon by Mulliner; 76,000 miles. Unfaultable. Original immaculate black with brown hide £450
 1927 Rolls-Royce 21.6-h.p. tourer by Gill. An absolutely perfect specimen car; 100 per cent. original ... £325
 1924 Rolls-Royce 21-h.p. chassis only. In first-class running order £100
 1934 Lagonda 4½-litre Pillarless saloon. This exceptional car has just returned after 3,000 miles of trouble-free high-speed motoring on the Continent. It is guaranteed for six months instead of our usual three months ... £275
 1932 Hotchkiss 3-litre close-coupled Sportsman's Coupe. A very lively car of the "Juste Milieu" stable ... £145
 1932 Aston-Martin 1½-litre "Le Mans" 4-seater. Spotless green cellulose. New hood and tonneau. Mechanically outstanding ... £295
 1937 B.M.W. 2-litre Type 45 drophead foursome. Coachwork average. Mechanically very good ... £345
 1937 A.C. "16/80" 2-litre competition 2/4-seater. Mechanically outstanding. Coachwork rebuilt and resprayed 17 coats of Alfa red. New red hide upholstery. New hood. Obviously an above average car in every way ... £435
 1936 Ford V8 drophead coupe. Chassis as tight as a drum. Inaudible engine. Excellent coachwork ... £250
 1938 Morgan "4/4" 2-seater. Mechanically good and very fast indeed ... £265
 1936 Lagonda Rapier 10-h.p. 4-seater. Outstanding mechanically. New tyres, hood, side-screens, brakes, etc. Whole car very much above average ... £325
 1928 Riley Redwing "Brooklands" bullet-shaped 2-seater with dickey. A good "old'un" in original shape ... £150
 1937 Riley "12/4" 1½-litre Kestrel Sprite six-light saloon. Grey with red hide ... £325
 1935 Vauxhall 20-h.p. four-door drophead foursome ... £150

M.G.s

1939 10-h.p. "TA" 2-seater. Green ...	£375
1935 8-h.p. "PA" 2-seater. Blue ...	£250
1934 8-h.p. "PA" 4-seater. Green ...	£265
1934 supercharged "PA" 2-seater, fitted 1936 "PB" block, "J4" racing brakes. Thundering performance ...	£300
1935 (November) 12-h.p. L-type Continental 2/4-seater ...	£234
1931 8-h.p. M-type 2-seater. £40 engine overhaul ...	£95
1933 8-h.p. "J2" 2-seater ...	£165

And now for some dignified utility motoring:

1930 Sunbeam Twenty-One tourer ...	£95
1931 Sunbeam Eighteen coupe ...	£100
1930 Lea-Francis "12/4" saloon ...	£110
1930 Morris Oxford Fourteen 2-seater with dickey ...	£55
1925 Morris Cowley Twelve "Bullnose" tourer. Four new tyres ...	£55
1929 Singer Eight 2-seater with dickey ...	£55
1932 Morris Minor s.v. 2-seater. Exceptional ...	£85

RILEY

Full specialised service and repairs. Exchange Reconditioned Starters, Dynamos, Magnetos, Engines, Rear Axles from Stock. Trade Supplied.

Sports Cars, Tourers, etc., of the type advertised, wanted for cash. Our motto: if a car is not worth buying, it isn't worth selling. We do not wish to sell your car on commission.

Business terms.—Open 9 a.m. to 7 p.m., including Saturdays. Sundays, 10 a.m. to 5 p.m.

All cars over £100 are covered by our three months' written guarantee. All cars over £50 can be purchased by easy terms (50 per cent. deposit if pre-1937, 30 per cent. if later)

Never less than 30 sports cars actually in stock. R.A.C., A.A. or specialist's inspections welcomed. Immediate "Drive Away" Hire Purchase and insurance.

PERFORMANCE CARS, Daleham Mews, Belsize Lane, London, N.W.3. (Swiss Cottage or Belsize Park Tube)

Head Office and written enquiries: 21 Daleham Mews.

HAMPSTEAD 1111 (2 lines)

HERSTON MOTORS

The Vintage and Sports Car Specialists of the South, have for disposal this month:

- 1936 Lagonda 4½-5-litre, pillarless four-door saloon. In immaculate condition and superb mechanically ... £450
- 1936 M.G. Magnette "KD" 2-seater in very nice order, all new tyres, new battery, etc. ... £275
- 1930 Vauxhall "20/60" Hurlingham 2/3-seater. Very fine motor ... £150
- 1930 Graham Paige 2-seater roadster. Fold-flat screen, good tyres and battery. Bargain ... £75
- 1926 Ford Model T in original condition in every respect. Good tyres. One owner ... £75
- "30/98" Vauxhall 2-seater. All good tyres. Very fast ... £175
- Vintage Motor-cycles
- 1930 A.J.S. 350-c.c. ... £25
- 1927 Rudge 500-c.c. ... £20

We also have a fair stock of spares for Bentley 3 and 4½ litres. Let us know your requirements, quotations by return.

We are always at the service of the genuine Vintage, we never close. Part exchange welcomed. Hire Purchase and Insurance on the spot. Write, Tel.: SWANAGE 2730, for personal attention, or call:

409/411, HIGH STREET,
SWANAGE, DORSET

Our excellent pub next door can supply: A Noggin of good Ale, a Meal or a Bed if necessary. We are pleased to see you at any time.

FOR SALE—continued

TWO SALMONSON "GRAND SPORT" WHEELS, with tyres and tubes, 71.5 by 115. Also 18-in. flexible steering wheel. Offers to: Marshall, 3, Woodgrange Avenue, W.5. [2803]

RILEY NINE. Potent. Insured October, 1951. Any trial. £84. Also Rolls-Royce "40/50" chassis, 1925. Complete engine radiator. All wheels and spares. £53. Tel.: Hendon 7025, after 7 o'clock. [2805]

EDWARDIANS—Unusual offer of period vehicles in fine condition which owner regrettably now neither has time to enjoy nor space to house. 1905 Cupelle phaeton; single-cylinder de Dion engine; unused since complete mechanical overhaul, restoration and coach-painting of bodywork. 1908 de Dion Bouton, Type BH, 12/14 h.p., 4-cylinder, torpedo; recently overhauled and body coach-painted. 1910 Rolls-Royce Silver Ghost, Series 1203; recently overhauled; original specification except for addition of electrics and closed body of early "twenties," in good condition. 1911 Rolls-Royce Silver Ghost, Series 1574; recently overhauled; touring body of early "twenties," electrics added, and modified to autovac, otherwise original specification; runner-up, V.S.C.C. Edwardian Trophy 1947. 1911 Sunbeam 12/16 h.p., chassis No. 3441, torpedo body with Cape Cart hood; original specification; recently overhauled and body coach-painted. Further details from and offers to: M. W. Anderson, Ridgewood House, Almondsbury, near Bristol, Glos. [2726]

LEA-FRANCIS 14/40 h.p. L.F.S., 1927 tourer. Twin o.h.c., Scintilla magneto and coil ignition. New, Rotax head and sidelamps, wiper and battery. Twin wind-tones. Two new tyres. All-weather equipment. Taxed and insured. £125. Tel.: Didsbury 5925, or Box No. 715, Motor Sport, 15, City Road, E.C.1. [2727]

1947 MERCEDES-BENZ, 14 H.P. £10 tax. Utility 4/5-seater professionally built body. Engine and coachwork in excellent condition. Two new tyres and battery. Photograph sent to genuine buyer. Bargain at £285, or near offer. "Les Ormes," Gorey, Jersey. [2728]

AUSTIN SEVEN, complete chassis, four new tyres, tubes. Everything good running order. Must sell—£25. Box No. 690, Motor Sport, 15, City Road, E.C.1. [2729]

PAIR E.C.L. cast aluminium acetylene headlamps, with mirror reflectors. Complete with generators. Circa 1905. Few secondhand B.E. covers. Geoffrey Smith, 174, Bromyard Road, Worcester. [2731]

MOTOR PRECISION, LTD., for high-quality reboring, sleeving, crankshaft grinding and bearing reconditioning at normal prices. Complete or part engine overhauls. M.G.s a speciality. Pistons supplied. Speedometers and rev.-counters repaired. Dynamics and starters overhauled. Quick service. Tel.: Bristol 34929 and 46800. 75, St. Andrews Road, Bristol. [2732]

RICHARDS & BROWN

Offer

Bentley 4½-litre 2/3-seater, alloy body, rounded tail. Eng. No. RN 3031; Chassis No. RN 3031. First-class order and exceptional performance. Fitted 18-in. wheels; taxed. Undoubtedly one of the finest specimens of this model available. £395

Frazer-Nash 1½-litre "Boulogne Vitesse" super-sports 2-seater; very recently completely rebuilt at great expense. Very low polished alloy body, all new lights, instruments, etc.; 90 m.p.h., 30 m.p.g. Twin aero-screens, sprung steering wheel. Reg. No. PF 1212. Believed ex-T.T. winner. £225.

Lagonda supercharged 2-litre 4-seater, 1932, excellent order; good all-weather equipment. £315.

Bugatti 3.3-litre 2-seater, has completed approx. 1,000 miles since complete rebuild, including new bodywork, at cost of approx. £600. This car is now offered at £495.

Invicta 4-seater, in mint condition, just built and unregistered. Offered at very reasonable figure. Full details of this very special motor car upon request.

Spares for Disposal: "San Sebastian" Salmon back axle and road wheels, £15. O.H.C. Minor block and crank, £4. Rev.-counter, Jaeger 6-in., 0-6,000, £4. Bosch magneto, 4-cyl., FF4R111, recond., £5. Bronze head for s.v. Anzani, £7. Burman motor-cycle gearbox, heavy, new, £12. New Dunlop tyre, B.E., 26 by 2½ by 2½, £2.

We are urgently requiring good motor cars for cash and part exchange. Please let us have full details of your motor car when writing.

We endeavour to offer the finest service to Vintage and Sports car enthusiasts. Write, telephone or call, you are always welcome.

2, RINGERS ROAD, BROMLEY, KENT

Telephone: RAV 7487, 6479.

FOR SALE—continued

£110—1934 SINGER "LE MANS" coupé; new tyres, overhauled, good shape. Attractive, economical sports car. Individually hand-painted head-scarves at competitive prices. Cars, racing scenes, aeroplanes, ships, etc., on customers' material—from 15s. 37, Fieldside, Ely, Cambs. [2794]

1935 CHRYSLER, Wimbledon licensed. Mechanically sound, leather, good upholstery. Body not good. £200 or near offer. Mathias, Langwarren, Letterston, Pem. [2795]

BENTLEY SPARES: Pair "4½" magnetos, starter, dynamo, C.A.V.-Bosch starter (11-tooth), "6½" nose-piece, 4:1 ratio, 12-in. Marchal lamp. 3-litre "Red" block complete, 4,000-in. Pair Scintilla magnetos, adapted for Bentley. Offers. Box No. 701, Motor Sport, 15, City Road, E.C.1. [2797]

BENTLEY 3-LITRE RED LABEL SPEED model. Completely rebuilt with 2/4-seater lightweight competition body, with fold-flat and twin aero-screens. Complete engine overhaul 2,000 miles ago. Resprayed black, new red upholstery, new mahogany dashboard, new battery. In excellent condition throughout and really fast. Genuine reason for quick sale. Offers around £350. Manor House, Manor Way, Whitechurch, Cardiff. Tel.: Whitechurch 268. [2798]

JOHN BLAND offers service to vintage and Edwardian owners. Valves, bearings, valve guides, shackle bolts, king-pins, etc., to drawing or pattern. Specialist repairs on the older Talbot cars. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [2799]

JOHN BLAND, Talbot specialist, can now supply water manifolds for "75." Also water pump bodies and covers for "75," "90," "95" and "105." Exchange radiator for short-chassis "75." 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [2799]

£28—WOLSELEY 16-H.P. 4-seater tourer, 1927, runner. Close-ratio A.C. gearbox and bellhousing, very good. £13. Hyper Leaf radiator, £4. Three Rudge triple-spoke wheels, 5.50 by 18, 42 mm., £3 10s. each. S. B. Turner, 4, Brisbane Road, Ilford, Essex. Tel.: Ilford 2443. [2800]

AUSTIN, 1934, 16-H.P. saloon, excellent condition, original black cellulose; £98. Tel.: Gypsy Hill 2513. [2802]

AUTOMO LIMITED

SPORTS

£205 M.G. Magna 4-seater F-type. Good mechanical condition, recellulosed two shades green, rechromed.

£165 Singer Nine, 1934 4-seater sports. Recellulosed gunmetal, mechanically sound.

£195 M.G. J2-type 1932 2-seater. Reconditioned throughout, resprayed red.

SALOONS

£385 Austin Twelve 1938 Ascot De Luxe four-door. In first class order, resprayed black.

£280 Morris Eight, late 1938 two-door sunshine roof. Engine completely overhauled, recellulosed, rechromed.

£270 Lanchester 11-h.p. 1937 model. In extremely good condition throughout, recellulosed, etc.

Sports car buyers: Exchanges: Hire purchase: Immediate insurance.

At our Engineering Works at Hickstead, near Haywards Heath, Sussex, we can undertake all types of major repairs to engines, transmissions, chassis, bodywork, panel beating, recellulosing, etc., at very competitive prices. Exchange engines nearly always available.

Car batteries guaranteed 12 months: 6v. from 75s., 12v. from 145s. by our exchange plan.

229, WEST END LANE
HAMPSTEAD, LONDON, N.W.6

Tel.: Hampstead 3430.

FOR SALE—continued

AUSTIN SEVEN SPARES: Practically all parts new and secondhand. Price, Three Shires, Bear, wood, Birmingham. [2735-]

EXCHANGE for open 2/4 or 4-seater sports, 1935 Humber Twelve saloon. In excellent condition. Drophead considered. 8, Stonefall Drive, Harrogate. [2736]

M.G. "J2," fitted Lockheed brakes, otherwise as original. In good condition. £175. 60, Pretoria Road, Edmonton, N.18. [2737]

1927 LEA-FRANCIS ENGINE, complete but partly dismantled, £10. Would consider selling parts separately. R. Clark, Green End Farm, Frinton. [2738]

VINTAGE ENTHUSIASTS PLEASE NOTE: 1925 FIAT 10.4-h.p. 4-seater, torpedo body (dickey seat), in astonishing condition. Genuine three owners since new. Body, hood and sidescreens perfect. Engine truly sound and solid. Pass any A.A. test. Complete down to original instruction book. Spares (if ever needed) are definitely obtainable. £75. 35, Leigham Avenue, Streatham, S.W.16. Tel.: Streatham 3129. [2739]

1932 HORNET ENGINE (damaged), with accessories and 4-speed remote control box. Tel.: Gladstone 1344, after ten. [2741]

ARMSTRONG "12/6" sports saloon, 1932. New battery, good tyres. Condition good. £85, or offer. North Cottage, Gasworks, Southall, Middlesex. [2742]

1928 AUSTIN TWELVE VAN, good runner, £20. Lagonda rev.-counter, £2. Two Austin Seven chassis, £4 each. Dismantling 1928 Austin Sixteen and Twenty. Burnham Motors, Burnham, Bucks. Tel.: Burnham 184. [2743]

1929 ALFA-ROMEO, 1½ LITRE, unblown, twin o.h.c. Open 2-seater. £195. Full particulars from: Crowley-Milling, Oakwood Hotel, Alderley Edge, Cheshire. [2745]

FORTY-SIX "MOTOR SPORTS," Feb., 1947—Nov., 1950. Seventy-eight Autocars; 77 Motors (March, 1948—Sept., 1949). Clean. Offers, 161, Colchester Road, Ipswich. [2753]

LAGONDA, 1934, 4½-LITRE tourer. Magnificent car in superb condition throughout. Maintained regardless. £500 or near offer. Seen Essex. Box No. 694, Motor Sport, 15, City Road, E.C.1. [2754]

JACK WADSWORTH MOTORS of St. John's Road, Isleworth (Tel.: Hounslow 0826) offer the following Vintage cars:

1928 22-h.p. Rolls-Royce limousine. F.F. seats. Engine and chassis 100 per cent. £200

About 1924 Lorraine Dietrich Silken Six tourer. Stored for 25 years. Total mileage, 7,000. £150

1928 15-h.p. Armstrong-Siddeley tourer. Good hood and side-screens. In good running order and taxed. £32 10s.

1925 "12/40" Alvis tourer. £35

1922 "30/98" E. Vauxhall sports model. Much modified. Very fast and reliable car. £120

1929 20-h.p. Sunbeam drophead. Engine being rebuilt. £85

1931 18.2-h.p. Sunbeam. Fixed head sports coupe with rebuilt engine. Very clean car. £175

We also hold the largest stock of vintage Sunbeam spares in the country

FOR SALE—continued

RILEY GAMECOCK, 1932, 2-seater sports. Recently overhauled, new clutch assembly, hood and side-screens, windscreen wiper. £220, or near offer. Photo available. Milne, Oakmead, Walmer, Kent. Tel.: Deal 699. [2748]

FRAZER-NASH "T.T. REPLICA," (twin o.h.c. Blackburn 6-cylinder engine. Built October, 1935. New hood, tonneau, battery. Enthusiast-maintained. Accept £300. 49, Norbiton Hall, Kingston-on-Thames. Tel.: Kingston 6939. [2750]

FRAZER-NASH 4ED MEADOWS, four-speed "Boulogne." Recently overhauled, new tonneau, etc. £197. Crosthwaite, Marle House, Anglefield Corner, South Godstone, Surrey. Tel.: Godstone 2161. [2752]

ALVIS SILVER EAGLE saloon, 1930 (17 h.p.). Engine overhauled 1,000 miles ago. Bodywork exceptionally original condition; wings require respraying. Owner emigrating, hence only £95. Box No. 695, MOTOR SPORT, 15, City Road, E.C.1. [2755]

1938 1½-LITRE M.G. tourer; 55,000 miles. One careful owner. Engine and chassis completely overhauled. Recently recellulosed grey. Newton dampers. Car in first-class order throughout. £525. Hartridge, 4c, The Mansions, Earls Court Road, S.W.5. [2756]

ALVIS, 1931, "TJ 12/50," wide 2/3-seater with dickey. Recellulosed green. Cycle-type mudguards. New battery this year. Reconditioned dynamo. Engine, starter, electrical installation, steering, brakes, etc., overhauled; 30 m.p.g., oil negligible. Tools, instruction manual, wireless ready for installation. Licensed. Insured Oct., 1951. Fine dependable car. Seen London Dec. 21st to Jan. 3rd. Offers around £200. Box No. 696, MOTOR SPORT, 15, City Road, E.C.1. [2758]

ROLLS-ROYCE, 1926, 20-H.P. F.W.B., 4-speed. Mileage 45,000. Original shooting brake body. Very sedate, good condition; £200 or near. Bugatti, Type 51. Very well known and potent car. Immaculate condition. Offers around £600. 28, Knighton Church Road, Leicester. Tel.: Leicester 77762. [2759]

MASERATI. Supercharged 1½-litre engine in the Derby f.w.d. single-seater, ex-Mrs. Gwenda Stewart. Excellent condition throughout; new Laystall crankshaft; many spares, pistons, valves, con. rods, jigs, wheels, etc. £750 or near. Wintot House, Leighpark, Datchet. Tel.: Datchet 147. [2760]

DELAGE D.I.S., 1928, 14 H.P. Touring body. Black, green wings. New hood, tyres, lamps, etc. £150 spent recently. Wonderful, economical motor. Regret parting at £197. Davis, Tel.: Ruislip 5228. [2766]

FOR SALE—continued

FIAT 500 coupe, 1937. Licensed end year. £210. Wintot House, Leighpark, Datchet. Tel.: Datchet 147. [2760]

LANCIA LAMBDA 7TH SERIES, saloon, in good original condition. £110. Below. [2761]

ROLLS TWENTY, 1924, saloon, in beautiful original condition. £150. Searle, 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520. [2761]

MUST BE SOLD: Bentley 3-litre engine, £25. Bentley brake linings, half-set Mintex, £2. Pair twin rear wheels, fitted 450 by 18 triple stud, new, £20. 25-gall. tail tank (for single-seater), £12. Three 4-cylinder magnetos, £4 10s. each. D.5 S.U. carburetter, perfect, £5. Heavy trailer axle, fitted brakes and springs, £10. Many Austin Seven parts, S.A.E. for list. Box No. 699, MOTOR SPORT, 15, City Road, E.C.1. [2767]

ENTHUSIASTIC MEMBER of Bentley Drivers' Club regretfully has to dispose of his 4½-litre. This exceptional car has a modern Cooper saloon body fitted on a 1929 chassis and represents an ideal marriage between the highest class of vintage machinery and saloon comfort. Recently fitted with new S.U. carburetters, new dashboard and instruments; completely rewired, clutch relined, hub caps and wheel nuts chromium plated; car recellulosed; loose covers fitted, at cost of £150. Good tyres, spare battery. Licensed. The perfect car for the married vintage enthusiast. £525, or offer, no dealers. Bryant, Tel.: Streatham 6413. [2768]

MOTORISTS

PERSONAL 10/6 ACCIDENT INSURANCE per annum.

Death and Benefits up to 52 weeks for all accidents occurring in or on any motor vehicle, including Buses, Taxis, etc.

T. L. JOSE
Insurance Broker

22, BELMONT ROAD, UXBRIDGE

Tel.: Uxbridge 2004/5

BENTLEY. Unique sedanca coupé; 6½-litre engine in 4-litre chassis, built 1939. Excellent condition. Taxed. £600 or best offer over £500. Curry, Dartington, Totnes. [2769]

OVAL SECTION STEEL TUBE, 5 in. by 2½ in., suitable for special chassis. 12-in. diameter Fortress oil cooler, make radiator for special. Aston-Martin T-series radiator, 2 in. lower than "International," otherwise interchangeable. Modified Mark II frame. "International" brake components. Rudd, 31, Heyworth Street, Derby. [2771]

"MOTOR SPORTS," 1947-50; Light Cars, 1948-50; Motors, 1947-49. Would separate. Warr, Field Farm, Solihull, Birmingham. [2774]

1930 ALVIS "12/50." Chassis shortened and under-slung. Rebuilt 1947. Very neat 2-seater. Disappearing dickey; k.o. wheels; P.100s. Big port 1½-litre engine; outside exhausts, Martlets, alloy rods, twin S.U.s, Scintilla. Good tyres, brakes and battery; new hood, sidescreens and wings; 30 m.p.g. and 55 m.p.h., cruising. Photos available. £175. Lane, Flat 6, The Mart, Weston-super-Mare. Tel.: Weston-super-Mare 2912. [2776]

TALBOT "65" 13.8-H.P. SALOON



Completely overhauled by Talbot specialist. In superb condition throughout. Under 50,000 miles. Seen London. Taxed, insured. £275

179, Penhill Road, Bexley, Kent.
Tel.: Campbell, Kensington 9441.

FOR SALE—continued

1936 PB-TYPE M.G. 2-seater. Recent complete overhaul (bills available). Very smart and mechanically excellent. £295. Surrey. Box No. 716, MOTOR SPORT, 15, City Road, E.C.1. [2773]

JOWETT, 1929 7-H.P., 2-seater with dickey. Good tyres, hood and body. Engine requires attention. Numerous spares. Taxed year end. Offers. Tel.: Valentine 9023, after 6 p.m. [2249]

M.G. "P" HANDBOOK, as new, £1. "J2" crankshaft, 35s. Sump, 15s. Twin carburetters, 35s. Flywheel, 10s. Exhaust manifold, 15s. Camshaft, £3. P-sump, £1. Flywheel, 10s. Camshaft, £3, plus postage. Box No. 697, MOTOR SPORT, 15, City Road, E.C.1. [2763]

WANTED

ALVIS 1931 "12/60" "TK" cylinder block, radiator, bench-type front seat, twin S.U.s. Phillips, 24, Moseley Road, Cheadle Hulme, Cheshire. [2504]

URGENTLY, D.H.C. or sports saloon. No fancy prices. All letters answered. W. Hill, 154, High Street, Sutton. [2508]

ROLLS-ROYCE TWENTY-ONE, "20/25," circa 1930, any type body. Mechanically sound, coachwork condition unimportant. Hughes, Chemist, Tottington, Bury, Lancs. [2507]

URGENTLY REQUIRED by private owner, sports up to £300. Photo if possible. No dealers. Box No. 651, MOTOR SPORT, 15, City Road, E.C.1. [2509]

CLUTCH HOUSING for 1934 "12/6" preselector type Riley. Captain Dixon, 2 R.T.R., Haig Lines, Crookham, Hants. [2511]

ENTHUSIAST OFFERS good home to Riley, Alvis, or sound vintage 4-seater. Reasonable. "Mekoda," Chalton Road, near Luton, Beds. [2514]

INSTRUCTION MANUAL for 1931 "12/40" "P" Lea-Francis. Capt. Barrance, 4 Training Regiment, Royal Signals, Catterick Camp, Yorks. [2515]

MANX NORTON, 1950-type alloy hubs, front forks. Would consider any incomplete, or damaged 350 c.c. or 500 c.c. machine. C. Bennett, 25, Rednal Road, Kings Norton, Birmingham, 30. [2520]

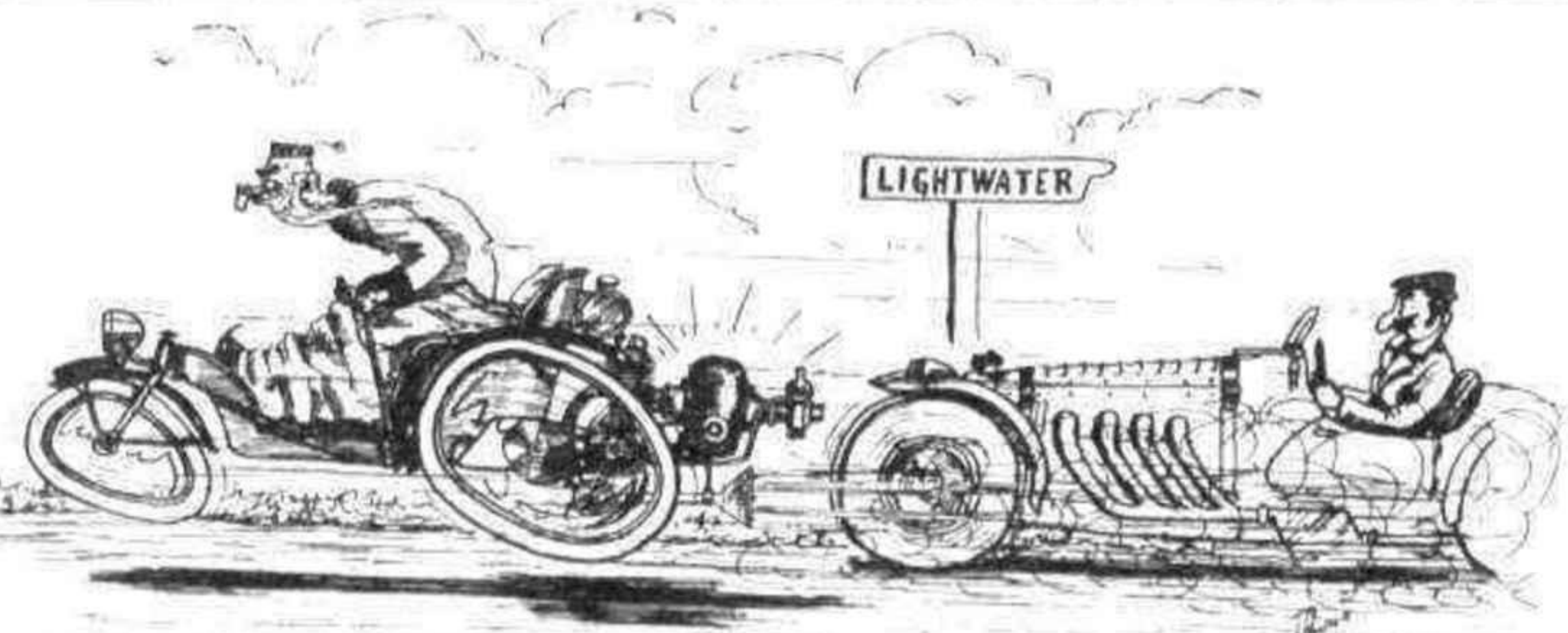
BUGATTI RACING WHEEL, aluminium, with 10-in. brake drum. Also spare wheel bracket. Perkins, 86, Bilton Road, Rugby. [2521]

E.N.V. TYPES 75, 110 AND 150 preselector gearboxes. High price paid. H. & A. Engineering, 35, Grant Road, Addiscombe, Surrey. [2524]

ROLLS-ROYCE 20-H.P. drophead coupé. Full details and photograph, if available. Must be in good condition. Box No. 666, MOTOR SPORT, 15, City Road, E.C.1. [2543]



Whinlands Works, Macdonald Road, Lightwater, Surrey
Telephone: BAGSHOT 3338



AS OTHERS SEE US—No. 2. "A SPECIAL INSTALLATION."
It's wonderful what these Wade Superchargers do.

WANTED—continued

LOW H.P. CAR, e.g., Austin Chummy tourer or similar; must be cheap; running order not essential. Can anybody help two very impecunious enthusiasts? Derek and Geoff., 53, Carlton Road, Lowestoft. [2531]

LEA-FRANCIS, Alvis, Bentley or similar, 1925-1939. Also small popular saloon. "Blandford," New Salts Farm Road, Shoreham, Sussex. [2537]

ALVIS, 1935 OR 1936, FIREBIRD (not Firefly) tourer. Please send full particulars to: A. S. Broughton, Beardwood, Blackburn, Lancs. [2547]

WANTED BY PRIVATE BUYER from anyone interested. R.A.F. officer requires car to get home at weekends between £25-£250, any sort, or type, horsepower not to exceed 16 h.p. Terms: Payment either £10-£15 per month according to value. Your price plus 7½ per cent. for allowing me credit. Reference offered. Willing to sign agreement fully covering vendor. Am forced to purchase this way through lack of ready capital. Good home offered to any well loved car. Every reply answered. Box No. 655, MOTOR SPORT, 15, City Road, E.C.1. [2549]

BENTLEY REAR AXLE PARTS giving ratio less than four, preferably 3.78, 3.846 or 3.923. Box No. 656, MOTOR SPORT, 15, City Road, E.C.1. [2554]

ASTON-MARTIN 1½-LITRE, MK. II, short-chassis 2/4-seater. Condition not important. Full particulars: C. F. Macdonald, 75, Gerda Road, New Eltham, S.E.9. [2563]

BUGATTI, preferably T37, T40, or "Ulster" Austin, with blown-up motor. Write, stating extent of damage and price. Vaughan, 5, Brockenhurst Road, Aldershot. [2564]

RILEY CLUTCH HOUSING and carrier for 1934 "12/6" Mentone. Carlisle, 37, Bishopbridge Road, Norwich. Tel.: Norwich 21166. [2567]

RILEY "9/4" Sound condition—age immaterial. Fabric/aluminium body if saloon. Sporting driver has family but still keen and will give good home. Cash offered but limited supply. Box No. 662, MOTOR SPORT, 15, City Road, E.C.1. [2571]

MORRIS TWELVE (1937) INSTRUCTION BOOK. Good price for complete copy. Wicks, "Woodlands," Manchester Road, Buxton, Derbys. [2575]

PAIR OF P.100 HEADLAMPS, secondhand or new. Box No. 670, MOTOR SPORT, 15, City Road, E.C.1. [2585]

FOURSOME DROPHEAD COUPE, circa 1934, required preferably Alvis Speed Twenty or similar high-grade motor. Any really good drophead 14-20 h.p. considered. Terms would be required. Only reputable dealers need reply. Price not to exceed £350. Box No. 671, MOTOR SPORT, 15, City Road, E.C.1. [2587]

NICE OLD SALOON or drophead wanted 10-14 h.p. Must have received every care and attention to qualify for new home. Married, impecunious! Box No. 673, MOTOR SPORT, 15, City Road, E.C.1. [2592]

2-LITRE M.G. saloon or drophead, 1937 onwards. Good mechanical condition essential. Reasonable price. 12, Den Close, Beckenham, Kent. [2595]

ALVIS WANTED, mid-December. Speed Twenty or 16-h.p. drophead or sports about 1935 vintage. Reasonable price and reliable. Viewed London or S.W., with R.A.C. inspection. Box No. 674, MOTOR SPORT, 15, City Road, E.C.1. [2596]

AUSTIN NIPPY or Speedy. Good home offered to well-maintained example of this type. Jasmine Cottage, Teffont, Salisbury. [2602]

500 OR 1,000 COOPER or any make with or without engine. Required by enthusiast. Must be cheap. Particulars to Box No. 680, MOTOR SPORT, 15, City Road, E.C.1. [2611]

CYLINDER HEAD for 10 million series 1,750 c.c. Alfa-Romeo. Box No. 713, MOTOR SPORT, 15, City Road, E.C.1. [2620]

FIAT 1,100 ENGINE, 500 body, wheels, steering column, small high-ratio back axle. J2 engine spares for sale cheap. Jepson, Styal, Cheshire. [2621]

CHEAP SPORTS CAR, Continental, British, Alfa, Bugatti, Magnette preferred. Even prepared rebuild. Coulman, 4, Colwyn Crescent, Hounslow, Middx. [2626]

LANCIA APRILLA, B.M.W. or similar car in good condition. Box No. 714, MOTOR SPORT, 15, City Road, E.C.1. [2634]

M.G. Singer or Riley sports in good condition or car requiring repairs considered if reasonable. Elmtrees, Little Marlow, Bucks. Tel.: Marlow 647. [2634]

RILEY NINE, 1930/34 or similar h.p. car. Good mechanical condition. Dainton, 1,539, High Road, London, N.20. Tel.: Hillside 4902. [2636]

RILEY FAN wishes to purchase 9-h.p. car in specimen condition. Kestrel preferred. Price and fullest details to 19, Chalfont Drive, Nottingham. [2653]

URGENTLY REQUIRED gearbox for 3-litre 1927 Invicta. Must be sound and perfect. Your price paid. Tel.: Bowers Park 5740 or write 106, Merryhills Drive, Enfield, Middx. [2654]

OPEN SPORTS, 2-litre or under preferred. Good all round condition essential. Up to £300. Fullest details to: Broome, 94, Werneth Hall Road, Oldham. [2724]

V.W. DERRINGTON KINGSTON 5621/2 LTD.

For all sports spares, materials and equipment

TUBULAR LUGGAGE GRIDS, chromium-plated, for M.G., Singer, S.S. 100, Allard, Standard Eight, Austin Eight, F.I.A.T. 500, from £4 5s. "Deep Note" exhaust systems, from £3. "Brooklands" steering wheels £4 5s. "Brooklands" Aero screens, universal fittings, 48s. each. Fold-flat sports screens 39 in. wide, chromium-plated, fitted safety glass, £10 10s. Cycle-type wings, domed, central rib, 6 in., 16s., 7 in. 17s. 6d., 8 in. 19s., light alloy, ditto, 21s., 22s. 6d., 25s.; 6 in. plain 15s., front and rear, all from stock.

BODY BUILDING. Bucket seats, pressed steel frames, 22s. 6d., hinge back 25s., ditto trimmed black or brown rexine 65s., hinge back 70s. Light alloy seats (2½ lbs.) 47s. 6d., trimmed rexine. Dunlopillo cushions £5 7s. 6d. Dunlopillo cushions 21s. front, 22s. 6d. rear. Sheet aluminium 6 ft. by 3 ft., 22 gauge, 25s., 18 gauge, 42s. 6d. Duralumin 22s. 6d., 40s. Other gauges, angles and mouldings stocked. Best quality black or brown duck or hooding 54 in. 25s., 72 in. 28s. Lighter quality 17s. 6d. Rexine, all colours, 12s. 6d. to 20s. 6d. per yard.

SUPERCHARGERS. Large stock, all makes. Largest Zoller, new, for E.R.A. or Magnette, £60; 2½ in. bore S.U. for same £15. Arnott, with long drive shaft, fittings for Coventry Climax engine £35. Marshall set, complete, for "TA" M.G. £42 10s. Arnott set for 2-litre Sunbeam-Talbot, £65; for Riley Nine, £40. Boost gauges—10 lbs., and 25 lbs., 25s. Radiator thermometers 27s. 6d. Large stock Marchal, Grebel, P100, Lucas, Notek, head and spot lamps, speedometers, Wind-tone horns.

SCINTILLA VERTEX NV 4, £7 10s., rebuilt and set by makers, £12 10s. 6d. New Vertex for Ford V8 with brackets and adaptor £20. New B.T.H., similar, £16, suitable Allard, new B.T.H. vertical, four-cylinder, £6.

ALUMINIUM CYLINDER HEADS give greatly increased power and performance, together with better economy. "ALTA" for AUSTIN SEVEN, £5 10s. "SILVERSTOP" for Ford Eight and Ten (pre-war), £5 15s. 6d., post-war £6 10s. Morris Eight, series I and II, £5 18s. 6d. Series E, MINX and TALBOT TEN £6 12s. 6d. MORRIS MINOR, £7. Available from stock.

F.I.A.T. SPARES. Largest stockist 500, 1,100, 1,500 spares, new and reconditioned. Exchange reconditioned starters, dynamos, engines, gearboxes, radiators, engines. Complete servicing, reconditioning, and coachbuilding.

M.G. SPARES. Vertical drive roller races 8s. 6d. pair, sleeves 21s. 6d., flexible couplings 9s. 6d., own drive pinions, rebuilt 40s., ditto rockers 7s. 6d., Rocker shafts from 10s. 6d., bushes 7s. 6d., valves 5s. 6d., guides 5s., phosphor bronze 7s. 6d., gaskets, ball races, half-shafts, road springs from 32s. 6d. New road wheels 16 in., 18 in., 19 in. rims £6. New fold-flat windscreens for "J2" and "P" models, toughened safety, £10 10s., laminated safety, £11 10s. "Deep Note" exhaust systems, "J2" 65s., "P" 75s., "N" and "T" 85s. Brooklands steering wheels 85s., adjustable boss TC 95s. Door grilles, chrome, 10s. 6d., wing grilles "J2" 30s. pair.

LAWRENCE Lightweight 500-c.c., flat-twin engine, brand new, 10 b.h.p. at 3,000 r.p.m.; capable further development. Fitted twin Scintilla magnetos, carburetter, manifolds. Perfect for a lightweight "special."

FEATHERWEIGHT STEERING WHEELS. Own patent and make, weight 26 ozs., Sorbo grip rim, covered pigskin, less boss, £4 5s., with boss £5 5s.; 15½ in., 16½ in. and 17½ in. diameter.

BROOKLANDS FISHTAILS. Cast aluminium, polished, 7 in., 1 in. to 2 in. fitting 21s. Exhaust pipe deflectors 12s. 6d., dummy knock-off hub caps, polished aluminium, set of 5, 35s.

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159 and 200, LONDON ROAD,
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Tel.: KIN. 5621/2.

WANTED—continued

"MOTOR SPORT," January, February, March and November, 1947; August, 1950. Box No. 683, MOTOR SPORT, 15, City Road, E.C.1. [2661]

SPORTS CAR wanted. Ford special considered if price reasonable. 6, Portobello Mews, W.11. Tel.: Park 9050. [2670]

VINTAGE ALVIS, Lagonda or Bentley. Good condition, good looking, fast, no saloons. Airmail all details to Jacoby, 13415, Naft Safid, c/o A.I.O.C. via Abadan, Iran. Photograph essential. Seller to be preferably one who has not got car quite ready or one who is prepared to wait say six weeks for money to be transferred to U.K. [2671]

S.U. CARBURETTER, suitable for Morris Minor wanted. Good price for reasonable example. Bendall, Sherfoot Lane, Four Oaks, Warwickshire. [2678]

A.C. ENGINE, any condition, consider complete chassis, for special. W. Harris, 17, Lower Gungate, Tamworth, Staffs. [2682]

CROWN WHEEL AND PINION for M.G. "J1," 8/43 preferred. David Morrison, 33, Hayes Garden, Hayes, Bromley, Kent. [2686]

FRAZER-NASH 1½-litre Colmore or 2/3-seater. Maximum price £250. Details to Eaves, Dalemoor, Netherfield Road, Guiseley, Leeds. [2693]

RADIATOR COWL wanted for f.w.d. Alvis. Must be quite sound. Francis, 26, London Street, Paddington, W.2. [2700]

REALLY CHEAP AUSTIN SEVEN 2-seater. Scruffiness immaterial if mechanically good. Write: 31, Summerice Gardens, Finchley, N.2. [2702]

AERO MINX COUPE or Talbot Ten. Exchange/sell Austin Nippy fitted Arrow body, sound attractive car. Patrick, Crossgates Farm, Seamer, Scarborough. [2705]

EXHAUST CAMSHAFT for 1,488-c.c. six-cylinder 1934 Riley. Must be in good condition. Gunton, 46, Clegg Street, Haslingden, Lancs. [2720]

VINTAGE ROLLS wanted or Mercedes, Type S or SSK at reasonable price. Box No. 703, MOTOR SPORT, 15, City Road, E.C.1. [1680]

M.G. "TA"/"TB" HANDBOOK and Austin or Ford-basis trials car, condition not important, reasonable prices please. Box No. 698, MOTOR SPORT, 15, City Road, E.C.1. [2764]

CAMSHAFT for 1931 o.h.c. M.G., believed to be M-type. The Beacon Hill Service Station, near Newbury. [2730]

FIAT 500 BODY complete or body shell only. Good condition preferred but burnt-out or damaged considered. Smith, 7, Springfield Lane, Ipswich. [2733]

AMILCAR GRANDE SPORT or Surbaise crown wheel and pinion and half-shafts or rear axle complete. 8, Sherwood Road, Luton, Beds. [2734]

LAGONDA 2-LITRE. Must be mechanically sound, body not so important. Spares/engine if possible as extras. Box No. 691, MOTOR SPORT, 15, City Road, E.C.1. [2740]

BENTLEY WANTED. Red Label. Good mechanical condition essential. Box No. 705, MOTOR SPORT, 15, City Road, E.C.1. [1683]

SINGER "LE MANS" 9-h.p. coupé wanted for cash. Must be in first-class condition throughout, with all instruments working. Box No. 719, MOTOR SPORT, 15, City Road, E.C.1. [2744]

1932 RILEY NINE Plus Ultra series chassis less engine. Pre-1932 chassis and engine. Crashed car considered. Any vintage sports chassis and engine. Box No. 720, MOTOR SPORT, 15, City Road, E.C.1. [2747]

GARAGE PREMISES required Chelsea, Knightsbridge, or Kensington area, to hold eight to twelve cars. Exemplary references. Would take lease or purchase freehold. Existing business not required. Box No. 702, MOTOR SPORT, 15, City Road, E.C.1. [2801]

LAGONDA 2-LITRE drophead coupé. Must be in good order throughout. Box No. 706, MOTOR SPORT, 15, City Road, E.C.1. [1684]

RILEY "12/6" ENGINE. Condition immaterial, but body must be good, saloon preferred. Box No. 693, MOTOR SPORT, 15, City Road, E.C.1. [2751]

SITUATIONS WANTED

YOUNG MAN, 27, enthusiast, seeks any situation in connection with racing. Good driver. Box No. 686, MOTOR SPORT, 15, City Road, E.C.1. [2696]

RABID YOUNG ENTHUSIAST (24) wants job, consider anything. Public school education, good technical knowledge and practical experience, but not gained in trade. Able to draw, scale work and otherwise, to professional standard; also useful selling experience. Dirty hands welcomed. Repeat, will consider anything. Box No. 608, MOTOR SPORT, 15, City Road, E.C.1. [2583]

MISCELLANEOUS

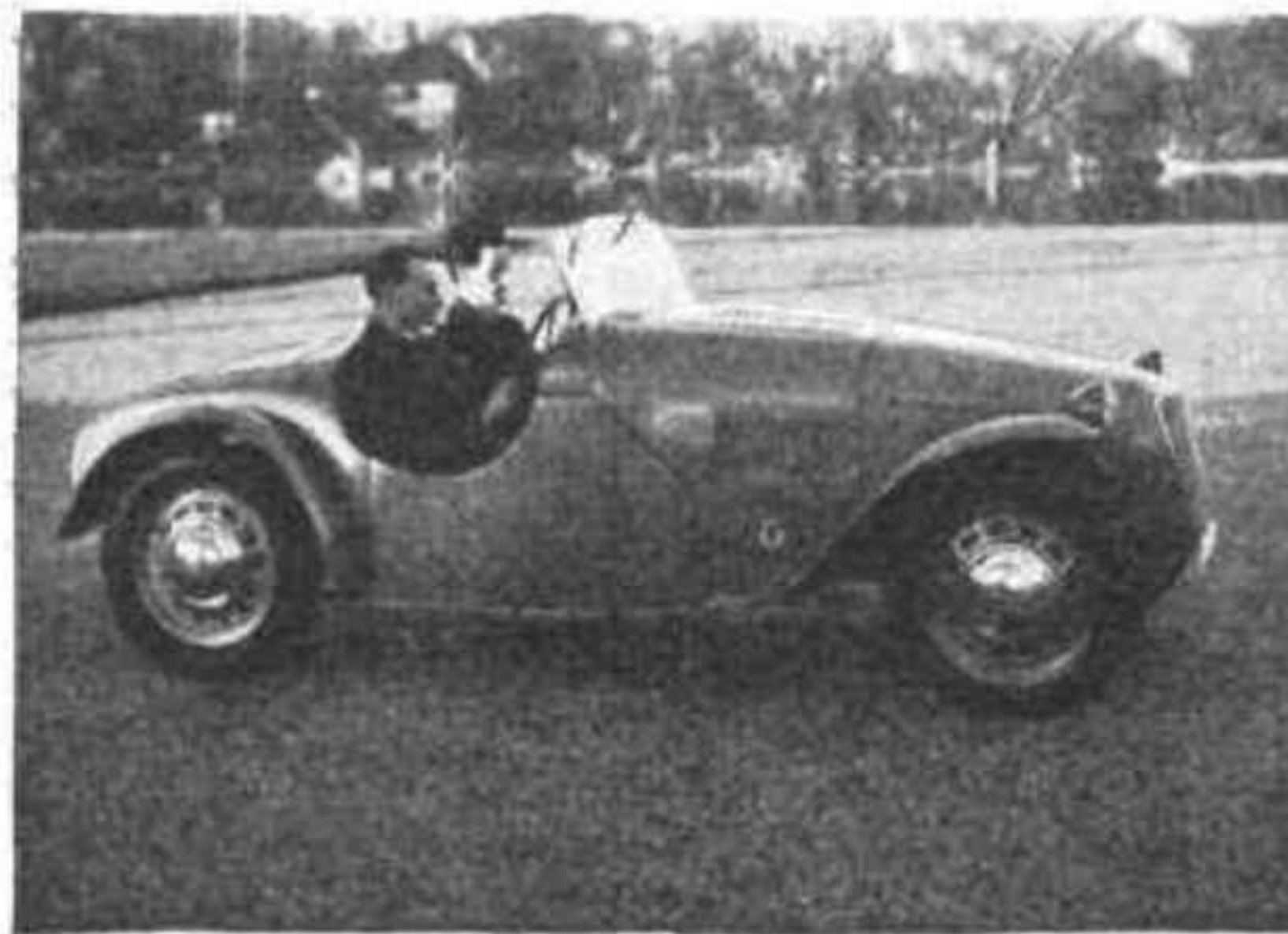
EXPERIENCED AND QUALIFIED petroleum technologist, enthusiast offers free advice on all fuel, oil and grease matters. S.A.F. please. Box No. 692, MOTOR SPORT, 15, City Road, E.C.1. [2746]

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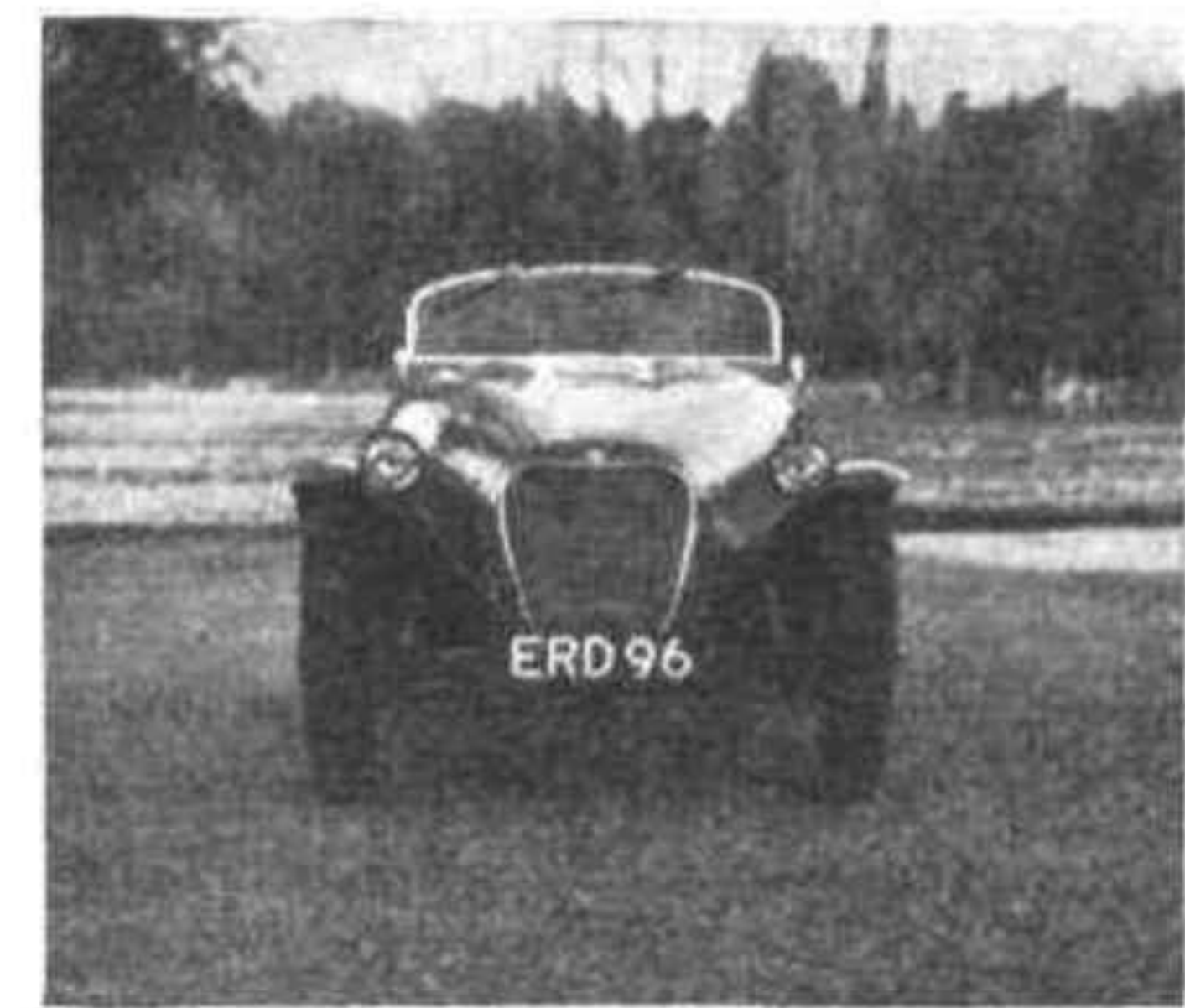
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1949 Land Rover, colour green, mileage 11,000 only 499 gns.
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1937 Rover Ten 6-Light sports, 4-door, sun saloon. Colour, black and maroon, leather upholstery. May be described as an immaculate car . . . 429 gns.

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1946 Morgan "4/4" "Le Mans" special sports 2-seater, finished in British racing green; low mileage. One owner. Taxed . . . 499 gns.
1939/40 Sunbeam-Talbot sports 4-seater, new hood, sidescreens. Exceptional condition . . . 399 gns.
1939 Hillman Minx, fitted with very attractive 4-seater semi-sports body. This car has been tuned and has a sports car's performance . . . 389 gns.

A FEW PICKED AT RANDOM FROM OUR SEVEN KINGS BRANCH—SEVEN KINGS 4066

1931 Talbot 14-h.p. 4-door sports saloon. Two owners since new, laid up all war years. Original excellent condition 99 gns.
1936 M.G. "PB" 9-h.p. 2-seater, many expensive fittings and extras, late owner a real enthusiast; taxed 285 gns.

1937 Fiat 1,500-c.c., 4-door, pillarless sports saloon. Laid up eight years. Finished metallic-grey and maroon. All new pre-war tyres. Spotless condition 289 gns.
1938 SS Jaguar 3½-litre, 4-door, sports saloon, Ace discs, Notek spotlight, etc. Jaguar green. Taxed 379 gns.

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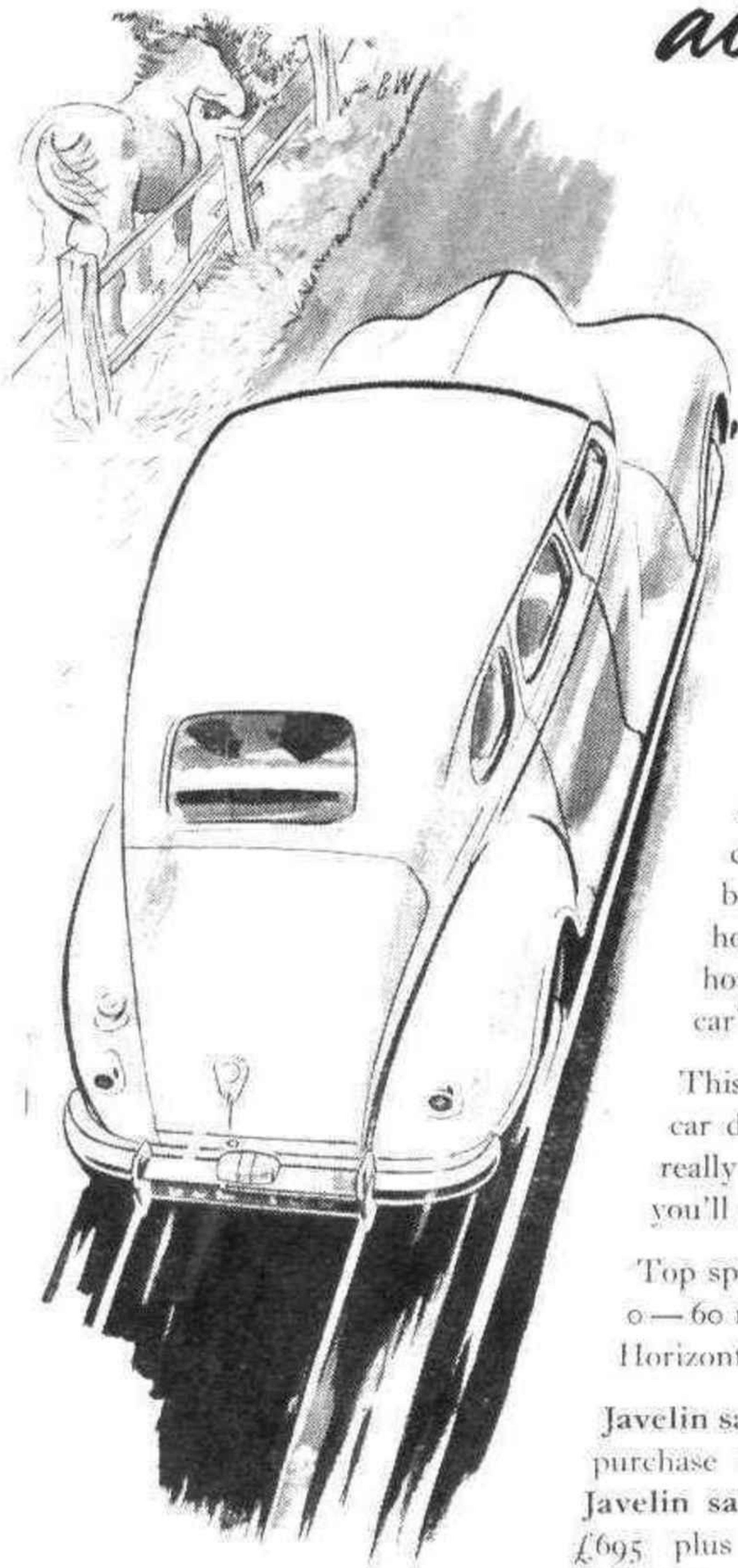
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above the 60 mark



It's a rare world above the 60 mark. Most drivers hardly know it—but this car can live there—she's at home. You spin the needle round the clock to sixty and the hills swoop and skim under the supple suspension. The needle spins again—60—70—75—silently! Instant acceleration all the way up to maximum revs. You soothe her down with a touch of the powerful hydraulic brakes. This used to be a long drawn out road but already the limit sign says 30—seems like crawling.

That's what she's famous for—performance plus comfort, proving her supremacy in international high speed duels. But—this is not a cockpit you're in—there's room for 2 more on that broad, soft seat alongside you. Room for 2 more behind—3 if necessary. A supremely comfortable family saloon.

As you sort out the traffic ahead, the clumps of cars coming and going... coming and going... the torsion bar suspension turning the bumps into cushions and holding you gently steady at the corners, you wonder how she can be so fast—so comfortable. That's this car's secret. Be content to let her keep it.

This car is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have it in your hands. Once tried, you'll say 'I'd rather go by Javelin!'

Top speed, electrically timed, 78 m.p.h. Acceleration 0—60 m.p.h. in 22.2 secs.—'The Motor' Road Test. Horizontally opposed flat-four 50 B.H.P. Engine.

Javelin saloon: £595 plus purchase tax £166.0.7.
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1½ LITRE

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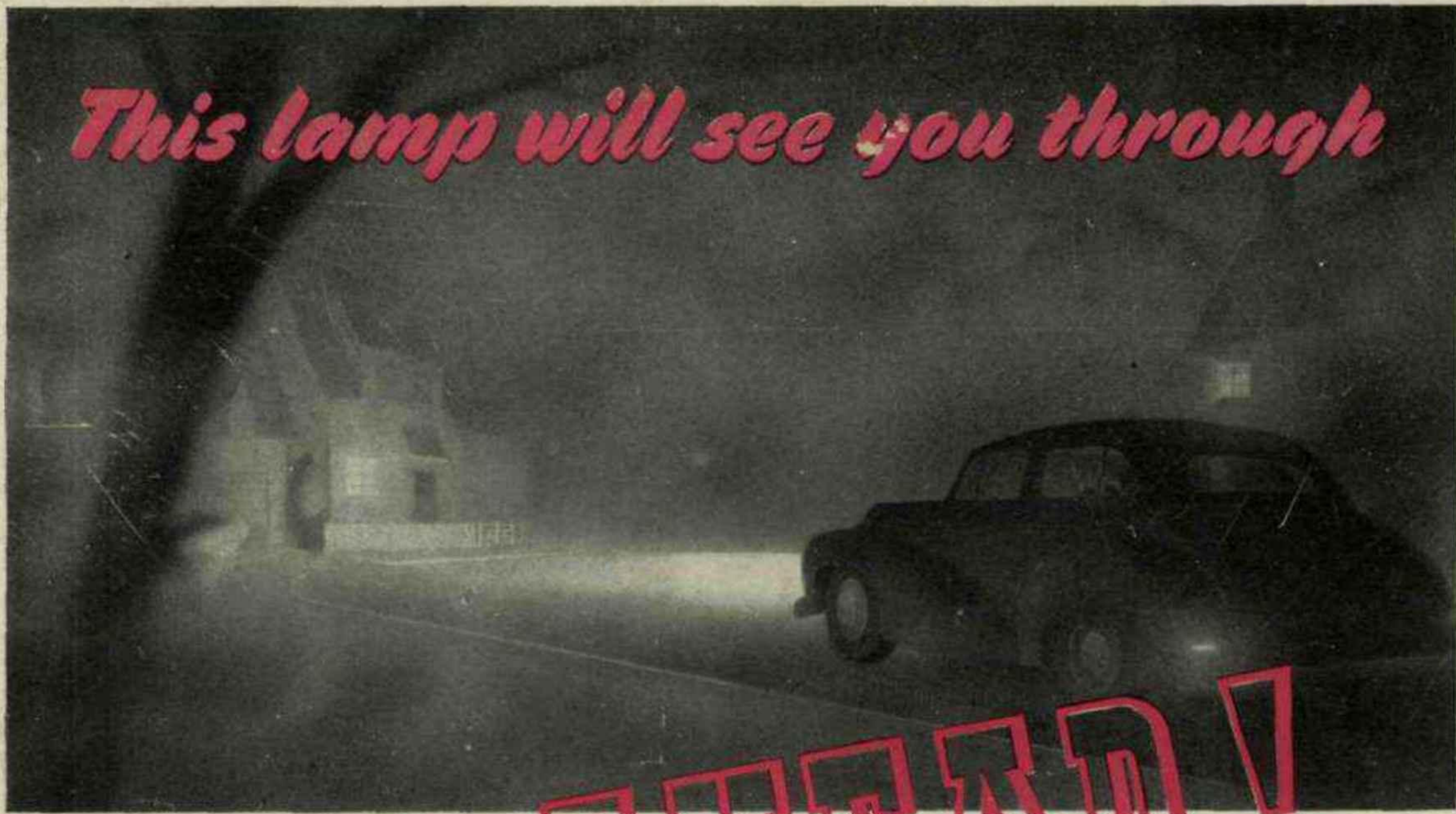
take a good look when it passes you



LOWETT CARS LIMITED · BRADFORD · 48 ALBEMARLE STREET · PICCADILLY W.1

Walter Hurrell

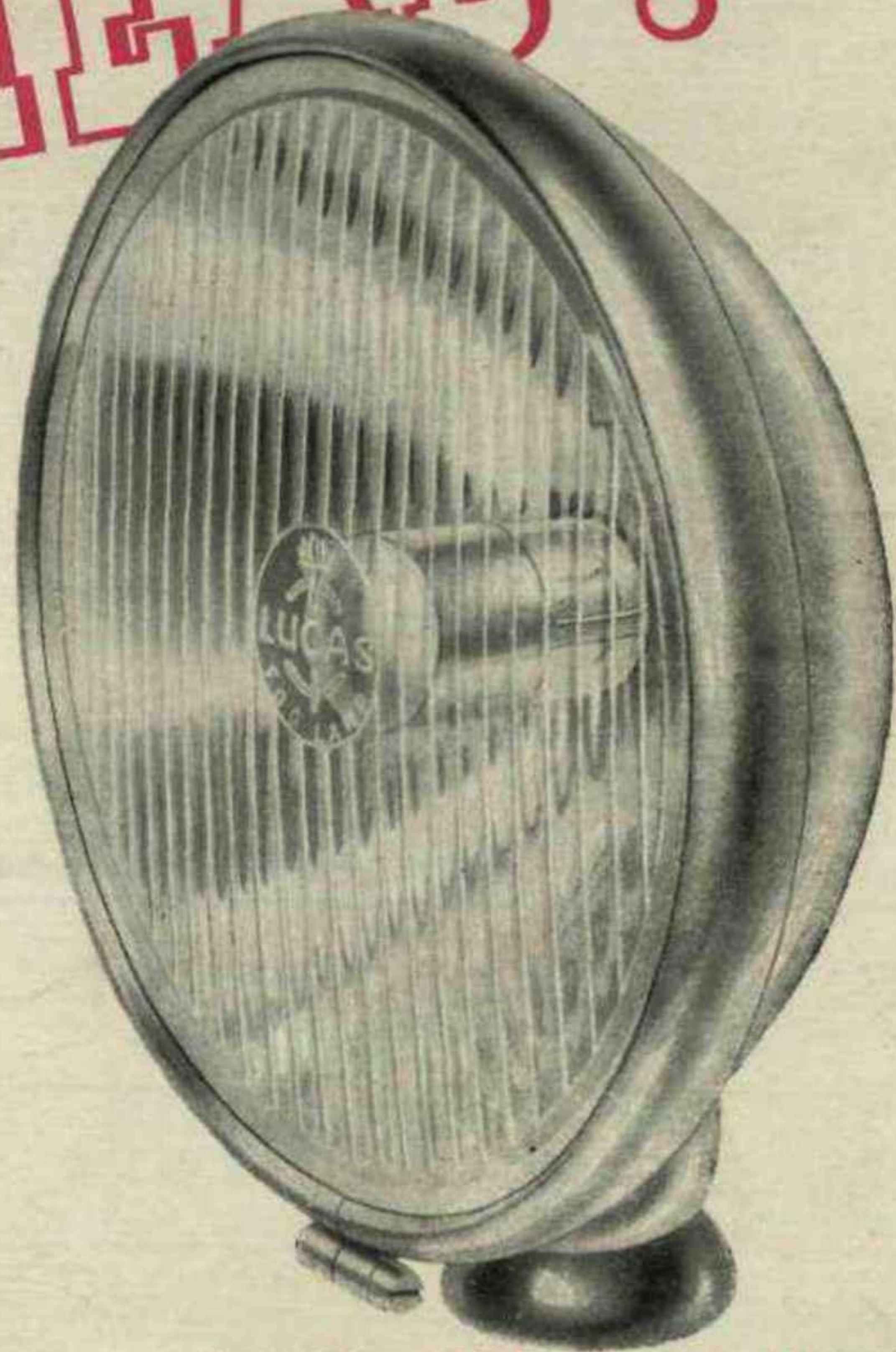
This lamp will see you through



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This distinctive model is styled specially for latest model cars, being exceptionally shallow, only 3½ in. from front to back. The Lucas Light Unit (combined reflector and front lens assembly) excludes dirt and moisture, while the Lucas Pre-focus Bulb obviates any need for focusing adjustment.

The well-known Lucas Flat-topped Beam characteristics of a powerful, non-dazzling light with wide spread and no upward or back glare, are ensured by the reflector design, special bulb, bulb shield and fluted front glass. Single bolt adjustable fixing. Chromium-plated finish. Diameter of front, 7½ in. With cable, switch and bracket ... Price £3 17 6



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