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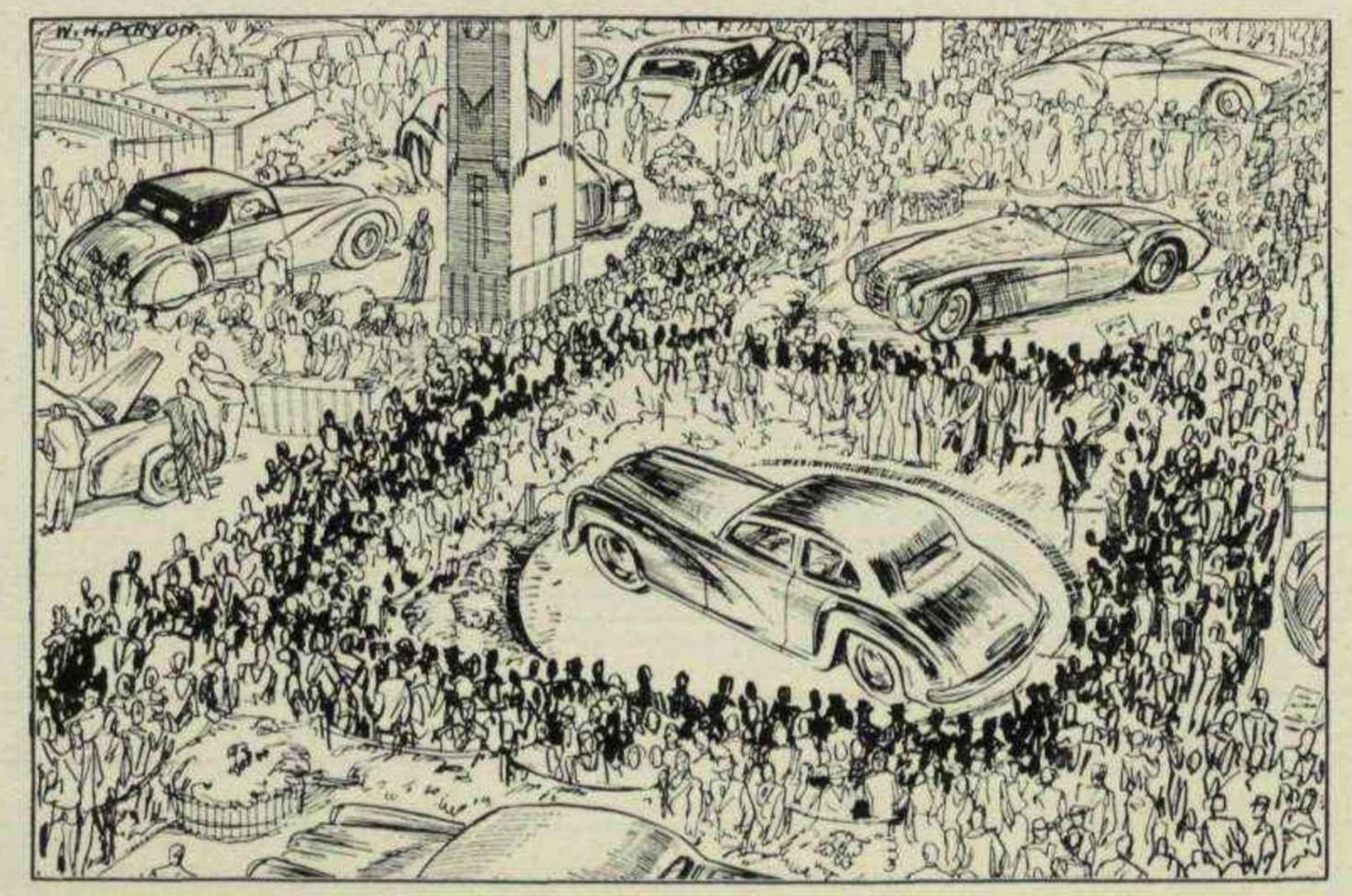
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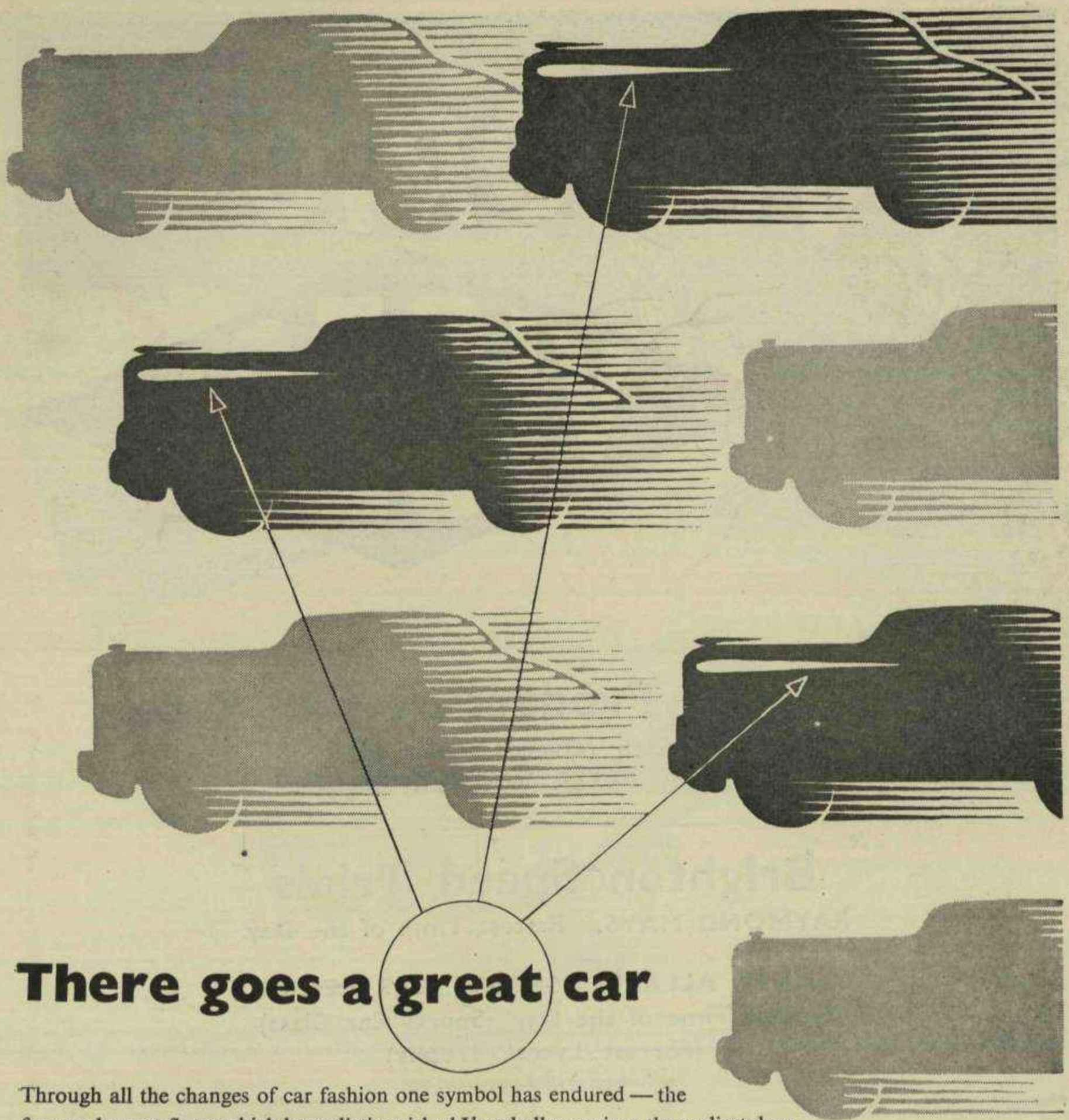
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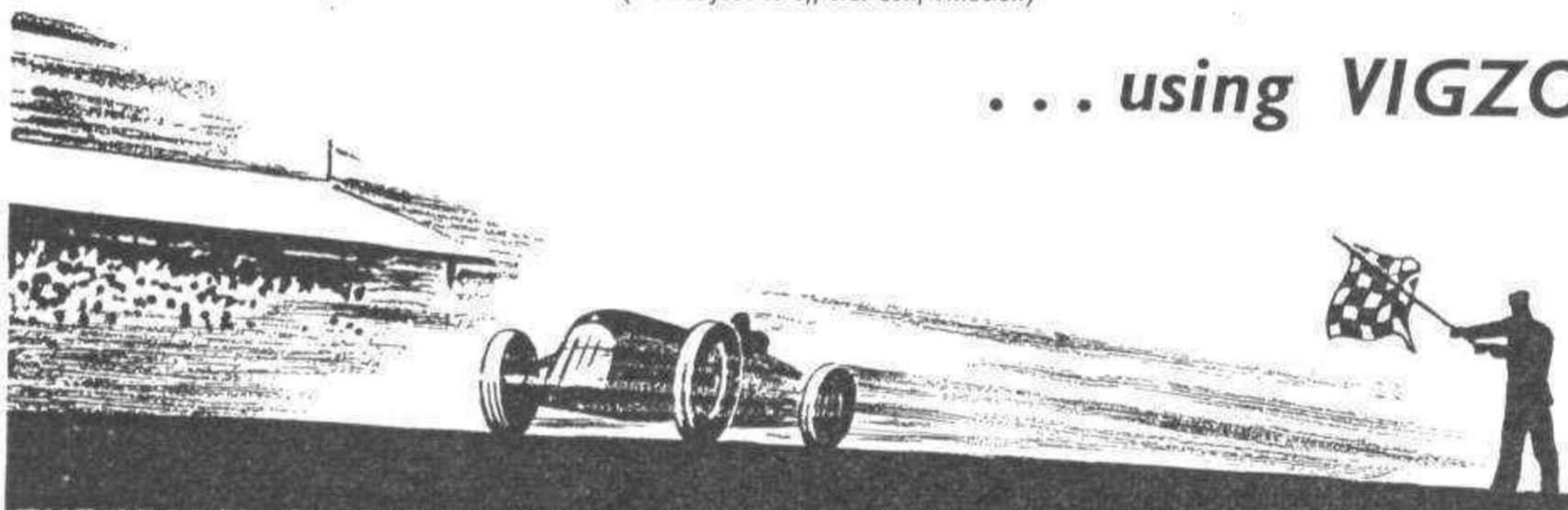
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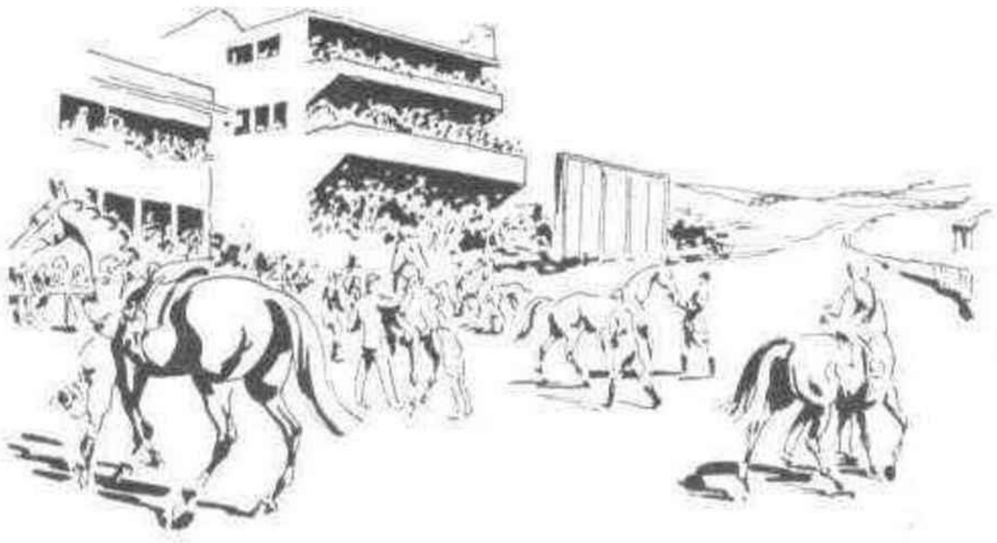
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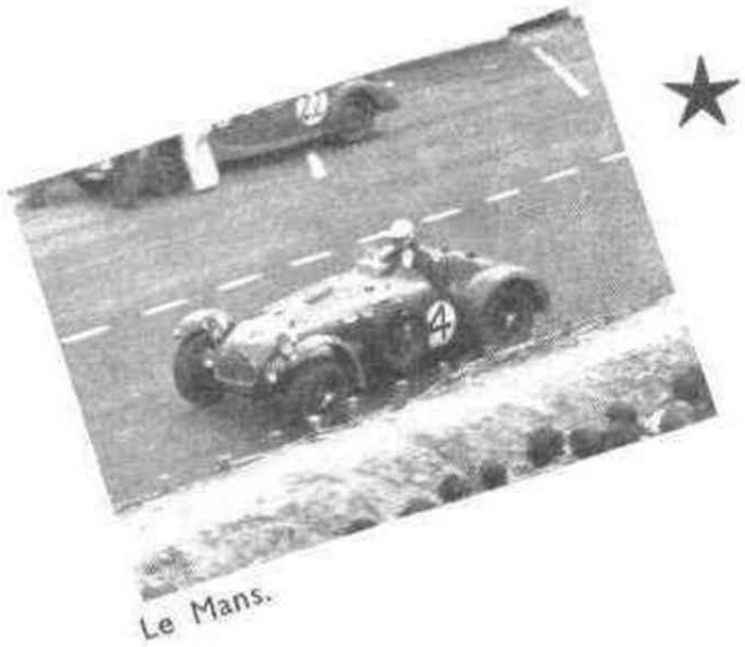
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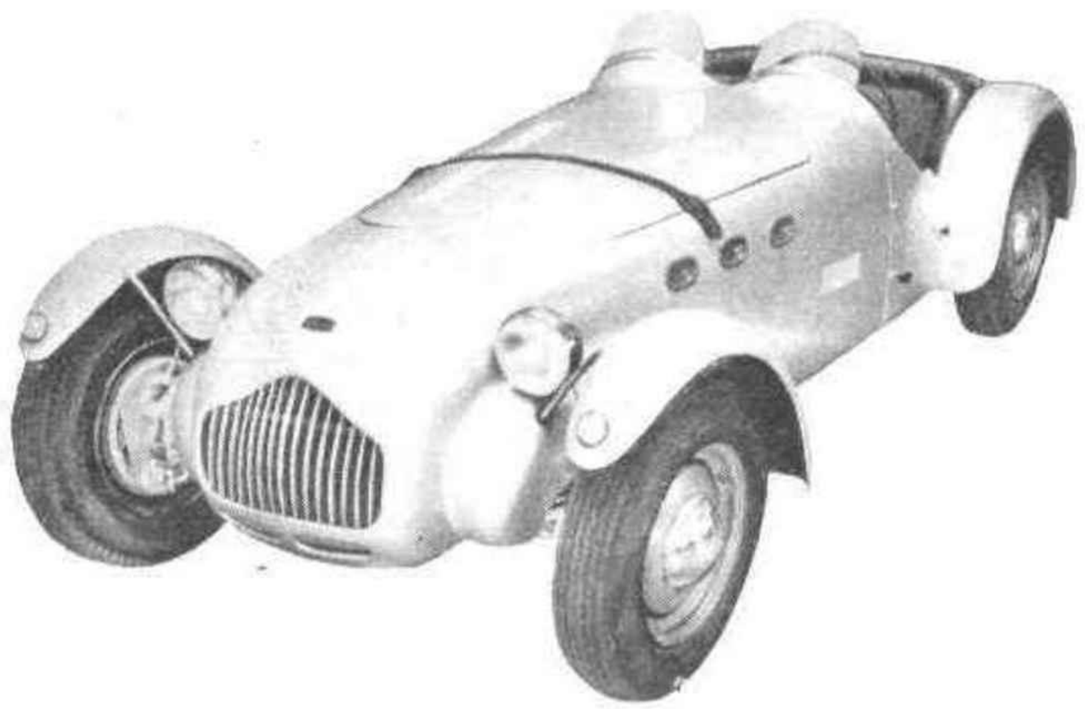
of Trials



Le Mans.



Alpine Rally.

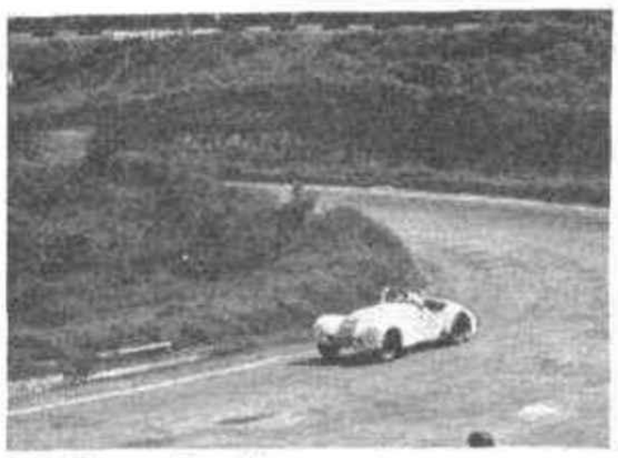


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VOL. XXVI No. 10 SPECIAL SHOW NUMBER OCTOBER, 1950

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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15-17, CITY ROAD, LONDON, E.C.1

Telephone: MONarch 8944

PUBLICATION DATE - - - FIRST OF THE MONTH

SUBSCRIPTION RATE - - - 20/- PER ANN. POST PAID

MATTERS OF MOMENT

WHITHER THE B.R.M.?

Since the unhappy racing debut of the B.R.M. at Silverstone on August 26th, our postbag has bulged with letters putting forth readers' views on the subject. These range from the completely disparaging to those which take us to task for daring to refer to the matter as a "fiasco."

On the latter score, we still maintain that, for a car which has enjoyed untold publicity, which has taken five years and £150,000 to bring into being, and the sponsors of which assured the race-organisers a few days before the occasion in question that both entries were going splendidly, to fail both in engine and transmission so near to the race ranks as a "fiasco."

On the former count, we are the last to want to see the doors closed on the B.R.M., which *must* make an effort to retrieve for our industry the prestige which it has already depreciated. Our remarks in the Silverstone race report were really a case of being cruel to be kind, for unless the fantastic muddle into which the Trust has got itself is not speedily put right the B.R.M. may remain in British racing history what the C.T.A. has become in France's motor-racing record.

It is true that Mercédès-Benz, Auto-Union and Alfa-Romeo had greater finances to draw from, but they *did* get *teams* of cars through very full racing seasons in a comparatively short space of time and the 1½-litre Mercédès-Benz were successful from the first.

The Press, particularly the big dailies, can make or mar the future of the B.R.M. Yet the Trust has been singularly casual in its relations with the Press since its Silverstone fiasco. The only official statement it had issued as we wrote this was to the B.R.D.C. and read:—

"It was known by the Trust since May last that the power available from the B.R.M. engine was insufficient in the lower and middle speed ranges. Effective steps were taken to remedy this, but the new parts were not available until early August.

Possibly as a result of the higher output obtained, a number of smaller troubles occurred such as oil pump failure, as late as Tuesday, August 22nd. The time taken to remedy these faults prevented full-scale track tests being made if the obligation to race one or two cars at Silverstone was to be met.

After the failure of the car to start, an emergency meeting of the Trust was held at Silverstone, and Mr. Walter Hill was appointed to investigate the cause of the failure of the car, and to report in detail. The report is as follows:—

(1) Transmission failure was due to the shearing of the inboard universal joint body at the roots of the spline; both sides had failed.

(2) From investigation it was apparent that the joint drive must have sheared either before or during practice laps. However, during the racing start, the whole of the power load was on one side only, hence the second failure.

The Trust is alive to the necessity of issuing a more comprehensive statement as soon as possible.

(*Signed*) WALTER HILL."

We understand that Mr. A. W. Hill, of the Owen Organisation, has since been engaged on a detailed technical report for the Trust Directors but, in spite of several applications, no inkling of what this contains, or will contain, has reached us, in spite of the fact that Mr. Judson, the Trust's Public Relations Officer, has gallantly stayed with them since "the trouble" although he resigned officially last summer.

Two courses seem open to the Trust. One is to call a proper Press conference at which questions can be put, so that reporters can give their readers the truth. The other is to appoint someone with supreme power to get matters into top-gear at Bourne. In spite of one reader's remarks, the Editor of MOTOR SPORT does *not* crave for this task, nor is he disgruntled "because *he* wasn't consulted regarding the design and construction of the B.R.M. or asked to manage the Trust." He merely seeks to make those concerned conscious of their responsibilities, for MOTOR SPORT is as keen as anyone to see British cars supreme in Grand Prix racing.

At present so many questions cloud the issue. Some of them are:—

(1) How was the 4,000 miles' testing of the B.R.M. at Folkingham carried out—at racing speeds or at a crawl?

(2) What further faults has the B.R.M. developed that prevent its early nomination for the Goodwood races on September 30th? [Or Castle Coombe on October 7th—remember Seaman's Delage being tried out at a small Donington meeting?]

(3) Is it true that the possibility of a Government grant of £100,000 was discussed but that the Trust was not unanimously anxious to receive it?

(4) What is the *true* reason for appointing the late Raymond Sommer as driver and which British drivers were given a high-speed trial in a B.R.M.?

(5) Why were non-proprietary parts considered inferior to available proprietary parts in certain instances—*i.e.*, transmission universal joints?

(6) Is is true that the B.R.M. has been the victim of too many "cooks," that the situation was exploited by certain persons and that control has passed from the hands of Mays and Berthon?

If such matters can be discussed openly the air will clear and

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faith be kept with the many voluntary subscribers to the B.R.M.A. It is no secret that Alfa-Romeo were startled by the entry of two B.R.M.s in the B.R.D.C. race and sent over more equipment and a greater number of technicians than they had for the G.P. d'Europe. The laugh which they had at our expense as the flag fell *must be countered*. The Trust said early this year that the B.R.M. wouldn't be raced until it was completely ready. Let this apply to the second appearance—and when will this be? The door hasn't yet shut but the patience of thousands of patriotic supporters of and suppliers to the B.R.M. undertaking mustn't be tried too far.

The size and ever increasing quantity of MOTOR SPORT makes it necessary for certain sections to go to press early in the month, therefore it may be that some of our questions have already been answered.

We are more than delighted to hear from John Morgan of the B.A.R.C. that the B.R.M. will run in two races, the Woodcote Cup and the Richmond Trophy, at Goodwood on September 30th, and will be driven by Parnell. With the E-type E.R.A. still in our minds, we are sceptical, but if the good wishes of MOTOR SPORT and its readers can get the B.R.M. round the track, then it has won!

IT'S SHOW TIME AGAIN

It has been such a busy racing season that we have hardly noticed the summer sliding by. And now the autumn is upon us, invigorating thoughts of driving-in, marshalling or "*spectating*" at trials prevail, and another S.M.M.T. Earls Court International Motor Exhibition has come round.

This annual Motor Show is a vital happening in this little country of ours. It attracts dollars and money of other designations to this needy island. It is a shop window of the utmost magnitude, wherein British cars build up prestige for us in the eyes and minds of the world's motorists. And the latest American, French and Italian cars are on display for our designers and technicians to examine and digest.

MOTOR SPORT is primarily addicted to cars of high performance and, while fully appreciating the excellence and capabilities of the Alfa-Romeo, Ferrari and Lago-Talbot, we can say without fear of contradiction that in the sphere of motor cars of high performance Britain is represented exceedingly competently. Jaguar, Aston-Martin, Allard, Frazer-Nash and Healey have proved themselves in various stern competition events this year. The Jaguar XK 120 offers the iron hand in velvet glove, if one can thus interpret a maximum well clear of 120 m.p.h., allied to supple suspension, docility and silent touring-car manners. The Aston-Martin DB II coupé isn't very much, if any, slower, probably holds the road better, certainly taking its corners more like a racing car; albeit its acceleration may not be quite so brisk, due to a (sensible) affinity for high-gear ratios. The J2 Allard is a 100-m.p.h.-plus machine, particularly in its o.h.v. Cadillac and Ardun forms, and, indeed, may in Cadillac form be the most potent sports car conceived in this country—its Le Mans and Brighton performances rather suggest so. The "Le Mans" Frazer-Nash represents, perhaps, the best all-rounder of them all, if price doesn't concern one. The Healey in "Silverstone" form is a simple form of car with excellent road-holding and acceleration and a maximum speed of over 100 m.p.h. The Jupiter is a really promising newcomer in the 1½-litre class, as Le Mans showed. As a matter of fact, performance data for these cars is difficult to come by, for none of their manufacturers seem anxoius for the motoring Press to put them through their paces—a situation which Messrs. Rankin, Watt, Bullen, Aldington, Barker and Baldwin should rectify. Our respected contemporary, the *Motor*, timed an XK 120 Jaguar at 124.6 m.p.h., and from 0–60 m.p.h. in 10 sec., and we of MOTOR SPORT published an exclusive road-test report on the Healey "Silverstone" (afterwards called "Donald's hot-cake," it sold so readily!) that proved it capable of a maximum of just over 100 m.p.h. and a 0–60 m.p.h. acceleration time of of 11 sec. But what the Allard, Aston-Martin, Jupiter and Frazer-Nash can do remains a matter for conjecture at the time of writing. These six cars, however, will stand comparison with any Continental high-performance super-sports cars that Earls Court may reveal. That one is a 1½-litre, two of them have 2½-litre engines, one is a 2-litre, another is a 3½-litre, and the Allard a 4.4-litre, and that the basic prices of two of them are £988 and of the others, £999, £1,498 and £1,750, respectively, offers food for thought about other than the performance they offer.

Coming down the high-performance scale somewhat, Earls Court will no doubt field all the old favourites—4¼-litre Bentley, Citroën Six, 2½-litre Daimler, Mk V Jaguar, the Austin-engined Jensen, of which I hear very good reports, the luxurious 2½-litre Lagonda, the more sporting Lea-Francis of like capacity, that open three-seater, all-abreast Riley, likewise a 2½-litre, the Bristol and the Alvis. Will there be anything new in this category, which perhaps I should have topped with the XK 100 1½-litre Jaguar which so far the XK 120 has overshadowed? Well, Austin are being very hush-hush about *their* range of entirely new models and after all that rushing round Indianapolis and Montlhery nothing would surprise me. Below this class are cars which include the soft-sprung "TD" M.G.s, the very popular Jowett Javelin, the "4/4" Morgan, the new Sunbeam-Talbots the Singer Nine roadster.

That, I think, about exhausts the exhibits which MOTOR SPORT's readers discuss and desire to own.

Technically there is unlikely to be anything especially startling at the Show, if we except various versions of automatic transmission that may have drifted in from the other side of the Atlantic, and the Lancia "Aurelia" from Italy. Design has stabilised very much during the last two decades, and some so-called manufacturers are really no more than assemblers of proprietory components, which in all cases figure so prominently in almost every modern car as to impart a "sameness" to individual aspects of their performance and manner of going. There is, however, the i.o.e. valve arrangement of the Bentley, Rolls-Royce and Rover models, the use of twin-overhead camshaft valve actuation by Aston-Martin, Jaguar and Lagonda, certain other ingenious valve gears, Jowett's flat-four engines, the Allard de Dion back-axle and the various suspension variants to cheer us up. The accessory stands, too, bristle with ingenious ideas and useful new products.

The present heavy tax on petrol in this country in many cases forces even enthusiasts to turn to the economy car. The Morris Minor is outstanding in this field, although so high-geared that even that slowest of Austin Sevens, the pre-war Ruby saloon, is a match for it on acceleration in top and third gears between the velocities of 10 and 30 m.p.h. I shall, in consequence be disappointed if the Minor isn't offered with an alternative size or conception of engine for 1951. I am already very disappointed that at least another year must elapse before Austin re-introduces a Seven, because I am convinced that the key to real economy lies in the employment of a really small, willing engine, even if consumption figures of around 40 m.p.g. can be wooed with high gearing of bigger units in lightweight cars. Fifty or even 60 m.p.g. with a not too unreasonable performance should be the aim of to-day's planners of economy vehicles. There is no need to scorn the babies just because you can drive fast. Years ago Robert Benoist, when Champion of France, used a "7.5" Citroën to reach Montlhéry from Paris and to do his shopping in, just as to-day Stirling Moss and Prince "Bira" use Morris Minors and drivers like Rosier and Nuvolari employ 4CV Renaults. Indeed, I think British manufacturers are being stupidly blind in neglecting the 60 m.p.g./50 m.p.h. market. The two smallest cars available to us are the 919-c.c. Morris and 933-c.c. Ford—we have nothing to compare with the 375-c.c. Citroën, 570-c.c. FIAT, 610 and 745-c.c. Dyna-Panhards and 760-c.c. rear-engined Renault—unless Earls Court reveals a big surprise when the doors open on October 18th. I do not imagine that the World's buyers will readily tolerate few cylinders, air-cooling and chain drives, but after what Austin did on 747 c.c. and FIAT with 570 c.c., the way seems paved for real four-cylinder economy cars with cylinders of not more than 125-c.c. apiece. Whether they should be developed by Formula III racing, or whether "500" racing should as a matter of policy be confined to one cylinder per car, is something you can thrash out in the Earls Court bars, after you have inspected the exhibits which are described for you elsewhere in this Special Show Number of MOTOR SPORT.—W. B.

FOR FIRST STAND-TO-STAND

PRE-VIEW

OF

EARLS COURT

See pages 486 to 492.

SHELSLEY WALSH HILL-CLIMB

THE Shelsley Walsh Hill-Climb on September 23rd was full of interest, yet attracted the smallest crowd we have ever seen there—which suggests that circuit-racing is stealing the sprint thunder. Before the war the customers wanted both but it cost them less to get there in those days.

A fine morning changed to the traditional Shelsley rain after the first runs, so f.t.d. was decided during the first half. Dennis Poore deservedly secured this, his Alfa-Romeo clocking 37.74 sec., in spite of clouting the bank as it power-slid from the start. Sydney Allard drove magnificently both in the dry and in the rain, making second best time in the Steyr-Allard, in 38.05 sec., a new record for unsupercharged cars, beating Moss' Cooper record by .14 sec. Ken Wharton proved himself at the top rank of sprint exponents. Not content with breaking the 1,100-c.c. record in his Cooper 1,000 in 40.54 sec., he really turned on the power in the wet, and he got Bell's 2-litre E.R.A. up in 38.83 sec. to win the 3-litre class, beating Raymond Mays' Zoller-blown E.R.A. by 0.17 sec. Just to show it was no fluke, Ken then went up 2.53 sec. faster than Ray in the rain. Even Ray's "fans" have to admit that that he should know the way up Shelsley much better than Ken. [Great credit, too, to Bolster, who in 1948 got this car up to 38.16 sec.].

Peter Collins made a brilliant ascent in his 1,260-c.c. Cooper-J.A.P. to win the 1½-litre class class, in which the only opposition came from Poore's rough-riding Cromard and Mrs. Moncrief's gentle Bugatti.

The 500-c.c. class was a very close thing between Lones' new Tiger Kitten in 43.13 sec. and John Cooper's Cooper, which knocked .01 off this time. Collins was third fastest, in his Cooper. Heath's Cooper 1,100 and Christie's Kieft 1,100 followed Wharton's Cooper 1,000 home in the 1,100-c.c. class and it was in this category that Joy Cooke followed Ken Wharton up the hill in Christie's Kieft to clock 43.16 sec. That was a good show, beating Joan Gerard's 2-litre E.R.A. record by .02 sec. But in the rain Joy didn't take risks and was slowest in the class, wresting this "honour" from Southon, who seemed to find the Becke Powerplus a handful, even in the dry. Instone's neat "Djinn" (still a bit "G.N.", you see!) did a useful 41.56 sec. but was a real terror in the rain.

Before Wharton and Mays had secured first and second places in the 3-litre class Peter Stubberfield had staked his claim to third, getting his Bugatti up with a fine display of bravery in 41.10 sec. He was also very good in the wet. Basil Davenport captured the crowd's collective heart by poking the V-twin 2-litre G.N. "Spider" up in 41.55 sec., and by losing less time than most later in the afternoon! Even Peter Mould's noisy Bugatti couldn't quite better this. Stapleton's "Spa" Aston-Martin displayed improved form. Butterworth had crashed the A.J.B. in practice, so Poore had a walk-over in the big class, harried a little by Allard but not by Lloyd-Jones in his "small" Triangle Special.

An interesting innovation was the classes for Production cars. The H.R.G.s were impressive in the 1½-litre category and Miss H. M. Holden won the approval of the spectators by beating J. V. S. Brown's times in the same car, winning the class on her first attempt at racing. She beat her boy-friend by 0.45 sec. in the dry and by 0.33 sec. in the wet. Now we want to see her do some circuit racing. Brown, Hitchings and Gott consolidated the H.R.G. success in this class, Lund's T.T. M.G. "TD" stopping on its first ascent and being much slower than the H.R.G.s in the rain and Osborn's Javelin being no match. Incidentally, in sports car racing, as in 500-c.c. racing, no one car or man is continually victorious, so interest is well maintained. The "Le Mans" Frazer-Nash definitely had the legs of the DB II Aston-Martin saloons in the 1½–3-litre class. Pitt was quickest, in Baring's car, followed by Tony Crook and Newton, the latter's car still a bit "off-colour"—like many of the passengers in the "Ulster Prince" after the T.T. The order remained the same in the rain. Pitt's was fastest sports car run, in 43.91 sec., only 0.15 under Connell's record with a Darracq of twice the size. Abecassis showed Parnell and Brackenbury (deputising for Macklin) the way amongst the Aston-Martin team and when the hill became slippery "Brack" got closer to George's time and beat Reg's. Nice work Abecassis—wet or dry you really try.

Bassett's Healey roadster was slower than two of the H.R.G.s had been. Peter Walker kept the XK 120 Jaguar colours flying in the over-3-litre class, with 44.61 sec., but his time was beaten by all the Frazer-Nashes. Sydney Allard's J2 Allard was next best and *fastest of all sports cars in the rain, as his Steyr Allard was in the racing classes.* The Jaguar slid badly at the first corner of the "S." S. C. Clarke got third place in *his* Allard and he, too, was fast in the wet, while Wilde and Curtis ran him quite close in their Allards. Curiously, Warburton and Watkins in the T.T. Allards were slower. The saloon Bugattis of Battersby (3.3-litre) and Stubberfield (5.4-litre) were fun, but outclassed by Hay's aerodynamic Rolls-Bentley saloon and Porter's very nicely-handled 1936 4¼-litre Rolls-Bentley saloon. However, Battersby *did* beat Wharton's yellow rally Ford "Pilot" by a small margin. Crook's team of 2-litre Frazer-Nash cars neatly won the Production Car Team event from David Brown's Aston-Martins.

A notable feature of this Shelsley Walsh meeting was the absence of heart-stopping incidents. Only one car, an Allard, removed any appreciable quantity of earth from the bank at the "S" and only D. A. Clarke's Cooper spun round at this point, in the rain, to return to the foot of the hill without stopping.

The hill was opened by Ian Appleyard in the Alpine-Rally-triumphant XK 120 Jaguar, with his charming wife as passenger—did Shelsley's banks, when the car slid out of the "S," seem more reassuring than the drop at the side of an Alp, Pat? Before racing commenced the presentation Austin mobile workshop was handed over by Lt.-Col. "Goldie" Gardner to D. G. Flather, Chairman of the B.M.R.R.T., on behalf fo the B.R.M. Trust. Without its letterings, we thought it looked a bit like a piece of undertaker's equipment. In a short speech, Flather said the B.R.M. is still being developed and is in "phase IV" of its experimental stage. It was entered for Goodwood as part of the experimenting and not for publicity purposes. He jokingly said he hoped the workshop would never be needed! —W. B.

Results

Racing Cars

1st: R. D. Poore (3.8-litre s.c. Alfa-Romeo), 37.74 sec. (–8.31) *F.T.D.*
2nd: S. H. Allard (3.7-litre Steyr-Allard), 38.05 sec. (–7.02) *New un./s.c. record.*
3rd: K. Wharton (2-litre s.c. E.R.A.), 38.83 sec. (–6.99).
4th: R. Mays (2-litre s.c. E.R.A.), 39.00 sec. (–9.35).
5th: P. Collins (1,260-c.c. Cooper), 39.47 sec. (–10.47).
6th: K. Wharton (996-c.c. Cooper), 40.54 sec. (–8.11).
7th: P. Stubblefield (2,261-c.c. s.c. Bugatti), 41.10 sec. (–7.14).
8th: C. Heath (1,098-c.c. Cooper), 41.48 sec. (–11.52).
9th: M. A. H. Christie (1,089-c.c. Kieft), 41.48 sec. (–10.79).
10th: B. H. Davenport (2,001-c.c. G.N. "Spider"), 41.55 sec. (–8.23).
11th: C. R. Instone (1,097-c.c. "Djinn"), 41.56 sec. (–13.81).
12th: P. Mould (1,990-c.c. s.c Bugatti), 41.91 sec. (–10.97).

Sports Cars—

1st: D. Pitt (2-litre "Le Mans" Frazer-Nash), 43.91 sec. (–6.34). *Fastest Production Car.*
2nd: T. A. D. Crook (2-litre "Le Mans" Frazer-Nash), 44.10 sec. (–7.37).
3rd: E. J. Newton (2-litre "Le Mans" Frazer-Nash), 44.46 sec. (–7.10).
4th: P. Walker (3½-litre XK 120 Jaguar), 44.61 sec. (–6.58).
5th: S. H. Allard (4.3-litre Allard), 44.65 sec. (–4.37).
6th: S. C. Clarke (4.3-litre Allard), 45.21 sec. (–4.66).
7th: M. Wilde (4.3-litre Allard), 45.49 sec. (–6.99).
8th: F. G. Curtis (4.3-litre Allard), 45.83 sec. (–5.98).
9th: E. N. R. Hewitt (4.3-litre Allard), 46.24 sec. (6.68).
10th: G. Warburton (4.3-litre Allard), 46.42 sec. (4.89).
11th: K. Watkins (4.3-litre Allard), 46.46 sec. (–4.73).
12th: G. Abecassis (2½-litre DB II Aston-Martin), 47.73 sec. (–7.30).

Class Placings—

RACING CARS UP TO 500-C.C.—1st: J. Cooper (Cooper), 42.29 sec.; 2nd: H. C. Lones (Tiger Kitten), 42.30 sec.; 3rd: P. Collins (Cooper), 43.00 sec.

RACING CARS, 501–1,100-C.C.—1st: K. Wharton (Cooper), 40.54 sec.; 2nd: C. Heath (Cooper), 41.34 sec.; 3rd: M. A. H. Christie (Kieft), 41.48 sec.

RACING CARS, 1,101–1,500-C.C.—1st: P. Collins (Cooper), 39.47 sec.; 2nd: R. D. Poore (Cromard Special), 42.53 sec.

PRODUCTION CARS, 1,101–1,500-C.C.—1st: Miss H. M. Holden (H.R.G.), 51.75 sec.; 2nd: J. V. S. Brown (H.R.G.), 52.20 sec.; 3rd: A. P. Hitchings (H.R.G.), 54.85 sec.

RACING CARS, 1,501–3,000-C.C.—1st: K. Wharton (E.R.A.), 38.83 sec.; 2nd: R. Mays (E.R.A.), 39.00 sec.; 3rd: P. J. Stubberfield (Bugatti), 41.10 sec.

PRODUCTION CARS, 1,501–3,000-C.C.—1st: D. Pott (Frazer-Nash), 43.91 sec. *Fastest Production Car.* 2nd: T. A. D. Crook (Frazer-Nash), 44.10 sec.; 3rd: E. J. Newton (Frazer-Nash), 44.46 sec.

RACING CARS OVER 3,000-C.C.—1st: R. D. Poore (Alfa-Romeo), 37.74 sec. *F.T.D.*; 2nd: S. H. Allard (Steyr-Allard), 38.05 sec. *New un./s.c. Record.*

PRODUCTION CARS OVER 3,000-C.C.—1st: P. Walker (Jaguar), 44.61 sec.; 2nd: S. H. Allard (Allard 44.65 sec.; 3rd: S. C. Clarke (Allard), 45.21 sec.

NEW LADIES' RECORD.—Mrs. Joy Cooke (Kieft), 43.16 sec.

PRODUCTION CAR TEAM WINNER.—T. A. D. Crook's Frazer-Nashes.

THE CARS AT EARLS COURT

A.C. **Stand 135**

There is no change here except that prices have risen, the saloon now costing £1,059 and the Sports Tourer, with Buckland body, £1,098. The drophead coupé model is discontinued. The other cars retain the well-tried 2-litre, six-cylinder single-o.h.c., light-alloy engine that originated at the Thames Ditton factory as long ago as 1919.

A.C. CARS, LTD., THAMES DITTON, SURREY.

★

ALFA ROMEO **Stand 181a**

This famous marque appears by courtesy of A.F.N. Ltd. Presumably the 2½-litre models will be shown.

★

ALLARD **Stand 136**

The Allard exhibits will comprise a saloon, priced at £999, a K2 sports two-seater, a J2 competition two-seater and a J2 chassis. The J2 models, which have de Dion back axles, will be shown with the new 81 by 95.25-mm., 3,917-c.c. V8 engine with push-rod-operated o.h. valves in alloy cylinder heads. 140 b.h.p. is claimed at 4,000 r.p.m., and in this form the J2 two-seater is priced at £1,050.

ALLARD MOTOR CO., LTD., 24-28, CLAPHAM HIGH STREET, LONDON, S.W.4.

★

ALVIS **Stand 167**

The recently-announced 3½-litre Alvis model, in saloon and sports forms, will "star" on this stand. The sports model is of modern appearance and noted for its built-in conveniences, such as cocktail cabinets and make-up cases.

ALVIS, LTD., HOLYHEAD ROAD, COVENTRY.

★

ARMSTRONG-SIDDELEY **Stand 149**

For 1951 Armstrong-Siddeley are re-introducing a seven-seater limousine (or, more correctly, a saloon with division) into their range of 2.3-litre o.h.v. six-cylinder cars. To accommodate this new body, which has cloth upholstery for the rear compartment, leather for the front, a longer wheelbase, of 10 ft. 2 in. instead of 9 ft. 7 in., is used. This model, fully laden, weighs over 2 tons 5 cwt. It has a preselector gearbox like the Hurricane. The Whitley four-door, four-light saloon, Lancaster four-door, six-light saloon and the Hurricane drophead coupé will be exhibited, in unchanged form.

ARMSTRONG-SIDDELEY MOTORS, LTD., PARKSIDE, COVENTRY.

★

ASTON-MARTIN **Stand 159**

Enthusiasts will collect round the David Brown-sponsored Aston-Martin exhibits like flies round a jam-pot, remembering how the 2½-litre DBII twin-cam saloons won at Le Mans and were the first British cars home. The truly businesslike aerodynamic saloon model, capable of well over 110 m.p.h., will be joined by a new model, in the form of a DBII drophead coupé. This is generally similar to the saloon but has a folding hood.

Then there is a new engine, known as the Vantage, which can be installed in either model. Of the same dimensions, 78 by 90 mm., as the normal Aston-Martin engine, the Vantage has a high-compression head and modified induction and carburation arrangements, and the b.h.p. is 120, an increase of 15 b.h.p. Central gear-change, racing tyres and a choice of two different gearboxes (ratios: 3.77, 5.02, 7.48 and 11.03 to 1 and 3.77, 4.75, 7.05 and 11.03 to 1), and four axle-ratios, giving a selection of eight overall gear ratios, are available to purchasers of DBII Aston-Martins who wish to go motor-racing. The present-day Aston-Martin follows very much in Bertelli's footsteps!

The saloon costs £1,498, the coupé £1,598, and the chassis, with its effective coil-spring suspension, is available for £850.

ASTON-MARTIN, LTD., FELTHAM, MIDDLESEX.

★

AUSTIN **Stand 141**

News! But all we can tell you at present is that you will be kissing goodbye to the A40, A90, "Sheerline" and "Princess," and that *an entirely new range of models*, hush-hush until the eve of the Show, will be the attraction on Stand 141. Go there and see what Alan Hess has up his sleeve this time! Unfortunately, it seems that the new "Seven" will not be released until the *next* Show.

AUSTIN MOTOR CO., LTD., LONGBRIDGE WORKS, NORTHFIELD, BIRMINGHAM.

★

BENTLEY **Stand 165**

The 4¼-litre Bentley will be exhibited as a standard-steel Bentley saloon, a James Young saloon-coupé, an H. J. Mulliner four-door sports saloon and a Park Ward drophead coupé, all on the Mk. V chassis. The last-named will have left-hand drive. There are no technical changes.

BENTLEY MOTORS (1931), LTD., 14/15, CONDUIT STREET, LONDON, W.1.

★

BRISTOL **Stand 129**

The 2-litre Bristol 401 will be shown in "poshed-up" form, with the side panels tucked underneath in neat contours, new bumpers, new headlamps, improved locking for spare-wheel tray, balanced and hinged luggage boot lid, polished wood facia, etc. The technical changes embrace a modified oil circulatory system, new thermostatic control of radiator temperature, obviating radiator shutters, a new exhaust system, larger suspension torsion bars, telescopic shock-absorbers, bigger Hardy-Spicer cardan shaft, detail improvements to the differential and new handbrake connections. The Stand will contain one 401 saloon. We understand there is no truth in the rumour that the Brabazon will be there to keep it company.

BRISTOL AEROPLANE CO., LTD., FILTON, BRISTOL.

★

BUICK **Stand 176**

No information has been received on these exhibits.

★

CHEVROLET **Stand 158**

There is no news of any changes in the Chevrolet models for 1951.

★

CHRYSLER **Stand 142**

These exhibits will be as follows: A Chrysler Windsor four-door saloon, a Plymouth Special de luxe four-door saloon and a Plymouth de luxe commercial utility.

CHRYSLER MOTORS, LTD., MORTLAKE ROAD, KEW, SURREY.

★

CITROEN **Stand 146**

The front-drive, torsionally suspended Citroen represents, in the minds of many discerning purchasers, the ideal in safe, comfortable everyday cars. In Light Fifteen form it offers very commendable performance and sits on the road, straight or twisty, impeccably. The six-cylinder 3-litre is a 90-m.p.h. car with some inbuilt vintage attributes, the same incredible road-holding, and lots of room. For 1951 the Light Fifteen has had its compression-ratio raised from 6.2 to 6.5 to 1 and now uses a Solex 32 P.B.I. downdraught carburetter, with a Vokes air cleaner, and there is manual as well as automatic ignition control. The Six has adjustable bucket seats in place of a bench front seat and louder horns.

CITROEN CARS, LTD., TRADING ESTATE, SLOUGH, BUCKS.

★

DAIMLER **Stand 148**

The 2½-litre Special Sports Daimler, elegant example of British quality en-

STAND NUMBERS AT EARLS COURT

127	Healey	156	Humber
128	Delage	157	Hudson
129	Bristol	158	Chevrolet
130	Kaiser-Frazer	159	Aston-Martin
131	Lincoln	160	Lagonda
132	Simca	161	Vauxhall
133	Oldsmobile	162	Jowett
134	Morgan	163	Sunbeam-Talbot
135	A.C.	164	Ford
136	Allard	165	Bentley
137	Dodge	166	Morris
138	FIAT	167	Alvis
139	Studebaker	168	Riley
140	Lanchester	169	Rolls-Royce
141	Austin	170	Jaguar
142	Chrysler	171	Peugeot
143	Pontiac	172	Lancia
144	Nash	174	Singer
145	Triumph	175	Hotchkiss
146	Citroen	176	Buick
147	Standard	177	Delahaye
148	Daimler	178	Jensen
149	Armstrong-Siddeley	179	Packard
150	Rover	180	Lea-Francis
151	Wolseley	181	Frazer-Nash
152	Renault	181a	Alfa-Romeo
153	Hillman		
154	M.G.		
155	Panhard et Lavassor		

Inquiries: S.M.M.T., Stand 72

gineering, will be seen in unchanged form.

THE DAIMLER CO., LTD., COVENTRY.

★

DELAGE **Stand 128**

No information on these exhibits has been received.

★

DELAHAYE **Stand 177**

No information on these exhibits has been received.

★

DODGE **Stand 137**

Dodge Bros. will display a Coronet four-door saloon and a Kingsway Custom four-door saloon, backed up by a Custom four-door saloon and a Doplomat Custom four-door saloon from the De Soto range.

DODGE BROS. (BRITAIN), LTD., CHRYSLER WORKS, MORTLAKE ROAD, KEW, SURREY.

★

FIAT **Stand 138**

The FIAT exhibits will comprise that so-sensible economy car, the 500C, with 570-c.c. push-rod o.h.v. engine, which will be shown in convertible saloon and station-wagon forms. These are cars that with petrol price increases the impoverished if socialised Briton will view covetously. In addition you will be able to inspect a 1,100-c.c. E saloon. The "lion," however, indeed, one of the "lions" of the Show, will be the new 1,400 model, designed to capture the world's markets. Incidentally, it is significant that specialist high-performance versions were ready concurrently with the release of the ordinary car, with the full sanction of FIAT. The "1,400" will be shown as a saloon and a drophead coupé and merits close study by all students of design.

FIAT (ENGLAND), LTD., WATER ROAD, WEMBLEY, MIDDLESEX.

★

FORD **Stand 164**

A new Ford model is always an event, and this year there will be a new Ford on Stand 164. We cannot do more than whet your appetite at this early date, but it seems likely that this new car, to be called the Five-Star, will replace the current V8 Pilot and it is thought likely that it will be offered with alternative sizes of engine, probably of about 1½ and 2¼-litres capacity, and may have o.h. valves and i.f.s. The proven, dependable, well-finished 8-h.p. Anglia and 10-h.p. Prefect models will be continued, with little change, although steps may have been taken to eliminate side-sway from the transverse suspension and to render the Anglia more pitch-free. The two-door Anglia saloon has the distinction, at the time of writing, of being the least expensive car on the British market and excellent value at £257.

FORD MOTOR CO., LTD., DAGENHAM, ESSEX.

★

FRAZER-NASH **Stand 181**

The 2-litre Frazer-Nash with its engine out of B.M.W. by Bristol, is perhaps the most effective sports-racing car made in Britain to-day. It will be shown in its competition "Le Mans Replica" form and in the more touring, very-Continental-looking "Mille Miglia" guise. The latter model, run at Le Mans and Silverstone by Stoop, is seen in a new form, suited to high-speed touring requirements. It now has a proper hood (side-curtains will be an extra), which is concealed within the body when it is lowered, and luggage space behind the seat, while the fuel tank is smaller, although still holding 15 gallons. The new "Mille Miglia" drophead cabriolet will not be ready for the Show. The modern Frazer-Nash has a long list of post-war racing successes to its credit—ask Mr. W. H. Aldington about them and don't ask him where the chains have gone!

A.F.N., LTD., FALCON WORKS, LONDON ROAD, ISLEWORTH, MIDDLESEX.

★

HEALEY **Stand 127**

New Healey models will be the attraction on Stand 127. They will include the well-established "Silverstone" sports two-seater and a new drophead coupé and saloon. The S.M.M.T. has sanctioned the showing of the new Anglo-American Healey with Nash engine, which made its debut at Le Mans this year.

DONALD HEALEY MOTOR CO., LTD., THE CAPE, WARWICK.

★

HILLMAN **Stand 153**

The famous Hillman Minx was entirely revised for 1949 and given a bigger, 1,265-c.c., engine last year. Consequently it remains unaltered for 1951. Of it, earlier this year, the Editor of MOTOR SPORT said, "as a car for family and business motoring I would look no further." It will appeal to the bulk of the world's buyers of economical transport.

THE HILLMAN MOTOR CAR CO., LTD., RYTON-ON-DUNSMORE, NEAR COVENTRY.

★

HOTCHKISS **Stand 175**

That very real motor car, the six-cylinder 3½-litre push-rod o.h.v. Hotchkiss with Cotal electrically-selected gearbox, will be seen unchanged technically but with new bodywork—we only hope they haven't hidden that shapely radiator behind some sort of Cheshire-cat grin! The Hotchkiss is the car which for years has had the Monte Carlo Rally taped and that means it is indeed a fine long-distance fast touring car. You should make a point of seeing it.

HAROLD RADFORD & CO., LTD., MELTON COURT, SOUTH KENSINGTON, LONDON, S.W.7.

★

HUDSON **Stand 157**

These typically American automobiles will be seen in 1951 guise, with larger rear window, modified upholstery and instrument panels and a slightly different frontal aspect. The exhibits will comprise four Commodore eight-cylinder saloons and a Commodore eight-cylinder "Club" coupé.

HUDSON MOTORS, LTD., GREAT WEST ROAD, LONDON, W.4.

HUMBER **Stand 156**

Today's Humbers are cars appealing to those in the middle and upper-class income groups, or to such persons of lesser substance who wish to disguise this fact. The 1951 Hawk has a bigger engine, 2¼ instead of under 2 litre (58 b.h.p. at 3,400 r.p.m.), a large diameter propeller-shaft to cope with the greater torque, a larger capacity radiator, new water pump, light-alloy connecting-rods working directly on the gudgeon-pins, blade-tensioner for the timing chain, which is now jet-fed, a floating filter oil intake and a new water thermostat obviating external pipes. The variable-ratio steering is higher-geared than before, comfort has been improved by using new back springs, fresh shock-absorber settings and 6.40–15 E.L.P. tyres. There are minor improvements to the saloon body, so the Hawk sounds like good value at £625. The Pullman eight-seater Thrupp & Maberley limousine and Imperial saloon have been cleaned up in a number of ways and the suspension improved by greater flexibility and the use of a stabilizer bar. Overseas buyers who seek cars for dignified business and governmental duties should inspect these cars, competitively priced at £1,395.

HUMBER, LTD., RYTON-ON-DUNSMORE, COVENTRY.

★

JAGUAR **Stand 170**

This Stand may well be the most popular at the Show, for the 3½-litre XK 120 Jaguar has proved itself to be Britain's most outstanding sports car. Its stamina was proved in this year's Alpine Rally, it was the next best thing to the Ferraris at Silverstone in the Production Car Race and its convincing performance in the T.T. last month sets seal to its fame. Its speed and acceleration are known to be in the racing car category, as one would expect from a twin-overhead camshaft engine in a two-seater weighing 22 cwt., yet when you drive this Jaguar XK 120 you can handle it like the most docile of touring cars and the ride is as comfortable. Add to this the fact that it is one of the best-looking cars ever built (did you see Mrs. Nick Haines in the B.A.R.C. Midnight Beauty Show with hers?) and that its price of £998 is highly competitive and it will be seen that the XK 120 *is* outstanding. It is a deserving dollar-earner.

It will consequently be a centre of attraction, backed by the 3½-litre Jaguar saloons and drophead coupés with engines of the same capacity but with the o.h. valves operated by push-rods and rockers instead of by twin-overhead camshafts.

The actual exhibits will be an XK 120 sports two-seater, a 3½-litre Mk. V saloon and drophead coupé, together with a stripped chassis and an XK 120 engine.

JAGUAR CARS, LTD., COVENTRY.

★

JENSEN **Stand 178**

The Jensen exhibits should not be missed. They will comprise the 4-litre four-door saloon, for which a speed of 95 m.p.h. is claimed, and the Interceptor two-door, 5/6-seater cabriolet, shown with both left and right-hand drive, for which 105 m.p.h. is claimed, presumably because the gear-ratios are higher, the

weight lower. These Jensens use the Austin A.135 87 by 111-mm., 130-b.h.p. engine. The tyres on the Interceptor cabriolet have been increased in size from 5.50-16 to 5.75-16.

JENSEN MOTORS, LTD., CASTLE BROMWICH.

★

JOWETT — Stand 162

On this stand the popular, roomy and rapid Javelin will be displayed as a green saloon and a maroon saloon de luxe, while those with an engineering turn of mind will be able to study the clever o.h.v. flat-four engine and torsion-bar suspension, etc., for a sectioned engine unit and a rear suspension unit will also be on show. These exhibits will be backed up by the sports Jupiter, which appeared last year as the E.R.A.-Javelin and thus has two Earls Courts to its credit without having passed into the hands of private owners. Actually E.R.A. no longer have any association with the Jupiter, which made its debut in its present form at the New York Show last May and won the 1½-litre class at Le Mans very convincingly on its first appearance in racing. At Earls Court it will be shown as a chassis and a convertible coupé finished in metallic-copper.

Small improvements have been made to both Javelin and Jupiter. The Javelin now has full hydraulic 9 in. by 1¾ in. Girling brakes, a new frontal motif and two-piece grille, of which the top part opens to give access to the oil filter, 8-in. headlamps, separate sidelamps, normal in place of the former self-adjusting tappets, possibly with a view to obtaining quieter operation, proper dust-proofing of the body and minor innovations to do with the jacking socket, screen wiper, interior-light and switch and radio. A Smith's large-capacity heater is available for use in climates of extreme cold.

The De Luxe Javelin has had its bumpers tidied up, its rear number plate improved, and improvements incorporated in the ash-trays, scuttle pads, wiper warning window, horn-push and steering wheel. The prices remain at £595 for the normal and £695 for the de luxe saloon, radio extra.

The Jupiter has the 2/3-seater body seen at Le Mans, but the windscreen has been rendered detachable so that two aero-screens can be substituted for racing; the screen frame is of shock-insulated 16-gauge aluminium alloy and there are winding glass windows in the doors. Air-conditioning and heater have been deleted.

Technical changes concern the substitution of adjustable for self-adjusting tappets and lower gear-ratios. 60½ b.p.h. at 4,500 r.p.m. is claimed from the 72.5 by 90 mm., 1,485-c.c., flat-four engine, using the 8 to 1 compression-ratio. For softer customers a 7.6 to 1, in place of the former 7.2 to 1 and earlier 7.1 to 1, compression-ratio is available. The carburetter is a 30VIG5 Zenith. An eight-gallon tank is available to replace the ten-gallon tank if desired. A b.m.e.p. of 131 lb./sq. in. at 3,000 r.p.m. is quoted. Lucas 12-volt electrical equipment is used.

The gear ratios have gone down from last year's 4.0, 5.63, 8.91 and 14.62 to 1, to 4.56, 6.25, 9.9 and 16.25 to 1, which reduces the speed per 1,000 r.p.m. in top gear from 19 to 17 m.p.h. At 2,500 ft. per min. piston speed in top gear the car now does 73 m.p.h. instead of 82 m.p.h. At Le Mans over 100 m.p.h. was attained, so we presume the 4.0 to 1 axle-ratio was employed. The weight of the car has increased by 1 cwt., to 14½ cwt. The price has increased from £495 to £525 for the chassis and from £795 to £850 for the complete car. Radio is extra. The makers claim over 90 m.p.h. in top and over 70 m.p.h. in third gear for this compact, torsion-bar-suspended newcomer, so a road-test is awaited with interest.

JOWETT CARS, LTD., IDLE, BRADFORD, YORKSHIRE.

★

KAISER-FRASER — Stand 130

This much-discussed American car, that successfully competes with the old-established makes, will be shown again, with certain internal modifications in the 115 b.h.p. "Supersonic" s.v. engine. Normal, overdrive or Hydra-matic transmission is available. The Kaiser Special Series is a roomy car—the makers claim that it is the only car you can ride in, play in and work in—and the Special "Traveler" could without much difficulty be converted into a mobile bed.

STEELE, GRIFFITHS & CO., LTD., 295 Camberwell New Road, London, S.E.5.

★

LAGONDA — Stand 160

The 2½-litre, twin o.h. camshaft, six-cylinder Lagonda luxury car, with independent suspension of all wheels, by coil springs at the front, torsion bars at the back, will be shown in £1,750 saloon and £1,798 drophead coupé forms. An exhibition chassis will also be on view.

Only minor modifications are incorporated for 1951, mainly concerned with increased comfort, but all models now have an air-conditioner and fog-lamps.

LAGONDA, LTD., FELTHAM, MIDDLESEX.

★

LANCHESTER — Stand 140

No information has been received on these exhibits.

★

LANCIA — Stand 172

One of the outstanding cars of the Show will be seen on this Stand—the 60-deg., V6, 1,754-c.c. Aurelia, which was announced last May. Take a good look at its neat 56-b.h.p., o.h.v. engine, gearbox and clutch in unit with the rear-axle and differential and gearbox and all independent suspension, on the pioneer Lancia coil spring system at the front and by coil springs and swing-axles at the back. This inspiring car will be shown as a pillarless saloon on the 8-ft. chassis, as a 5/6-seater saloon on the 9 ft. 4½ in. chassis, and as a cabriolet on the 9 ft. 6½ in. chassis. 84 m.p.h. is claimed on the geared-up top, with 27 m.p.g. A sectioned exhibition chassis will be an absorbing exhibit. The 903-c.c. Ardea will be shown in 4th Series form, with alloy instead of cast-iron head and h.t. bronze inserted valve seats, a compression-ratio raised from 6 to 6.7 to 1, new cast-iron cylinder liners, new timing chain tensioner applied by engine oil-pressure, and a 5.3 to 1 axle-ratio. The b.h.p. is up by two, to 30 b.h.p. at 4,600 r.p.m., and the overdrive fifth gear is now standard. 65 m.p.h. in overdrive and 38 m.p.g. are claimed. A pillarless saloon and normal saloon Ardea will be shown.

LANCIA (ENGLAND), LTD., LANCIA WORKS, EALING ROAD, WEMBLEY, MIDDLESEX.

★

LEA-FRANCIS — Stand 180

The short-push-rod inclined o.h.v. 1.7 and 2½-litre Lea-Francis models are unchanged mechanically. The 14-h.p. four-light saloon is now 2 in. lower and has its lamps recessed in the front wings. The bonnet is also lower and the roof slides. A new model is the six-light saloon, available with either power unit. The one you will want to see is the 2½-litre sports model.

LEA-FRANCIS CARS, LTD., MUCH PARK STREET, COVENTRY.

★

LINCOLN — Stand 131

No information has been received on these exhibits.

★

M.G. — Stand 154

The jolly little "TD" M.G. Midget sports two-seater and 1¼-litre saloon and tourer, all with independent front suspension, are unaltered for 1951. Don't forget to ask about the sensible "hot-rodding" which the M.G. Car Company has introduced for pepping up the "TD" in five different stages. In the second stage of this "hotting-up" i.e., Mk II, the "TD" M.G. Midget won its class in the T.T. American visitors will flock to this Stand.

M.G. CAR COMPANY, LTD., COWLEY, OXFORD.

★

MORGAN — Stand 134

Do not miss the new "Plus Four" model. It should be exciting, for it is an improved version of the "4/4," with Standard Vanguard 68-b.h.p., 2,088-c.c. engine. There is a four-speed remote-control gearbox, a 4.1 to 1 hypoid back axle, longer front coil springs with automatic lubrication and hydraulic shock-absorbers, a more rigid frame, 5.25-16 Dunlops on wide-base rims, and all-hydraulic Girling brakes. The bodies give greater room, better weather protection, the bonnet is longer and the shorter radiator has a chromium grille. Approximately 90 m.p.h. is claimed and this extremely interesting "Plus Four" Morgan is shown as a £510 two-seater, £525 four-seater and £565 coupé.

MORGAN MOTOR CO., LTD., PICKERSLEIGH ROAD, MALVERN LINK.

★

MORRIS — Stand 166

No information received on these exhibits.

★

NASH — Stand 144

This stand will display the Nash Statesman and the new Ambassador and Rambler models.

NASH CONCESSIONAIRES, LTD., NASH STREET, ALBANY STREET, LONDON, N.W.1.

★

OLDSMOBILE — Stand 133

It is not expected that the Oldsmobile exhibits will differ materially from last

year's but to those who like these advanced American automobiles, with their "Air-borne Ride," "Whirlaway Hydra-Matic Drive," "Power-packed Economical Six Engine," etc., these are just the cars they will like. The "98" model, with the "Futuramic Rocket" V8, o.h.v., 135-b.h.p. engine, is a very high-performance car indeed.

GENERAL MOTORS, LTD., 23 BUCKINGHAM GATE, LONDON, S.W.1.

★

PACKARD — Stand 179

The new Packard "200" (138 b.h.p. on a 7.5 to 1 compression-ratio, with "Ultramatic" transmission), "300" (150 b.h.p. on a 7 to 1 compression-ratio, with "Unimesh" transmission) and the "400" (155 b.h.p. on a 7.8 to 1 compression-ratio) will be exhibited.

LEONARD WILLIAMS & CO. (1940), LTD., GREAT WEST ROAD, BRENTFORD, MIDDLESEX.

★

PANHARD ET LEVASSOR — Stand 155

If the new 745-c.c. flat-twin, air-cooled Dyna-Panhards are here, this Stand will be a major attraction. Not only did these little economy cars do exceedingly well in the Alpine Rally, but we hear of the impoverished English having to push their large cars very hard indeed to pass these ¾-litre Panhards.

SOC. DES ANCIENS ETABS PANHARD ET LEVASSOR, 19, AVENUE D'IVRY, PARIS, 13.

★

PEUGEOT — Stand 171

No information received on these exhibits.

★

PONTIAC — Stand 143

The Pontiac exhibits will comprise five Series 25 Chieftain models, a de luxe four-door sedan, a cavalier grey and skylark blue de luxe four-door sedan, a de luxe Catalina two-door coupé in Sierra-rust finish, a Super de luxe Catalina two-door coupé finished in San Leandro ivory and Sierra rust, and a Super de luxe Catalina two-door coupé in San Leandro ivory. All have a six-cylinder, 90.5 by 101.6-mm., 3,920-c.c. engines, 10-ft. wheelbase, 7.10–15 four-ply tyres and "Hydramatic" transmission. Kaye Don runs this show.

U.S. CONCESSIONAIRES, LTD., PONTIAC WORKS, JUBILEE PLACE, LONDON, S.W.3.

★

RENAULT — Stand 152

The little rear-engined 4CV Renault economy car will be displayed as four standard £370 saloons finished, respectively, in clipper-blue with blue upholstery, golden-biege with red upholstery, polychromatic-green with green upholstery, and mid-grey with grey upholstery; as a de luxe saloon in vermilion with red *leather* upholstery, and as a de luxe saloon with radio, sliding roof, Tygan black-and-white check upholstery and black pearl finish. The engine and gearbox unit and front suspension and steering unit will also be mounted on pedestals for individual inspection, Renault, as their catalogue shows, being fully aware that customers buy on specification as well as on appearance.

Offering as it does 47-50 m.p.g., doing 58-60 m.p.h., having notable level-keel riding over bad roads and seating four persons each with his or her own door, the Renault is a very sensible answer to the motoring requirements of impoverished Europe. The only change for 1951 is a reduction in the cylinder bore from 55 mm. to 54.5 mm., reducing the capacity from 760 c.c. to 748 c.c., as Renault has an eye on the 750-c.c. class in competitions. Go and enthuse, as we shall, over these splendid little cars, which covered themselves with snow and glory in the Monte Carlo Rally—and then ask British salesmen why their firms ignore cars of this size.

RENAULT, LTD., WESTERN AVE., LONDON, W.3.

★

RILEY — Stand 168

No information received on these exhibits.

★

ROLLS-ROYCE — Stand 169

The six-cylinder i.o.e. Silver Wraith will be shown as a Park Ward six-light saloon, an H. J. Mulliner enclosed limousine and a Hooper touring limousine. There are no mechanical changes in this six-cylinder version of the "Best Car in the World," but the entirely new Silver Dawn straight-eight chassis, as supplied to H.R.H. the Duke of Edinburgh and an export-only model. It will be exhibited with a Rolls-Royce all-steel body.

ROLLS-ROYCE, LTD., 14/15, CONDUIT STREET, LONDON, W.1.

★

ROVER — Stand 150

After its sensational debut at Earls Court last year it was hardly to be expected that the Rover "75" would be radically altered this time.

Among the detail improvements embodied in the 1951 models is an attractively designed new instrument panel with large circular dials, and housed in the screen rail is a small clock visible to the rear-seat passengers. The doors are now held open automatically whilst passengers enter or alight, and the action of opening a door switches on interior lights.

THE ROVER CO., LTD., LODE LANE, SOLIHULL, BIRMINGHAM.

★

SIMCA — Stand 132

The Simca makes its debut at Earls Court and this is a Stand which will hold much of interest to the enthusiast. The exhibits will comprise the little Simca Eight, beloved of Continental motorists, in fixed-head saloon and drophead coupé forms. It is also hoped that a Simca Grand Sport sports/racing car will also come over and be on show, and if so it will be of exceptional interest.

SIMCA, 7, RUE LOUIS DAVID, PARIS, 16.

★

SINGER — Stand 174

The S.M. 1500 saloon will be seen with re-styled interior finish. The 4A "Nine" roadster will not be at Earls Court but it is continued for 1951. The new 4B "Nine" roadster with i.f.s., re-styled frontal aspect and improved wings, will be on the stand and should appeal to open-car lovers.

SINGER MOTORS, LTD., COVENTRY ROAD WORKS, BIRMINGHAM, 10.

★

STANDARD — Stand 147

The useful 2-litre Vanguard will be continued unchanged.

STANDARD MOTOR CO., LTD., FLETCHAMSTEAD WORKS, COVENTRY.

★

STUDEBAKER — Stand 139

J. A. Joyce, one-time A.C. racing man, is in charge here. No details of the exhibits are to hand.

STUDEBAKER CORPORATION, 385, EUSTON ROAD, LONDON, N.W.1.

★

SUNBEAM-TALBOT — Stand 163

Fresh from its recent good showing in the strenuous Alpine Trial, the Sunbeam-Talbot is just the sort of high-performance car that appeals to so many motorists. The "90," shown in sports saloon and convertible coupé forms, will display a number of important improvements. First and foremost, the old "cart-spring" front suspension ("can't spring" as a wag has it!) has been discarded in favour of independent suspension of the coil-spring and unequal-length wishbone type. This is a long-awaited modernisation on this car which should do much to enhance its popularity, particularly if it has imparted to it the excellent riding and handling qualities of the modern Minx. In conjunction with this new springing there are longer, wider, back ½-elliptic springs, Armstrong double-acting hydraulic shock-absorbers all round, a torsion anti-sway bar at the front and a similar restrainer at the back.

The bore of the push-rod o.h.v. engine has been increased by 6 mm., the dimensions now being 81 by 110 mm., 2,267 c.c., an increase in capacity of 11½ per cent.; 70 b.h.p. is claimed at 4,000 r.p.m., in place of the former 64 at 4,100, and a new water pump and thermostat, without external plumbing, is employed. The chassis has been redesigned, an I-section cruciform bracing and a variable-ratio steering unit (ask the salesmen about this!) being employed. A hypoid back axle has been adopted to lower the floor and quieten the body interior, and minor but valuable improvements embrace a new form of front engine mounting, better control of ventilation, bigger air-cleaner and silencer, new sun vizors, new door-pulls and a re-vamped heating and demisting system with new control panel and bigger screen demisting nozzles; this last an extra. The front seats have more comfortably contoured backs and the appearance of this 1951 Sunbeam-Talbot "90" is enhanced by new front wings that elevate the new headlamps 3 in., separate side-lamps in place of untidy pass-lamps, better fairing of the front bumper and new air-intake grilles on either side of the radiator. 70 b.h.p. is an output that can provide good performance without extravagant fuel consumption or need for frequent maintenance, and this new Sunbeam-Talbot should constitute a major attraction to the bulk of the buyers

Continued on page 492

THE ACCESSORIES AND COMPONENTS SECTION

Details follow of the exhibits of those exhibitors who have submitted details to MOTOR SPORT :—

A.C. SPHINX **Stand 312**

Sparking plugs, plug-cleaning machinery, air-cleaners, air-silencers, fuel pumps, oil filters, instruments, thermostats, radiator caps, fuel filters, etc., will attract the enthusiast to this stand.

A.C.-Sphinx Spark Plug Co., Dunstable, Beds.

AUTOCAR ELECTRICAL **Stand 340**

On this Stand you will see "Auto-Lite" spark plugs and electrical accessories, Carter carburetters, "Autocar" test and repair services, etc.

Autocar Electrical Equipment Co., Ltd., 33/34, Albert Embankment, London, S.E.11.

AUTOMOTIVE ENGINEERING **Stand 298**

Standard and wire-bound B.H.B. pistons and their accoutrements and die-castings, clutch couplings, etc., will be shown.

Automotive Engineering Co., Ltd., Norfolk House, 37-38, Norfolk Street, London, W.C.2.

AUTOMOTIVE PRODUCTS **Stand 417**

On this stand there is a range of Thompson steering-rod assemblies as fitted to many popular cars. They take up wear automatically and maintain the steering free from rattle and road shocks, essential characteristics for the modern car where attention and adjustment must be reduced to a minimum.

There is also a comprehensive display of Purolator "Micronic" oil filters and elements which are specially designed to give the modern car complete protection from dirt and grit down to "micron" (.00004 in.) size. The filter element consists of a plastic impregnated paper which is heat resistant, waterproof and warp-proof. There is also a range of filter kits suitable for all popular cars produced in recent years which were not originally fitted with an oil filter. They include all necessary unions, piping and fitting instructions and are easily installed without special tools.

Lockheed hydraulic brake fluid and a full rang of brake and clutch spare parts are also shown on this stand.

Automotive Products Co., Ltd., Tachbrook Road, Leamington Spa.

ANDRE **Stand 227**

Ever since motor cars started to go quickly the need for shock-absorbers was appreciated. For many decades Andre has provided them and you should carefully examine the 1951 range of "Hartford" and "Andrex" dampers and the "Andre" steering damper.

Andre Components, Ltd., 38, Felsham Road, London, S.W.15.

HAROLD ANDREWS **Stand 314**

"Silmocrom" and "Austenitic" cylinder liners, castings, valve seat inserts, "Stellite" valve seat inserts and the new "Flocast" iron bar can be seen here.

Harold Andrews Grinding Co., Ltd., Bristol Road, Bournbrook, Birmingham, 29.

GEORGE ANGUS **Stand 397**

All manner of oil seals will be displayed.

George Angus & Co., Ltd., Angus House, Newcastle-on-Tyne, 1.

AMAL **Stand 244**

The well-known range of carburetters, petrol pumps, filters, flame-traps, flow-meters, bonnet fasteners, controls-joints, etc., should be of extreme appeal to sports car and motor-boat owners.

Amal, Ltd., Holfold Works, Perry Bar, Birmingham, 20.

ALFORD & ALDER **Stand 321**

This firm will exhibit several types of i.f.s., suspension parts and a range of ball-joint assemblies.

Alford & Alder (Engineers), Ltd., Deacon Street, London, S.E.17.

BRAMBER ENGINEERING **Stands 201 and 296**

This concern will be exhibiting as follows :—

Stand No. 201 : Car trailer, 12/18 cwt., two-wheeled, on Bramber independent rubber suspension incorporating Spencer Moulton flexitors. Caravan chassis, two-wheeled, on Bramber independent rubber suspension incorporating Spencer Moulton flexitors. Four-wheeled, close-coupled, private horse-box trailer chassis suitable for twin horse-box, fitted with Bramber independent rubber suspension incorporating Spencer Moulton flexitors.

Stand No. 296 : Coil and laminated road springs, spring components, tow hitches. Bramber independent rubber suspension units incorporating Spencer Moulton flexitors. Springbok hub assemblies and wheels.

The Bramber Engineering Co., Ltd., Springbok Works, Waterloo Road, London, N.W.2.

BIRMAL **Stand 335**

This firm, which commenced operations in 1903, will exhibit :—

Sand castings in aluminium alloys to B.S.I. Standard Specifications : examples include crankcases, gearboxes, cylinder heads, induction pipes, etc.

Aluminium alloy gravity die-castings in Standard B.S.I. material specifications most suitable for the service required. Exhibits include gearboxes, clutch housings, brake shoes, pistons, radiator parts, water pipes, etc.

Pressure die-castings in both aluminium and "Mazak" zinc alloys, including covers, casings, carburetter bodies, float chambers and various similar components.

Castings in "Birmabright" corrosion-resisting alloy. In this group will be found such parts as water pump casings, water pipes and connections, also radiator parts.

Elektron (magnesium) alloy castings, which are 40 per cent. lighter than aluminium alloy, include crankcases, gearboxes and similar parts.

The Birmingham Aluminium Casting (1903) Co., Ltd., 20/22, Berkeley Square, London, W.1.

BORG & BECK **Stand 424**

Six sizes of Borg & Beck clutch, from 6½ in. to 11 in., are displayed, together with an "exploded" clutch showing the method of assembly, and examples of the "Borglite" spring pressure plate.

Borg & Beck Co., Ltd., Tachbrook Road, Leamington Spa.

BLUEMEL'S **Stand 264**

Here will be found an attractive range of adjustable steering wheels, of which the famous "Brooklands" wheel (formerly "Ashby") is especially interesting to MOTOR SPORT readers. Be sure to take home a copy of "Wheel Appeal"—it contains pictures of racing aces and pretty girls. Also on show are number plates that the police cannot fail to see, garage signs, lever knobs, tyre inflators, etc.

Bluemel Bros. Ltd., Wolston, near Coventry.

BENTON AND STONE **Stand 258**

Sports-car types *must* inspect the "Monza" filler caps. Model LA775 is available in light alloy. Also on this stand are all the greasers and nipples anyone could desire, together with garage equipment.

Benton & Stone Ltd., Aston Brook Street, Birmingham, 6.

BOYRIVEN **Stand 339**

Here will be found the latest designs in cloths Bedford cords, repps and tapestries.

Trimmings for upholstery of motor cars, as supplied to the leading motor car manufacturers and body-builders ; hardware fittings ; door pulls ; handles ; draught excluders ; wire-on-beading ; wing piping ; regulators ; dovetail locks ; robe rails ; studs; fasteners ; Bassick door stops. Leathercloth for hoods, upholstery, and trimmings. Pile carpets ; hair carpets ; loose covers ; mohair mats ; rugs ; moquettes ; mohair ; velvets ; calicoes ; sheetings ; moleskins ; twills ; sports hoodings ; ducks ; canvases.

Boyriven Ltd., 54 & 56, Torrington Place, London, W.C.1.

BOUND BROOK **Stand 456**

"Compo" oil-retaining bronze bearings and bushes, "Ferrocite" valve-guides, "Powdiron" bushings and bearings, and "Bound Brook" graphited bronze bearings form this display, and specials-builders can take home a nicely-produced book about them.

Bound Brook Bearings, Ltd., Trent Valley Trading Estate, Trent Valley Road, Lichfield, Staffs.

T. M. BIRKETT **Stand 85**

On this stand will be shown all types of non-ferrous castings, machined parts, chill cast rods and tubes, marine propellers, valves, fittings, ingot metals, etc.

T. M. Birkett & Sons, Ltd., Hanley, Stoke-on-Trent.

BERGER **Stand 403**

Here you can see Proxcelin finish, "Viton" half-hour enamel, "Kemitone" finish and "Lifeguard" polishes, cleaners, etc.

Lewis Berger (Great Britain) Ltd., Berkeley Square, London, W.1.

BEATONSON **Stand 259**

On this stand G. Beaton & Son, Ltd., display a usefully comprehensive range of windows, windscreens and bodywork components.

G. Beaton & Son, Ltd., Beatonson House, Victoria Road, Willesden, London, N.W.10.

CHAMPION **Stand 390**

Here will be found a range of Champion plugs and equipment as follows :—

Type L-10, 14-mm. thread, ½-in. reach : Fitted as standard equipment by Alvis, Armstrong-Siddeley, Austin, Ford, Hillman, Humber, Jaguar, Jowett, Morris, Standard, Sunbeam-Talbot, Triumph and Wolseley.

Type NA-8, 14-mm. thread, ½-in. reach : Fitted as standard equipment by Austin, Morgan, Riley, Standard and Sunbeam-Talbot.

Type N-8, 14-mm. thread, ½-in. reach : Fitted as standard equipment by Austin, Jaguar and Standard.

Type N7, 14-mm. thread, ½-in. reach : Detachable ; for low-compression engines prone to fouling.

Type J-8, 14-mm. thread, ⅜-in. reach : Fitted as standard equipment by Citroen and recommended for Vauxhall, and for various American makes.

Type J12, 14-mm. thread, ⅜-in. reach : For engines of lower compression which are prone to fouling.

Type L-10S, 14-mm. thread, ½-in. reach : Fitted as standard equipment by H.R.G., M.G., Riley and Singer.

Type No. 7, 18-mm. thread, ½-in. reach : Fitted as standard equipment by Ford.

Type 8-COM, 18-mm. thread, ½-in. reach : For older type engines prone to fouling.

Type 15, 18-mm. thread, ½-in. reach : Detachable type with small hexagon, for Buick and other motors where standard hexagon will not fit.

Type No. 17, 18-mm. thread, ½-in. reach : For high-compression touring cars requiring 18-mm. plug.

Type No. 16, 18-mm. thread, ½-in. reach : For super-sports engines fitting 18-mm. type plugs.

The Champion cleaner and tester unit, for testing and air-pressure cleaning all types and makes of sparking plugs.

The Champion spark plug gap tool, for adjusting spark gaps.

Champion Sparking Plug Co., Ltd., Feltham, Middlesex.

DUNLOP **Stands 217, 246, 284 and 488**

The Dunlop exhibits comprise a range of ordinary, "Fort," Cushion, Road Speed, Sports and Trakgrip T28 tyres on Stand 217, together with tubes and sectioned rims, a display of Dunlop wheels on Stand 246, specialised solution and Latex adhesives on Stand 284, and garage equipment, including a new optical alignment gauge for wheel adjustment, on Stand 488.

The Dunlop Rubber Company, Ltd., Fort Dunlop, England.

DURON **Stand 368**

This stand will be devoted to a display of "Duron" brake and clutch linings, etc.

Duron Brake Linings, Ltd., Buxton, Derbyshire.

FERODO **Stand 261**

Those who know that to motor fast you must be able to stop, need look no further than Stand 261. The Ferodo exhibits will comprise :—

MR.19 : Non-metallic solid woven asbestos linings with a moderate but stable co-efficient of friction made to the correct brake shoe sizes and drilled ready for fitting. Specially recommended for certain Lockheed brakes. MR.41 : Non-metallic solid woven asbestos lining with a high co-efficient of friction and special anti-fade qualities ; made to the correct brake shoe sizes ready for fitting. MZ.41 : Solid woven asbestos lining incorporating zinc wire ; suitable for uses under very severe working conditions and possessing special anti-fade qualities ; made to the correct brake shoe sizes and radii ready for fitting.

DM.1 : Moulded asbestos non-metallic lining, possessing a medium friction value for all-round use on British Lockheed, Girling and non-floating shoe assemblies or for the primary shoes of Bendix and similar self-energising floating assemblies. DM.2 : Moulded asbestos non-metallic lining possessing a medium-low friction value for use on the secondary shoes of Bendix and similar self-energising brake assemblies.

VG.65 : Moulded asbestos composition metallic lining maintaining a uniform friction value at working temperatures up to 1,000° F. specially suited for power-assisted brakes and extra heavy duty. VG.95 : Moulded asbestos composition non-metallic lining containing random asbestos cord maintaining a uniform friction value at working temperatures up to 1,000° F., specially suited for power-assisted brakes and extra heavy duty. VG.96 : Moulded asbestos composition non-metallic lining containing random asbestos cord maintaining a uniform friction value at working temperatures up to 800° F., specially suited for power-assisted brakes and extra heavy duty.

Boxed sets of Ferodo brake linings. In recommended qualities ready drilled and complete with rivets.

RAD.11 : Die-made clutch discs. MRAD.12 : Clutch discs. Non-metallic radially woven asbestos material for plate clutches. RAD.13 : Clutch discs. Non-metallic woven asbestoc material for plate clutches, suitable for working in oil. VM : Clutch discs—moulded asbestos material suitable for certain types of clutches, and shock-absorbers. RYZ : Clutch discs—woven yarn clutch discs incorporating zinc wire ; possessing a high co-efficient of friction combined with anti-judder characteristics.

Ferodo brake testing meter and Ferodo brake efficiency indicator.

Ferogrip fan belts.

Ferobestos technical plastics, camshaft gears, coupling discs, bushes, and engine mounting pads.

Ferodo stairtread for caravans and motor boats.

Bendix, Girling, and Lockheed replacements shoes fitted with Ferodo linings.

Ferodo, Ltd., Chapel-en-le-Frith, Stockport.

DOUGLAS HOLT **Stand 443**

What a chemist's shop for the motorist here ! There is "Wondar Weld" to seal cracks, "Radweld" to stop that radiator leak, "Radflush" to stop new leaks occurring, "Piston Seal" for those unable to afford a rebore, "Supertune" to free sticking valves, "Gum Gum" (not for human consumption) to seal up those places in your old silencer where the noises come through, "Aqua-Tect" for damp-proofing the ignition system, "Fogoff" (careful here !) to keep screens and mirrors clear, "Hi-Power" plug adaptors to give that long mingling

Continued on page 492

Reports of Recent Events—*continued from page 502*

SUNBEAM-REGISTER RALLY (Sept. 17th)

This event, held at the Hog's Back Hotel, Surrey, attracted 40 Sunbeams made in Wolverhampton between 1912 and 1935. The rally included three Edwardians, five "14/40s," two "20/60s," three twin-cam 3-litres, nine "Sixteens," and twelve "Twenty" or "Twenty-fives." The 1914 T.T. car of C. R. Abbott (on this occasion piloted by Cecil Clutton) evoked great interest, and the 1914 16-h.p. ex-Kaiser War staff car of Carter much head-scratching. Mention should be made of J. Stevens, who brought his 1926 "20/60" tourer from Leeds; this car recently completed a trouble-free tour of the Dolomites. The event was organised by *Mrs. W. Boddy and she is to be* congratulated on a promising beginning to the active career of the Register.

Results

CONCOURS D'ELEGANCE:
EDWARDIAN CLASS:
1st: J. Hampton (1912 "12/16" two-seater).
2nd: C. Clutton (1914 T.T. car).
VINTAGE CLASS:
1st: J. R. Rapley (1928 16-h.p. tourer).
2nd: D. E. Lankester (1929 16-h.p. fabric saloon).
3rd: W. Hayley (1929 16-h.p. two-seater).
POST-VINTAGE CLASS:
1st: Lt.-Cmdr. J. O. A. Arkell (1935 Twenty-five saloon).
2nd: Dr. J. Etheridge (1932 Twenty saloon).
3rd: H. C. R. Hayward (1932 Twenty-five coupé).

Registrar: Mrs. W. Boddy, "Carmel," Wood Lane, Fleet, Hants.

LEICESTERSHIRE C.C. LONSDALE TROPHY TRIAL (Sept. 17th)

The main road trial for the Lonsdale Trophy attracted an entry of 23 cars, three of which contained lady drivers and navigators. The route, which was in the Lutterworth area, consisted mainly of second-class roads, and also included a short field road section and consequently a number of gates, and was well sprinkled with secret checks.

Results

LONSDALE TROPHY AND REPLICA.—K. M. Law (Singer), 2 marks lost.
FIRST PASSENGER AWARD.—D. Wolloff.
FIRST-CLASS AWARDS.—R. A. Hopkinson (M.G.) 4 marks lost; L. Pole (Sunbeam-Talbot), 5 marks lost.
SECOND-CLASS AWARDS.—Mrs. Ruth Moore (M.G.), 5 marks lost; D. J. Herbert (Lancia), 5 marks lost.

ASTON-MARTIN O.C. SURREY RALLY (Sept. 17th)

WINNER OF CONCOURS:
P. Gilbert (1½-litre Aston-Martin "Le Mans").
TREASURE HUNT AND DRIVING TEST:
1st: P. Doyle (3½-litre Hotchkiss).
2nd: Dudley Coram (1½-litre Aston-Martin "International").
3rd: J. I. Bremner (1½-litre H.R.G.).

A.C. OWNERS' CLUB (Sept. 17th)

CONCOURS:
1st: C. F. Widman (1937 four-seater drophead).
2nd: Z. T. Marczewski (1938 fixed-head).
3rd: S. C. W. Wilkinson (1937 four-seater drophead).
TREASURE HUNT:
1st: R. Knight (Javelin), (Southern Jowett C.C.).
2nd: O. F. Conran (Renault), (Cemian M.C.).
3rd: T. J. Webster (1927 A.C.), (A.C.O.C.).

WEST ESSEX C.C. CHELMSFORD RALLY (Sept. 17th)

CHELMSFORD CUP.—I. B. Croker (Lagonda Rapier).
BEST PERFORMANCE BY W.E.C.C. MEMBER.—K. L. V. Baker (M.G.), (Essex Police Driving School).
BEST PERFORMANCE SALOON CAR.—A. D. C. Gordon (Jowett Javelin).
BEST PERFORMANCE OPEN CAR.—G. M. Boyes (Batten Special).
CLASS AWARDS:
"A"—CLOSED CARS UP TO 1,200 C.C.—M. W. Baker (Ford).
"B"—CLOSED CARS OVER 1,200 AND UP TO 2,000 C.C. F. H. Heath (Rover).
"C"—CLOSED CARS OVER 2,000 C.C.—H. W. Dalling (Riley), (Essex Police Driving School).
"D"—OPEN CARS UP TO 1,200 C.C.—J. W. Burgess (M.G.).
"E"—OPEN CARS OVER 1,200 AND UP TO 2,000 C.C.—1st, H. J. Bone (M.G.); 2nd, A. C. Westwood (Morgan). (*Where a minimum of 15 cars are entered, and under 25, two awards are presented.*)
"F"—OPEN CARS OVER 2,000 C.C.—A. R. Borrister (Triumph).
The Chief Constable of Essex, Capt. F. R. V. Peel, C.B.E., M.C., B.A., and his wife and family were present at the driving tests.

NOTTINGHAM S.C.C. CONCOURS D'ELEGANCE (Sept. 16th)

CARS UP TO 1914:
1st: T. K. Shipside (1914 Morris).
1914-1930:
1st: Mr. Kenyon (1926 3-litre Bentley).
2nd: Mr. Trigger (1924 3-litre Bentley).
1930-1944:
Open Cars:
1st: Mr. Maclaglen (1936 M.G. Magnette).
2nd: A. G. Hunt (1937 Singer "Le Mans").
Closed Cars:
1st: J. D. Radford (1939 Alvis "12/70").
2nd: D. Marston (1937 2½-litre M.G.).
1944-1950:
Closed Cars:
1st: W. E. Spowage (1949 Triumph Razor Edge).
2nd: Mr. Attenborough (1950 A.C.).
Open Cars:
1st: P. Marvin (1946 T-type M.G.).
2nd: M. Dessau (1949 T-type M.G.).
Next event: Race Meeting, Gamston, October 7th.

V.C.C. SCARBOROUGH RALLY

RALLY—VETERAN CLASS.—Mr. C. B. North Cup: R. D. Gregory (Darracq); 2nd: Major G. S. Taylor (Renault); 3rd: J. H. White (de Dion Bouton).
RALLY—EDWARDIAN CLASS.—Mrs. C. B. North Cup: F. M. Wilcock (Talbot); 2nd: W. J. Oldham (Renault); 3rd: F. E. Dell (F.N.).
OLDEST CAR TO RALLY.—Mr H. J. Briggs' Cup: A. Prince (Driver A. Tyler). (1899 Decauville).
OLDEST COMPETITOR TO RALLY.—Mr. F. Ward's Cup: G. H. Waite (Clyde).
CONCOURS—VETERAN CLASS.—Mr. W. L. Thompson Cup: G. H. Eyre (Driver V. Medlam) (Norfolk); 2nd: A. Prince (Decauville); 3rd: S. Steele (de Dion Bouton).
CONCOURS—EDWARDIAN CLASS.—Mr. Steele Cup: W. Collingbourne (Daimler); 2nd: Mrs. C. B. North (Calthorpe Minor); 3rd: J. Ellis (Mors).
PARAGON MOTOR COMPANY, LTD., CUP (Open to North-East Section only, for the best all-rounder, taking into consideration age, Concours d'Elegance and run to Scarborough; inclusive of both classes who has not won an award).—S. S. Kay (Driver A. Crewe) (de Dion Tricycle).

Bristol M.C. & L.C.C. "Mendip G.P." (Sept. 9th)

BEST PERFORMANCE AND WINNER (1,100-c.c. class).—J. Bunscombe (989-c.c Morris).
RUNNER-UP AND WINNER (1,100-2,000-c.c. class).—P. Best (Austin A40 van).
UNLIMITED.—A. Spiers (DISS Delage).

750 Club Inter-Club Driving Tests (Sept. 10th)

INTER-CLUB CONTEST.—Hants and Berks M.C. (E. Brandon, J. Lowrey, A. Morris).
INDIVIDUAL AGGREGATE TIMES.—1st: E. Brandon (1,250-c.c. Cooper-M.G.), 187.4 sec.; 2nd: R. Yeats (1,172-c.c. Yeats Special), 206.7 sec.; 3rd: R. Snowden (1,352-c.c. Lancia Aprilia), 209.5 sec.; 4th: P. L. Pulver (1,352-c.c. Lancia Aprilia), 210.0 sec.; 5th: G. R. Boyes (3,622-c.c. Batten Special), 214.1 sec.; 6th: P. D. C. Brooks (1,172-c.c. E.R.P. Special), 214.5 sec.

"DAILY EXPRESS" RALLY, NOV. 8th-10th

This Rally is being organised by the M.C.C. for the *Daily Express*. At last we have a real "man's rally" again, for the 1,000 miles have to be covered at a 26¾ m.p.h. average, with the exception of 24 m.p.h. average for the communal stage from Chester to the finish at Torquay. This will take quite a bit of doing, at all events at night, especially if fog is encountered, as these speeds are inclusive of all stops. The starting places will be Plymouth (Car No. 1 leaves here at 10 a.m., Nov. 8th), Norwich, Harrogate, Cardiff, Glasgow, Leamington Spa, London, and Manchester. The first car is due at Torquay on Nov. 10th at 7.30 a.m. There are five capacity classes and a class for "specials," all sub-divided into "open" or "closed." Cars will be examined for condition at the finish and there will be a Concours d'Elegance on Nov. 11th.

This Rally is open to the B.A.R.C., Brighton & Hove M.C., Lancashire A.C., S.S.C.C., Sheffield & Hallamshire M.C., S.U.N.B.A.C., Yorkshire S.C.C. and M.C.C. Entries, at £4 a car, close on October 9th. You are advised to make the most of unrationed petrol and enter. Details from M.C.C., 26, Bloomsbury Way, W.C.1. Marshals are required.

FILM REVIEW

"ENDURANCE," *featuring Jean Lodge, Michael Medwin and Guy Middleton. A Cecil Musk Production.*

Endurance is sub-titled a Fantasy of Le Mans and was filmed for the Dunlop Rubber Co., Ltd. All followers of motor-racing will want to see it, for it captures the atmosphere of Le Mans and contains some interesting "shots" of the 1950 race, both by day and at night. "Dunlop Mac" and Norman Freeman star in the film. Fantasy has certainly been woven with fact and the former isn't altogether convincing from the motor-racing aspect. Girl drivers do not lower their tyre pressures before the Le Mans race simply because they dislike the bumps, nor do they partake of midnight swims with the boy-friend, at least, we hope they don't, on the night before the race—particularly if that boy-friend has talked nothing but vulcanising and hot-presses and rubber technique all through dinner. Jean Lodge keeps wonderfully clean, too, after driving an XK 120 Jaguar in the race, although Guy Middleton gets quite dirty, especially when replacing the lead to the coil after an involuntary stop of which we doubt if Lucas will approve! However, it is billed as a phantasy, and it's jolly good fun. You will love Jean as a girl-dicer and she and Guy are a jolly keen pair—they even contrive to have the Jaguar washed-down somewhere during the 24-hour race! The actual shots are worth seeing, especially the gyrations of the two-seater Cadillac. But somehow, good entertainment that it is, this film doesn't create a lasting impression, perhaps because fantasy and fact are bad mixers. Maybe the moral is don't try to mix them. There is sufficient romance in motor-racing not to need the addition of a love interest where advertising films are concerned—the Shell Film Unit proved that last year.—W. B.

SHOW CARS—continued from page 489

at Earls Court. No one can distribute to the far ends of the earth better than the Rootes Group. The sports saloon costs £775, the convertible coupé £825.

SUNBEAM-TALBOT, LTD., RYTON-ON-DUNSMORE, COVENTRY.

★

TRIUMPH — Stand 145

Triumph appear to have produced a "winner" for 1951, in the form of their new roadster. This will, like the Renown, have a Standard Vanguard power unit but the rest is entirely new. The 2/3-seater body has a very pleasing "Continental" look and is a light-alloy double stressed-skin *monocoque* with control runs passing between the two skins. Very clean lines render the appearance particularly pleasing and so as not to spoil them the headlamps are recessed in the front wings and concealed during the daylight hours behind automatically-openable shutters following the wing-contour. This body is up-to-the-minute without being "futuristic" in outline, but a very modern touch is the use of electro-hydraulic jacks for raising and lowering the coupé top on operation of a control on the facia, and similar hydraulic adjustment of the Dunlopillo - upholstered, tubular - frame, bench-type front seat when a switch on the seat-base is operated. The head disappears within the body when folded. Built-in heater and radio are fitted, the grouped instruments are lit by concealed-edge facia lighting, and flashing-type traffic-indicators are installed.

This remarkable new roadster is only 3 ft. 2 in. high to the top of the scuttle, weighs under 23 cwt. dry, and pulls a top gear of 4.38 to 1 in a three-speed box. The wheelbase is 7 ft. 10 in., the engine gives 71 b.h.p. at 4,200 r.p.m., and a genuine 85 m.p.h. is claimed.

The little Mayflower saloon is joined by a new drophead coupé.

TRIUMPH MOTOR CO. (1945), LTD., FLETCHAMSTEAD WORKS, COVENTRY.

★

VAUXHALL — Stand 161

The two Vauxhall models, four-cylinder 1½-litre Wyvern and six-cylinder 2¼-litre Velox, remain unchanged. They are up-to-the-minute, brisk saloons produced at competitive prices under the auspices of the great General Motors Corporation at the old-established Vauxhall works at Luton—where the straw hats came from, but nowadays turning out big quantities of essentially usable cars. It will be recalled that both models, new since the outbreak of peace, were considerably tidied-up last year, so the lack of change would appear sound policy. We told you how the Velox performs in MOTOR SPORT.

There will be three Velox and three Wyvern models on show, one of the Velox having a transparent bonnet. A sectional, working Velox engine, samples of carpet and trim available and a special exhibit to indicate the colour options available, will please the ladies.

VAUXHALL MOTORS LTD., LUTON, BEDFORDSHIRE.

★

WOLSELEY — Stand 151

No information received on these exhibits.

ACCESSORIES—continued from page 490

spark, "Wondar Wax" emulsion to make the neighbours jealous of your body, "Wondar Lustre" ditto, "Plastic Glos" to polish off, "Wondar Foam" to restore vintage upholstery, "Wondar Chrome" to restore the bright bits of more recent models, "Anti-Squeak" that the R.S.P.C.A. should welcome, because it frees the canaries, and many, many more. Lots of cars will have to be held together thus for many years to come. Ask the salesmen about it.

Douglas Holt, Ltd., 5 & 6, Eagle Street, London, W.C.1.

I.C.I. — Stand 283

The Leathercloth Division of Imperial Chemical Industries Limited, which operates one of the largest plants in the world for the production of coated fabrics, will be showing "Rexine" and "Vynide" for motor car upholstery and general interior trimming, together with fabricated trimmings such as draught excluders, seat pipings, door seals, etc.

"Vynide," a P.V.C. product of a high grade, has become recognised by most of the British car manufacturers as a first-class material for car upholstery, and several years of severe testing have enhanced the reputation of this hard-wearing material for this purpose. A large number of cars in current production employ "Vynide" as a seating medium, not only with success so far as appearance and economy are concerned but also with a proved reliability as to wearing qualities.

"Vynide" is resistant to staining, waterproof, fire-resistant, easily cleaned with soap and water, and is made in a wide range of qualities suitable for seating, door backs, panelling, roof lining and other purposes.

The Leathercloth Division will also be showing their world renowned "Rexine" nitrocellulose coated fabric, which is widely used as a decorative panelling medium and which can be accurately matched to hides or other fabrics if required.

Part of the display section of the Division's stand will be devoted to up-to-date photographs of cars in current production using these tested and proved materials, and interested parties will be well repaid for the time spent in visiting these important manufacturers of first-class interior trimming materials.

Imperial Chemical Industries, Ltd., Newton Works, Hyde, Cheshire.

LOCKHEED — Stand 416

The full range of Lockheed hydraulic two-leading-shoe brakes, together with a complete layout of a typical system for cars, is shown. This system, with its increased stopping power and high stability factor, ensures that whatever improvements are made to the performance of the modern motor car, Lockheed equipment will provide efficient braking under all conditions. Even under such arduous conditions as those experienced by the winning Jaguar in the Alpine Rally this year, Lockheed brakes proved completely effective and reliable.

Lockheed Hydraulic Brake Co., Ltd., Tachbrook Road, Leamington Spa.

LUCAS — Stand 267

Joseph Lucas Ltd. exhibit an exceedingly comprehensive display of electrical equipment for motor vehicles, with many demonstrations featuring components in action.

Recordings have been made of Lucas electric horns and visitors will be able to listen to the latest types by simply lifting a receiver.

Of particular interest is the demonstration of television interference and its elimination featured at the Lucas stand. Here the effects of two sets of coil ignition equipment, one unsuppressed, the second suppressed with Lucas equipment, can be seen on the television screen.

In connection with lighting, a demonstration clearly illustrates the advantages obtained by the use of the newly-designed "square-pattern" headlamp lens.

Among other Lucas exhibits featured will be the new SF80 trafficator; a demonstration showing the operation of centrifugal and vacuum ignition timing controls; Lucas dynamo C39PV-2, showing increased working output; the 4VRA magneto; the new Lucas screen spray; the F.W. screenwiper; a demonstration of the performance of the Lucas sports coil; a complete range of foglamps (FT67, SFT700S, SFT462).

In addition there is a complete range of other electrical equipment and accessories, including batteries; the Lucas battery filler; switches; dynamos; starters; coils; girder wrenches; driving mirrors—including the Lucas anti-dazzle mirror; distributors; control boxes; defrosters; ammeters; head, side and tail lamps, and resistors and capacitors for television and car radio suppression.

Joseph Lucas, Ltd., Great King Street, Birmingham, 19.

MINTEX — Stand 204

This stand should not be missed. Here you will see samples of Mintex M.15 brake liners, which have been used to achieve notable success in racing, and pictures of well-known racing cars using these liners. Also many other aids to stopping.

British Belting & Asbestos Ltd., Cleckheaton, Yorks.

NOTEK — Stand 373

The very well-known range of Notek pass-lamps and fog-lamps will form an exhibit which no keen motorist will pass by. The long-range "Speedmaster" and wide-angle "Roadmaster" lamps should be seen, the former giving a range of some 600 feet. Prices range from £4 6s. Rain and snow become invisible behind Notek beams. Then there are the specialised wide-angle "Fogmaster" fog-lamp and "Drivemaster" pass-lamps, the latter throwing a beam over 800 feet long, and the "Passmaster" and "Lightmaster" lamps; prices range from £4 16s. A new 3¾-in. diameter reversing lamp costing 30s., an entirely new emergency road flare, and a range of "Plastilite" electrical accessories will also be shown.

Notek Electric Co., Ltd., 23, London Road, Bromley, Kent.

THE OWEN ORGANISATION — Stand 250

Chassis frames, garage and stores equipment, axles, wheels, body panels, pressings and test equipment are on view.

Rubery, Owen & Co., Ltd., Darlaston, South Staffs.

SOLEX — Stand 229

This well-known firm, whose main concern is converting what we get for fuel into something the engine will burn, is showing:

A range of "Self-starting" Solex carburetters for all classes of engine, including a dual-port carburetter with frictionless accelerating pump and special cruising speed economy device. This carburetter is developed specially for six-cylinder and eight-cylinder engines.

Sectioned models illuminated and keyed up for easy identification of component parts, spares kits made up for general purposes and specific makes of engine, and tests tanks for checking petrol consumption, complete an attractive display.

Solex Ltd., 223-231, Marylebone Road, London, N.W.1.

WICO-PACY — Stand 269

The following items of very considerable interest to seekers after high efficiency should be inspected carefully:—

1. Wipac Oil Cleaner: This is a by-pass oil cleaner with an instant-fit replaceable cleaning element. The installation consists of two parts only—the adaptor base, which becomes an integral part of the engine, and the instant-fit, factory-sealed cleaning element, which can be changed by hand in less than a minute by simply unscrewing from the adaptor base. No tools are required, there are no pipes to disconnect. There are two types of installation—a single cleaner for engines up to 20 h.p., and a twin cleaner for engines from 20 h.p. to 35 h.p. The twin cleaner consists of an adaptor base which accommodates two cleaning elements. The cleaner can be fitted to any convenient position on the engine, wing valance or bulkhead, either vertically or horizontally. Only half an inch clearance is required for the removal of the cleaning element. Replacement cleaning elements are available from most service stations.

2. Wipac Spark Plug: Improvements in production technique have enabled the manufacturers to produce the new Wipac spark plug to retail at 3s. 6d. each. Exhaustive tests have been undertaken both by the clients and independent concerns and the results have been highly satisfactory. The plug carries a guarantee for 10,000 miles.

3. Wipac Fuel and Petrol Filters: A range of fuel and petrol filters will be exhibited, including the new Wipac Major fuel filter. All are designed for easy fitting and can be supplied in a variety of forms covering a large range of thread sizes to suit usual pipe diameter and tank threads.

4. Wipac Vertical Magneto: This vertical magneto is suitable for four-cylinder engines and has been designed to operate at camshaft speed and to replace standard coil ignition units. The magneto is completely shrouded with metal, making it weatherproof, flame-proof and damage-proof. It incorporates an automatic advance mechanism void of all springs. Personal experience proves this to be an excellent product.

5. Wipac Electrical Accessories: A range of electrical accessories will be shown, including electric horns, stoplight switches, headlamps, etc.

Wico-Pacy Sales Corporation, Ltd., Denbigh Road, Bletchley, Bucks.

C. C. WAKEFIELD — Stand 496

All your lubrication queries, racing car or otherwise, can be answered on this Stand. Wakefield's have been in the forefront of the lubrication world since the days of the immortal Castrol "R" and before. What is good enough for the racing driver is good enough for us and no other oil but Castrol is used by the Editor of MOTOR SPORT.

C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, London, W.1.

RAYMOND MAYS (E.R.A.) FASTEST AT BRIGHTON SPEED TRIALS

J2 Cadillac-Allard Smashes Sports-Car Record.

THE Brighton Speed Trials were held in beautiful weather on September 2nd and a breeze blowing up the kilometre provided gentle assistance. There is definitely something *about* this fixture! It recalls the traditional sea-side sprints of earlier times, when Archie Nash, Miss Ivy Cummings, J. A. Joyce and a youthful Mays competed one against the other. It remains one of the few events where really high speeds are attained and in which the acceleration/speed capabilities of the competitors can be compared accurately. It may even be said to "improve the breed," for manufacturers and specialist-firms whose cars show up badly at Brighton are unlikely to be content until such sluggishness in their products is rectified.

This year Raymond Mays brought his hoary old 2-litre Zoller-E.R.A. and clocked 24.4 sec., failing to beat his old record by 0.54 sec., probably because he slid sideways on the line with wheel-spin. This year, too, the last 88 yards of the s.s. kilometre were timed, Mays covering this at 139.5 m.p.h., this timing debunked former claims of "I was doing over 160 across the finishing line, old boy!" Perhaps the Brighton and Hove M.C., who organised the meeting, kept these speeds secret for this reason! Norris' 2-litre Alta was a second slower than Mays and Rolt (Alfa-Romeo) and McAlpine (Maserati) tied for third fastest, although each won one of their paired runs. The fastest unblown car was Lloyd-Jones' 21-litre Rolls-Royce "Kestrel" rear-engined, four-wheel-drive Triangle "Flying Saucer," a deadly weapon even on a straight course. It lost all its oil pressure on its first run, but, in spite of slowing down before the finish, clocked 120.9 m.p.h. over the 100 yards, equal to 2,900 r.p.m. Peter Beel's 2-litre E.R.A. was fifth.

Sydney Allard's Cadillac-engined "J2" Allard, running with sprint fuel tank and full-length undershield, literally smashed the absolute sports-car record held by Crook's *supercharged* "2.9" Alfa-Romeo, being 1.74 sec. faster, a time of 28 sec. Mrs. Allard, running the same car in the Ladies' Class, *sans* front wings, did exactly the same time, a grand show, although not quite fast enough to beat Betty Haig's Cooper 1,000 on the second run. The Allard spun its off-side rear wheel furiously, in spite of the de Dion rear-end. Of the sports-cars, an XK 120 Jaguar was eleventh.

The best *blown* sports-car was G. D. Parker's neat Jaguette, in 29.8 sec. Many of the racing cars were running badly. The only startling incident was when Mould's Bugatti snaked nastily, due to a deflating tyre. It was sufficiently far ahead of its rival to keep out of trouble and was skilfully held. Parker vanquished the Norton-Coopers to break his 500 c.c. record by 1.67 sec., a fine run. Peter Collins' Cooper with V-twin 749 c.c. J.A.P. engine installed for the occasion won the 750 c.c. racing class, beating Symonds' very-impressive Austin by 1.6 sec. The Austin has the ex-Lightweight s.v. engine blown at 18 lb. and lost some time as its differential was unlocked. Lafone went nicely in the ex-Doreen Evans' Q-type M.G. single-seater, but A. J. ("My Heritage is Motor-Racing") Toulmin's Q-type M.G. was one of the slowest cars present, being actually 3.6 sec. slower than Abbott's 1914 T.T. Sunbeam! Richards' Cooper 1,000 beat Richmond's Rapier which sported two-stage boost from two cabin blowers and reached 7,500 r.p.m., in the 1,100 c.c. racing class. The Farley, whose seat cushion pressurises the tank (!) and the polished aluminium, Amilcar-like blown Gahagan Special both expired. Mays headed the 3-litre racing class, from Norris and Bell aforementioned. The Vauxhall-Villiers was absent because a saloon-car clot had rammed it on the way to Brighton. Most of the cars were unwell, the Autovia-engined Bentley Special emitting a record smoke-screen. E. A. Bradley ran the red 2½-litre Maserati two-seater, which he claimed to be the ex-Birkin car bought from "Buddy" Featherstonehaugh in 1938—he hadn't driven it until that day and went quite well considering, its driver even mastering the difficult-looking crank-handle which pre-selected the gears *via* a bevel drive. Stubberfield tried twin rear wheels for his Bugatti's second run, gaining 1.8 sec.—and the tyres, at 23 lb., didn't fly off! Sir Clive Edwards' H.R.G.-Special gave Perkins' Bugatti a good run. Lycett's irrepressible 8-litre Bentley, running as a racing car, held off Clutton's quiet V12 Delage, driven by Southon, in the big racing-car class. The A.J.B. was absent, with a broken crankshaft. The ladies had fun, but couldn't touch Joan Gerard's record. Peggy Lambert's Lester-M.G. sounded a bit hot at the end, and the "manxed" Silverstone Healey *looked* odd. On her second run Mrs. Stapleton, in the open "Spa" Aston-Martin, just beat glamorous Mrs. Mortimer's Healey "Silverstone." Amongst the sports cars which had transmission or axle trouble on the line were Baker's blown PB M.G., E. R. Barker's 3-litre Bentley and Wick's Allard. As the last-named stripped its bottom gear, Hartridge's beautiful touring-bodied 6½-litre Bentley roared up the kilometre, surprised to find no Allard behind it. Whereupon its driver, presumably, tried to explain that some cars do have these breakages, a thing the Bentley hadn't heard of in all its twenty or more years! As a matter of fact the Bentley D.C. had a class to itself and its cars showed up extremely well, witness A. G. Pitts' 30.6 sec. in his ex-Birkin "blower-4½," Gerry Grozier's 30.99 sec. in "The Whale," Kemp Place's 32.2 sec. in another "blower-4½" and Sedgwick's 32.8 sec. in the Hartridge 6½. We give below the class winners, and, after these, the placings of the sports, supercharged sports and racing cars irrespective of class. The latter lists repay careful study, for the Brighton kilometre is revealing, and the times published show which cars did well, which badly, and tell you what to bring if you wish to excel at Brighton next year, besides providing a yardstick by which cars offered for sale as "suitable for racing" may be judged. The meeting ended with a quarter-mile Soap-Box Derby for boy scouts, which shows the state to which we in this country have sunk! Vauxhall Motors gave the prizes for this; do they hope to incorporate points from the competing soap-boxes in future Vauxhall cars?

1,100-C.C. SPORTS CARS:
J. M. Hawthorn (Riley) ... ... 35.99 sec.
1,500-C.C. SPORTS CARS:
Major E. M. Mackay (Cooper-Rover)... 34.05 sec.
(Beats Uglow's H.R.G. Class Record by 1.74 sec.)
2,000-C.C. SPORTS CARS:
G. Tyrer (B.M.W.) ... ... 30.11 sec.
(Beats Way's B.M.W. Class Record by 0.96 sec.)
OVER 2,000-C.C. SPORTS CARS:
S. H. Allard (Cadillac-Allard) ... ... 28.0 sec.
(Beats Gale's Darracq Class Record by 2.48 sec.)
SUPERCHARGED 2,000-C.C. SPORTS CARS:
V. J. Hern (Amilcar) ... ... 30.8 sec.
(Beats Finch's Amilcar Class Record by 0.96 sec.)
SUPERCHARGED UNLIMITED C.C. SPORTS CARS:
G. D. Parker (Jaguette) ... ... 29.8 sec.
(Beats Crook's Alfa-Romeo Class Record by 0.46 sec.)
BENTLEY DRIVERS' CLUB:
A. G. Pitts ("Blower 4½") ... ... 30.6 sec.
500-C.C. RACING CARS:
D. Parker (Parker-J.A.P.) ... ... 30.2 sec.
(Beats his old Class Record by 1.67 sec.)
750-C.C. RACING CARS:
P. J. Collins (Cooper-J.A.P.) ... ... 28.2 sec.
(Beats Dowson's Lightweight Class Record by 0.52 sec.)
1,100-C.C. RACING CARS:
H. A. Richards (Riley) ... ... 28.4 sec.
1,500-C.C. RACING CARS:
G. R. Hartwell (E.R.A.) ... ... 32.0 sec.
3,000-C.C. RACING CARS:
R. Mays (E.R.A.) ... ... 24.4 sec.*
UNLIMITED C.C. RACING CARS:
A. P. R. Rolt (Alfa-Romeo) ... } 25.6 sec.
K. McAlpine (Maserati) ... }
LADIES:
Miss Betty Haig (Cooper 1,000) ... 27.4 sec.

* *F.T.D.*

RACING CARS

		sec.
1.	R. Mays (2-litre D-type, s/c. E.R.A.) ...	24.4*
2.	J. B. Norris (2-litre s/c. Alta) ...	25.4
3.	A. P. R. Rolt (3.8-litre s/c. Alfa-Romeo) / K. McAlpine (3-litre s/c. Maserati) ...	25.6
4.	E. Lloyd-Jones (21-litre Triangle) ...	26.0†
5.	P. H. Bell (2-litre s/c. E.R.A.) ...	26.6
6.	Miss Betty Haig (1-litre Cooper-J.A.P.)	27.4
7.	Mrs. S. H. Allard (5.4-litre Cadillac-J2 Allard) ... / P. Mould (2-litre s/c. G.P. Bugatti) ...	28.0
8.	P. J. Collins (750-c.c. V-twin Cooper-J.A.P.) ...	28.2
9.	H. A. Richards (1,098-c.c. Cooper-J.A.P.) ... / J. Goodhew (2.9-litre s/c. Alfa-Romeo)	28.4
10.	M. B. Hukins (2.3-litre s/c. G.P. Bugatti) ... / F. Lycett (8-litre Bentley 2-seater) ...	28.6
11.	A. S. Raven (3-litre ex-Bear Bugatti)	28.8
12.	P. J. Stubberfield (Type 35 2.3-litre s/c. Bugatti) ...	29.0

13.	A. Southon (10½-litre V12 Delage) ...	29.2
14.	J. A. Fry (2-litre s/c. E.R.A.) ...	29.6
15.	G. H. Symonds (747-c.c. s.v. s/c. Austin)	29.8
16.	F. R. G. Spikins (2-litre Lea-Francis-engined Cromard-Special)	30.0
17.	D. Parker (428-c.c. Parker-J.A.P.)§ / E. A. Boardley (2½-litre ex-Birkin s/c. Maserati 2-seater)	30.2
18.	S. Mond (2.8-litre Autovia-engined Bentley Special)	30.6
19.	D. Richmond (1,096-c.c. Rapier, s/c.) / R. F. Hill (996-c.c. V-twin, s/c. Sum-mer-J.A.P.)	31.2
20.	R. M. Dryden (499-c.c. Cooper-Norton single o.h.c.)	31.4
21.	C. J. Tipper (498-c.c. Monaco-Norton) / P. Collins (499-c.c. Cooper-Norton) ... / Sir Clive Edwards (1.7-litre Lea-Francis-engined H.R.G. Special) ...	31.8
22.	J. H. Webb (1,087-c.c. s/c. M.G.) ... / G. R. Hartwell (1½-litre s/c. E.R.A.)... / J. M. Perkins (2-litre s/c. Bugatti) ...	32.0
23.	E. Roberts (498-c.c. Cooper-J.A.P.) ... / I. Burgess (498-c.c. Cooper-J.A.P.) ...	32.2
24.	R. Owen (747-c.c. s/c. Martin) ...	32.4
25.	B. Tye (497-c.c. Cooper-J.A.P.) ...	33.4
26.	Capt. Stapleton (Modern 2-litre "Spa" Aston-Martin)	34.0
27.	D. H. Phillips (497-c.c. Marwyn-J.A.P.) / F. G. Lomax (746-c.c. s/c. M.G.) ... / Mrs. Kennard (stripped 2.4-litre Healey "Silverstone")	34.4
28.	G. R. Gahagan (1,087-c.c. s/c. Gahagan)	34.6
29.	Mrs. Stapleton (Modern 2-litre Aston-Martin)	34.8
30.	Mrs. Mortimer (2.4-litre Healey "Silverstone")	35.0
31.	Mrs. V. R. Richmond (1,096-c.c. s/c. Rapier)	35.2
32.	Miss Lambert (1,100-c.c. Lester-M.G.)	35.6
33.	A. F. Rivers-Fletcher (1,328-c.c. M.G. Magnette single-seater) ... ... / J. H. Lafone (746-c.c. Q-type M.G.) ...	35.8
34.	D. Clare (2-litre Semmence Special) ...	36.0
35.	R. M. Blomfield (1½-litre s/c. G.P. Bugatti)	37.0
36.	A. Delli-Colli (2-litre Bugatti)	37.8
37.	J. P. Treen (1,087-c.c. Treen-Riley) ...	38.0
38.	Mrs. Treen (1,087-c.c. Treen-Riley) ...	41.0
39.	C. R. Abbott (1914 T.T. Sunbeam) ...	41.2
40.	A. J. M. Toulmin (746-c.c. Q-type s/c. M.G.)	44.8
41.	D. J. G. King (747-c.c. s/c. Austin) ...	52.8

* *F.T.D.*
† *Fastest unblown.*
§ *Fastest* "500."

UNSUPERCHARGED SPORTS CARS

		sec.
1.	S. H. Allard (5.4-litre Cadillac-J2 Allard)	28.0*
2.	Major G. Gale (4-litre Darracq) ...	30.0
3.	G. Tyrer (2-litre "Mille Miglia" B.M.W.)	30.11
4.	G. M. Crozier (8-litre ex-Barnato Hassan Bentley)	30.99
5.	S. C. Clarke (4.3-litre Mercury J2 Allard)	31.0
6.	C. D. B. White (XK120 3½-litre Jaguar)	32.2
7.	T. A. D. Crook (4½-litre V12 "Le Mans" Lagonda)	32.22
8.	J. A. Griffiths (3½-litre Jaguar II) ...	32.4
9.	V. Axel-Berg (3.6-litre V8-engined Frazer-Nash)	32.6
10.	S. Sedgwick (6½-litre Bentley, 5-carb. 4-seater)	32.8
11.	J. H. Craig (3½-litre Jaguar)	32.97
12.	L. Gillbanks ("328" 2-litre B.M.W.)	33.0
13.	R. F. Peacock ("328" 2-litre B.M.W.)	33.18
14.	R. W. Hogg (4½-litre Bentley 4-seater) / D. A. Stump (3.6-litre Ford V8-engined M.G. chassis, D.A.S. Special) ...	33.2
15.	J. Goodhew (4½-litre "Le Mans" Lagonda)	33.5
16.	J. F. A. Cripps (5.3-litre Chrysler-engined Cripps Special)	33.77
17.	C. A. Hartridge (6½-litre Bentley) ...	33.84
18.	A. May (4¼-litre 1924 OE "30/98" Vauxhall)	34.0
19.	Major Mackay (1½-litre Rover-Cooper)	34.05
20.	H. J. M. Wilmshurst (4½-litre ex-Cook Bentley 2-seater)	34.55
21.	L. D. Hawthorn (1½-litre Riley) ...	34.7
22.	J. N. Innes (2½-litre Healey "Silver-stone")	35.0
23.	P. Wood (2½litre Healey "Silver-stone")	35.23
24.	J. A. Shutler (4½-litre Invicta coupé)...	35.36
25.	R. F. Wright (4½-litre Rapide Lagonda)	35.4
26.	H. Lester (1½-litre Lester-M.G.) ...	35.45
27.	F. Deftz (1½-litre Lester-M.G.) ...	35.5
28.	G. C. H. Kramer (4½-litre ex-Pacey Hassan Bentley) ... ... / W. S. Perkins (2-litre B.M.W.-engined H.R.G.) ... ... / P. J. E. Binns (4½-litre OE "30/98" Vauxhall)	35.6
29.	G. S. Cooper (2½-litre Healey "Silver-stone")	35.8
30.	J. E. E. Cook (4¼-litre overdrive Rolls-Bentley)	35.8
31.	A. O. Gosnell (1½-litre H.R.G.) ...	35.82
32.	E. J. Haesendonck (1,287-c.c. M.G.) ... / J. M. Hawthorn (1,089-c.c. Riley) ...	35.99
33.	F. E. Cowrick (2-litre Aston-Martin)...	36.03
34.	J. C. Garland (4½-litre Bentley) ...	36.04
35.	B. A. Henry (4½-litre Lagonda) ...	36.2
36.	G. A. Ruddock (1½-litre Meadows-H.R.G.)	36.22
37.	H. Lester (1,087-c.c. Lester-M.G.) ...	36.25
38.	D. J. R. Chapman (4½-litre ex-saloon Bentley) ... ... / R. C. C. Palmer (1½-litre T.T. Replica Frazer-Nash)	36.4
39.	D. A. Pierpoint (4.3-litre Alvis) ... / G. H. G. Burton (4½-litre Bentley) ...	36.8
40.	S. K. Rolfe (1,090-c.c. FIAT)	37.14
41.	T. H. May (4½-litre Bentley)	37.60
42.	R. Watling-Greenwood (1,088-c.c. R.W.G.)	37.65
43.	P. Lewis Morgan (1,767-c.c. modern Lea-Francis)	37.69
44.	C. J. Hamilton (4½-litre high-chassis Invicta)	38.2
45.	M. Potter Moore (1½-litre, 4-carb., Riley Sprite)	38.25
46.	C. L. J. Mertens (4½-litre Bentley) ... / R. Brook (1½-litre H.R.G. coupé) ...	38.40
47.	G. Crowther (1½-litre Frazer-Nash) ...	38.42
48.	G. Maxwell (3¼-litre Rolls-Bentley tourer)	38.8
49.	R. F. Pierpoint (1,087-c.c. FIAT) ...	39.0
50.	E. W. Cuff-Miller (1,087-c.c. "Brook-lands" Riley) ... ... / C. le S. Metcalfe (995-c.c. FIAT Balilla)	39.04
51.	W. P. U. Constable (1,250-c.c. M.G.) ... / S. G. Green (1,087-c.c. M.G.)	39.09
52.	Miss Marshall (1,250-c.c. "TC" M.G.)	39.2
53.	E. L. Taylor (2-litre Bristol saloon) ...	39.23
54.	Mrs. Mitchell (1½-litre H.R.G.) ...	39.52
55.	A. H. Ellis (995-c.c. FIAT Balilla) ...	39.6
56.	T. J. Tilling (1½-litre Singer)	40.48
57.	J. G. S. Sears (1,250-c.c. M.G.) ...	40.65
58.	C. Angell (2-litre Aston-Martin) ...	40.8
59.	G. V. Coles (746-c.c. M.G.)	40.88
60.	S. E. Barnes (747-c.c. M.G.)	40.97
61.	F. J. Ames (995-c.c. FIAT Balilla) ...	41.00
62.	Major Bailey (3-litre Bentley)	41.1
63.	A. Legg (1,250-c.c. M.G.) ... ... / W. H. Charnock (2,362-c.c. Alvis) ...	41.2
64.	Miss W. Lewis (1½-litre Aston-Martin)	41.37
65.	E. E. Sears (1,250-c.c. M.G.)	41.4
66.	L. Fuller (1,172-c.c. Craigwell Special)	41.48
67.	R. W. Norton (1,250-c.c. M.G.) ...	41.65
68.	R. E. Wray (3½-litre Rolls-Bentley Driver)	41.8
69.	D. H. Gahagan (1½-litre G.P. Bugatti)	42.0
70.	Miss Lambert (1,100-c.c. H.R.G.) ...	42.6
71.	M. L. Currie (1,088-c.c. Treen-Riley) ...	42.8
72.	C. R. Hall (1½-litre Aston-Martin) ...	43.0
73.	H. Gilling (1,100-c.c. H.R.G.) ... / N. T. Havant (847-c.c. M.G.) ... / R. Finch (1,250-c.c. M.G.) ...	43.2
74.	M. G. Thomas (1,250-c.c. M.G.) ...	43.6
75.	J. P. Treen (1,087-c.c. Treen-Riley) ...	44.46
76.	P. E. Gilbert (1½-litre Aston-Martin) ...	46.6
77.	K. Duce (1½-litre Aston-Martin) ...	47.2
78.	R. E. Goodfellow (1¾-litre d.h. coupé Alfa-Romeo)	51.6
79.	Major Pownell (6½-litre Bentley) ...	62.6

* *Sports Car Record.*

SUPERCHARGED SPORTS CARS

		sec.
1.	G. D. Parker (2½-litre Jaguette) ...	29.8
2.	A. G. Pitts (4½-litre Bentley)	30.4
3.	V. L. Hern (1,100-c.c. Amilcar) ...	30.8
4.	D. Lewis (2.6-litre Alfa-Romeo) ...	31.6
5.	R. O. Ayrton (2.3-litre Bugatti) ...	31.8
6.	H. K. Place (4½-litre Bentley)	32.2
7.	J. H. Bartlett (2.7-litre Alfa-Romeo) ...	32.8
8.	F. C. Davis (1½-litre M.G.)	33.8
9.	I. C. Lucas (1,250-c.c. M.G.) ... ... / R. G. Werth (1,100-c.c. Amilcar) ...	35.6
10.	A. H. Montague (1¾-litre Alfa-Romeo)	36.4
11.	Mrs. Lee Kennard (Mercédès-Benz) ... / J. H. H. Barrow (2¼-litre Barrow Special)	36.6
12.	T. A. Roberts (2.3-litre, Type 43 Bugatti)	36.8
13.	K. Ede (1¾-litre Alfa-Romeo)	37.0
14.	D. V. Davies (1,287-c.c. M.G. Mag-nette)	37.35
15.	L. J. Hollingsworth (1,172-c.c. Ford Special) ... ... / H. Deshaw (2.3-litre Alfa-Romeo) ...	38.4
16.	D. Bishop (847-c.c. M.G.)	38.8
17.	E. R. Jay (2.3-litre G.P. Bugatti) ...	39.0

For the Ford Owner

Bucklers list some special parts of great appeal to enthusiasts anxious to improve their Fords. The Buckler multi-tubular chassis frame is available to take either a Ford Eight transmission (7 ft. 6 in. wheelbase) or a Ford Ten transmission (7 ft. 10 in. wheelbase). With Ford Eight or Ten power unit, front and rear axles, etc., it assembles into a sports car like the one C. D. F. Buckler drives in all manner of competitions. These very rigid frames cost £52 and weigh approximately 85 lb. With body framing and spare-wheel mounting the price is £60 15s., or £61 15s. in long wheelbase form. A three-abreast chassis frame costs £55 and £56, respectively.

Owners of Ford Anglias and Prefects and builders of Ford specials are catered for by the Buckler i.f.s. conversion, which costs £20 on an exchange-of-parts basis. Special builders using a Ford Eight or Ten engine unit will be interested in the Buckler close-ratio gear assemblies. These are available to give four different combinations of second and third gear-ratio, of 6.03/10.48, 6.62/11.49, 7.25/12.62 and 7.98/13.87 to 1, respectively, in conjunction with the normal 5.5. to 1 axle ratio. In addition over-drive sets are available, overdrive operating in when the gear-lever is in the second gear position, giving ratios of 5.02, 5.5. and 8.74 to 1, or 4.59, 5.5 and 7.98 to 1, or 4.18, 5.5 and 7.28 to 1. These seven alternatives cost £9 15s. per set and employ nickel-chrome steel gears, heat-treated to 90/100 tons/sq. in. tensile. Remote gear-controls and oval Servais silencers, at £3 15s. and £1 14s. 6d., respectively, are other useful lines. Full details are available from Bucklers, 67, Caversham Road, Reading, Berkshire.

A NEW CARAVAN

Caravans are in great demand by the motor-racing fraternity, who benefit by escaping the need for hotel-bookings and by having a mobile headquarters always to hand. So interest attaches to the new Berkeley "Messenger" trailer, which was introduced at a very adequate buffet luncheon in London on September 6th. This four-berth van is priced at only £350 and weighs a mere 16 cwt. Dr. David Mace, B.Sc., P.H.D., took the prototype "Messenger" on a 2,700-mile Continental journey behind an American automobile. This actual van was displayed beside a new one, nor were Berkeley afraid to circulate a report by Dr. Mace from which his criticisms had not been expunged. Made by the largest manufacturers of caravans in the world, this new van merits your investigation. This can be carried out at the Berkeley showrooms, 175, Great Portland Street, W.1.

Those seeking to learn about French towns or to brush up their knowledge of them will find the new guides, in English, one per town, by Michelin, just the job. The first three cover Chartres, Versailles and Fontainebleu. Price 2s. 3d. each. Read them before you go there next year. They are published by Michelin Maps, 25, Villiers Street, W.C.2.

NATIONAL PRESCOTT HILL-CLIMB

Poore Makes Fastest Time and Wins Staniland Trophy

Willis and Collins Break Class Records

PRESCOTT was blessed with fine weather on the occasion of its National Meeting on September 10th. Some of the interest was stolen by the fact that Poore had already obtained an unassailable lead in the R.A.C. Hill-Climb Championship and by the poor entries, some classes attracting only one competitor. However, Raymond Mays and his E.R.A. were present to defend the lower placings. The meeting was run efficiently as usual but the B.O.C., apparently, has no sympathy with the deaf, for, although times were announced promptly, the "scoreboard" at the Esses was not in proper operation. The crowd was moderately large, but the Members' Car Park, for which a charge is now made, attracted but one Bugatti! Something will have to be done next year about the slimy path leading up the hill, for the girls dislike mud on their nylons. In practice Mays ran out of road going into the Esses and took quite an appreciable nibble out of the inner bank. Only three cars, Mays' E.R.A., Poore's Alfa-Romeo and Fairman's Rolt Alfa-Romeo, contested the new Staniland Trophy for G.P. cars with at least four cylinders and of 1½-litres or over and Poore took this home in his Lancia Aprilia along with f.t.d. Official cars were a 57 Bugatti, Lemon Burton's Bugatti Royale and Major Dixon-Spain's 1934 Austin Ten. Tony Curtis and Douglas Tubbs contributed a comic-commentary on the event.

Sports Cars up to 1,500 c.c., Non-supercharged

Tyres protesting, Gerry Ruddock made no mistakes in the Meadows-H.R.G. Haesendonck used lots of revs. on his neat M.G., Pattendon's Lea-Francis boiled, had "moments" leaving the Esses and a grand rasp of exhaust on the over-run, and Llewellyn's TD M.G. rolled about and bounced its valves, but the *wheels* remained glued to the ground.

1st:	G. A. Ruddock (H.R.G.) ...	53.01 sec.
2nd:	E. M. Mackay (Cooper-Rover)...	54.07 ,,
3rd:	J. M. James (Bugatti)	55.06 ,,

Sports Cars up to 1,500 c.c., Supercharged

In the absence of Bowles A.G., Baker's PB M.G., bodied like Haesendonck's larger M.G., couldn't help winning, but was driven very well nevertheless, after incidents in the first ascent.

1st:	A. G. Baker (M.G.)	52.02 sec.

Sports Cars, 1,501-3,000 c.c., Non-supercharged

Ron Willis missed his first run, but on his second collected the class record, in spite of sliding rather a lot out of the Esses and not changing down until he was half-way to the semi-circle. The B.M.W. beat Newton's Frazer-Nash record by 0.26 sec. Peacock's more standard-looking 328 B.M.W. was second, running without its rear-wheel panties, and Darby skilfully hurled his "Speed Model" 2-litre Aston-Martin upwards, to third place. Rawlings' Vanguard Special sounded surprised at finding itself on a speed instead of a trials hill and Stapleton's "Spa" Aston-Martin was disappointing.

1st:	R. C. Willis (B.M.W.)	50.48 sec.*
2nd:	R. F. Peacock (B.M.W.) ...	52.36 ,,
3rd:	R. K. Darby (Aston-Martin) ...	53.16 ,,

* New class record.

Sports Cars, 1,501-3,000 c.c., Supercharged

Record-holder J. Willment with Ayrton's Bugatti was in trouble in the Paddock and the trouble persisted on his only run, which terminated at the Esses with the transmission adrift.

Sports Cars over 3,000 c.c., Non-supercharged

Sydney Allard had this class in his pocket, although the Cadillac Allard didn't seem entirely happy and failed by 2.82 sec. to beat the record of Allard's last-year's Mercury-engined car. Francis, sitting high in his H.R.G. which has a 4-litre Mercury engine under its not-quite-innocent-looking bonnet, slid all corners on a beautiful and brave ascent. Mansell's Allard, with the same sort, but larger, engine, had to give best to it, but was nicely handled. Disney hit the bank at the Esses broadside in his V8 Miles Frazer-Nash. He was nearly thrown out, but as he fell back into the seat he grasped the gear-lever and went on, a brave show. Unfortunately, a wheel and things were too bent for a second display. Peter Walker had great fun rolling, sliding and synchro-persuading an XK 120 Jaguar to the top in 52.18 sec., the same car needing 53.92 when driven by Marshall. Mrs. Allard was 4.48 sec. slower than her husband in the Cadillac-Allard—that atones for Brighton, doesn't it, Sydney? Of the vintage cars, Monro's 4½-litre Invicta, which must know its way up Prescott blindfold, beat Binns' OE "30/98" Vauxhall by 1.75 sec., but the Vauxhall vanquished Pitts' 4½-litre Bentley by 0.45 sec.—more fuel for the "30/98" *versus* "4½" furnace!

1st:	S. H. Allard (Cadillac-Allard)...	50.78 sec.
2nd:	A. W. Francis (H.R.G.-Mercury	51.26 ,,
3rd:	G. N. Mansell (Allard)	51.78 ,,

Racing Cars up to 500 c.c.

First up was Elt's Elt-Special which skidded at the approach to the Esses, over-corrected and tried to climb the inner bank, falling into the road and shaking its undertray down. As this couldn't be tucked-in, no second run was assayed. Lones showed how it should be done in his new Iota, leaving Cadbury to crackle up far slower in the original front-engined Tiger Kitten, hampered by a short-wheelbase, but having good fun. Record-holder Rogers was quite fearless, but not quite fast enough. Ebdon's Halldon-J.A.P. ran out of road near the finish, Bond made his wheels lift through the Esses, people took cover when they saw how the back wheels of Thomas' Kieft canted over, and Peter Collins did wonders with too-low ratios in his Cooper. Kearon's Cooper was a steady fourth.

1st:	H. C. Lones (Iota)	48.07 sec.
2nd:	A. B. Rogers (Cooper)	48.14 ,,
3rd:	P. J. Collins (Cooper)	49.36 ,,

Racing Cars, 501-1,100 c.c.

Wharton was really masterful in the Cooper 1,000, taking his corners steadily, but using all the gun elsewhere—trials *driving, like motor-cycling, seems to be* excellent training! He had the Cooper "1,100s" beaten! Christie's Kieft with "1,100" J.A.P. engine was watched with interest and its acceleration from Esses to semi-circle and its speed round the last corner of the former was very instructive. Bradnack lost some moments with his gear-changes in his "1,100" Cooper, Heath, now in a "1,100" Cooper, seemed to get clutch slip and twin rear tyres may have slowed the Heinrich-J.A.P.

1st:	K. Wharton (Cooper-J.A.P.) ...	46.87 sec.
2nd:	M. A. H. Christie (Kieft-J.A.P.)	47.20 ,,
3rd:	B. E. Bradnack (Cooper-J.A.P.)	49.00 ,,

Racing Cars, 1,101-1,500 c.c.

Collins' Cooper with the new 1,200 c.c. J.A.P. engine displayed excellent acceleration, and Peter's gear-changes were good to watch. He effectively broke the class record, held by the late A. F. P. Fane's "Shelsley" Frazer-Nash since 1939, by 0.43 sec., but was 0.42 sec. slower than Wharton's Cooper-1,000 in the preceding class. The only other runner was the Norris-Special.

1st:	P. J. Collins (Cooper)	47.29 sec.*
2nd:	C. Heyward (Norris Special) ...	50.00 ,,

* New class record.

Racing Cars, 1,501-2,000 c.c.

Mays got away beautifully on both runs, but lost time on his first by noticeably heavy braking before the corners. On his second run he won the class, but at a time 1.34 sec. below Walker's class record. Norris' Alta Special was a noisy third, easily beaten by Mould's Bugatti, which, even when off-colour, and hitting the bank in its second run, was quicker. Poore did what he could in a rather ragged Cromard-Special, Taylor made a good job of getting himself out of a series of slides at the Esses in the entertaining and accelerative A.C.-engined Caesar-Special, and Sievwright in the ex-Neill Bugatti clouted the bank here really hard, but contrived to motor-on, earth flying violently from the wheels.

1st:	R. Mays (E.R.A.)	46.67 sec.
2nd:	P. Mould (Bugatti)	47.84 ,,
3rd:	J. B. Norris (Alta-Special) ...	49.92 ,,

Racing Cars over 2,000 c.c.

Dennis Poore drove with his usual style and dash to win this, making f.t.d. and netting the Staniland Trophy presented by J. B. Enmott. Allard was neat, but not quite so fast in the Steyr-Allard single-seater. Butterworth slid in mid-Esses, couldn't select a gear and stalled

Continued on next page

The M.C.C. at Silverstone

BEFORE the war the Motor Cycling Club's Members' Meeting at Brooklands was one of the high-lights of the clubman's season. The day was devoted to One-Hour High Speed Trials round the outer-circuit for cars and motor-cycles, in contrast to the similar events of the J.C.C., which were for cars only and enbraced artificial corners. This year the M.C.C., a club that is nearly as old as the sport itself, decided to revive its Members' meeting but, Brooklands being no more, had corners forced on it, at Silverstone. That rain varying from a Scotch mist to a downpour fell almost all the time on September 9th wasn't "Jackie" Masters' fault. Everyone enjoyed themselves enormously in spite of the damp and a rather surprising keenness under the circumstances was displayed by the spectators—one young lady, in particular, was noticed at Copse corner during the first High Speed Trial and before the next event she had walked to Stowe corner, a distance of over a mile, where she spectated for the remainder of the day, holding an umbrella up almost the entire time. Is your girl-friend as keen?

In the first One-Hour run, in which competitors had to beat the Club's speed schedules rather than themselves, but seemed to prefer to do the latter, eighteen cars were entered, divided into six classes. We rode as passenger to Derek Buckler in his Shorrock-blown Ford Ten-engined Buckler, for passengers were compulsory whereas they are usually banned for safety reasons. Personally, we welcomed this chance of a ride. Especially as the run to the circuit from Reading refreshed our memory of Buckler road-holding, braking and stability, at a 50+ m.p.h. average over wet roads.

In an event of this sort the first few laps are crowded with incident, the remainder of the time devoted to driving on what appears almost a deserted track. Mrs. Stapleton's "Spa" Aston-Martin boiled on the line and Buckler got away briskly, in company with C. F. Crossby's blown Vauxhall-Special for some laps. Mrs. Willis was motoring well and to some purpose in the neat B.M.W., but we saw little of the others, except when passing on the *inside* of Valls' A 90 Austin at Copse.

The Buckler was effectively rapid round the corners, the brakes could be applied really hard before them, and my driver insisted, every so often, on demonstrating "hands-off" steering at 75-80 m.p.h. along the straights. Altogether it was a convincing tribute to rigid tubular chassis construction and correctly-designed divided-axle i.f.s. It was sheer bad luck that after nine laps the bottom water hose became unclipped; even Mr. Ford's essentially-reliable engines will not run for long *sans* all coolant. We drew into the "pits," a motor-cycle rider proffered an assortment of screwdrivers, and while driver fixed clip "mechanic" fetched a bucket of water from the refreshment tent, asking permission to cross the track of "Jackie" himself, to the M.C.C. Secretary's obvious amusement. We went on for the remainder of the hour, but all chance of an award had evaporated, although Buckler demonstrated his car's stability as never before, lapping at over 54 m.p.h. The others fared as under:—

FIRST-CLASS AWARDS: Mrs. Willis (B.M.W.), 60.13 m.p.h.; J. V. S. Brown (H.R.G.), 57.61 m.p.h.; A. V. Gosnell (H.R.G.), 57.55 m.p.h.; C. F. Crossby (Vauxhall Special s/c.), 56.13 m.p.h.; J. H. Barrow (Barrow Special), 55.37 m.p.h.; J. H. King (H.R.G.), 55.16 m.p.h.; Mrs. Stapleton (Aston-Martin), 54.52 m.p.h., D. Bollom (Riley), 54.52 m.p.h.; F. Morrish (F.I.A.T.), 52.26 m.p.h.

SECOND-CLASS AWARDS: Nil.

THIRD-CLASS AWARDS: A. Valls (Austin A 90), 53.77 m.p.h.

NON-FINISHERS: J. G. Searle (Riley), 49.37 m.p.h.; C. D. F. Buckler (Buckler s/c.).

The motor-cycle One-Hour run followed, many riders footing at the bends on Silverstone's decidedly slippery surface. Hunting's Super Sports Morgan looked tail-heavy, but was appreciably faster than Harris' Vincent-H.R.D. with airship sidecar, and Praill contrived not to drop his very Yankee Harley-Davidson, in spite of changing down on the apex of Stowe corner. Fastest time was made by G. P. Douglass' 998-c.c. Vincent H.R.D., at 60.21 m.p.h., with a lap at 62.13 m.p.h., a fine show, in the rain.

The five-lap Scratch Race for cars followed. As the cars were flagged-off a motor-cyclist was seen to be turning slow circles in the middle of Chapel straight, with a marshal sitting unconcernedly on his pillion! The flag marshal at Stowe waved the "oil-on-track" flag, which seemed only premature, and everyone yelled, but the wretched man proceeded to ride down the course. Mrs. Willis, leading the field in the B.M.W., took skilful avoiding action, passing within a hairsbreadth of his near-side flank, while the field passed on the other side. No doubt the man was suitably shaken. Whether this caused Mrs. Willis' throttle to stick isn't known, but this trouble enabled Goodings' Jaguar to beat her to Stowe corner, after which she fell right back. Holt's three-seater 2½-litre Riley slid round at Stowe, as did Goodings' Jaguar. After two laps Molyneux's very-bored-out T-type M.G., rumoured to have a whole eighth of an inch removed from its head, convincingly took the lead, to win from Stapleton's over-geared Aston-Martin and Brown's H.R.G., Mrs. Willis fourth. The final negotiation of Stowe was exciting, as Molyneux and Stapleton were neck and neck, until the M.G.'s brakes won the duel. Buckler's overheated gasket blew and Parrott's unblown Buckler spun at Stowe after a valve spring had broken. Winner's speed: 62.09 m.p.h. For the second One-Hour run for cars, sixteen entrants had been divided into five classes. Goodings had a dual with Molyneux, whose crash-hat tried to fall off, and the Jaguar removed a straw-bale at Stowe early in the proceedings. The modern sports Lea Francis was disappointing. Huxham was pressing-on hard in a Le Mans Morgan "4/4," but had the disadvantage of losing his off-side front wheel before the finish.

FIRST-CLASS AWARDS: J. R. Goodings (Jaguar), 60.98 m.p.h.; R. E. Molyneux (M.G.), 60.84 m.p.h.; J. H. H. Barrow (Barrow Special), 59.80 m.p.h.; F. Allott (H.R.G.), 57.23 m.p.h.; D. C. C. Roberts (Jaguar), 57.19 m.p.h.; D. R. A. Quicke (M.G.), 56.83 m.p.h.; J. Spiridiron (Riley), 55.91 m.p.h.; J. H. King (H.R.G.), 55.90 m.p.h.; R. C. C. Palmer (Frazer-Nash), 55.79 m.p.h.; A. H. M. Edney (M.G.), 55.53 m.p.h.; W. W. S. Bennett (M.G. s/c.), 54.47 m.p.h.; B. G. P. de Mattos (M.G.), 53.01 m.p.h.

SECOND-CLASS AWARD: H. Thornton (Lea-Francis), 51.26 m.p.h.

The five-lap car handicap saw both Bucklers just reach the line in time to start, a credit to the mechanics who had been working on them. On the first lap, which the A 90 Austin led from Clare's G.P. 1½-litre Bugatti and the Barrow Special, Parrott's Buckler again spun at Stowe and Molyneux, in a distinct hurry, slid backwards into the straw. Nevertheless, he gained two places during the next lap, while the Barrow had caught the Bugatti. Barrow passed inside at Stowe and led at the end of lap three from the A 90, Palmer and Spiridiron fighting for third place. The latter's Riley was firmly established there by lap four. Mrs. Gibbs seemed to find the gearbox of the ex-Scott Le Mans H.R.G. difficult and Mrs. Willis, from scratch, was hopelessly out-handicapped. The Barrow-Special won at 57.78 m.p.h. and the 1 min. 56 sec. mark from Valls' A 90 (2 min. 26 sec. handicap) and Spiridiron's Riley Sprite (1 min. 36 sec.). The winners' five-lap handicap, composed of the first four from the preceding scratch and handicap races, was Molyneux's after the first lap. The A 90 held on for three circuits, then Stapleton's Aston-Martin took second place and held it, Mrs. Willis a creditable third in that effective B.M.W. Spiridiron's Riley and the A 90 crossed the line in close company, the Barrow looked slow in this race, and Goodings tried to bring a straw-bale with him from Stowe to the finish on the last lap. Molyneux averaged 60.21 m.p.h.

Considering the weather the standard of driving and riding was high and the competitors, marshals and spectators very cheerful. This meeting is an obvious "must" for 1951, "Jackie"!—W. B.

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NATIONAL PRESCOTT HILL-CLIMB

(Continued from page 495)

on his first run, but made no mistakes on his second, the A.J.B. being truly accelerative, but a thought slow into the corners. Goodwin's 4.3-litre Alvis-engined Goodwin is a very nicely made car, displaying great acceleration, but seemingly rather light at the front. Fairman was wild, getting into a slide in a really big way at the semi-circle in the Rolt Alfa-Romeo.

1st:	R. D. Poore (Alfa-Romeo) ...	45.39 sec.
2nd:	S. H. Allard (Allard) ...	45.44 ,,
3rd:	A. J. Butterworth (A.J.B.) ...	47.85 ,,

Teams

Only two teams were nominated and each had a non-starter. Stubberfield and Mould gained 95.78 against 96.32 by Allard "sports" and Allard "racing."—W. B.

The Six Fastest

R. D. Poore (3.8-litre s/c. Alfa-Romeo)	45.39 sec.‡
S. H. Allard (3.7-litre non-s/c. Steyr Allard)	45.44 ,,
R. Mays (2-litre s/c. E.R.A.) ...	46.67 ,,
K. Wharton (996 c.c. non-s/c. Cooper-J.A.P.)	46.87 ,,
M. A. H. Christie (1,098 c.c. non-s/c. Kieft-J.A.P.	47.02 ,,
P. J. Collins (1,200 c.c. non-s/c. Cooper-J.A.P.)	47.29 ,,

‡ Cup, £150 and Staniland Trophy.



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JUMPING THE FLAG.—J. W. Burgoyne eager to get off for the Final of the Open Challenge Race. Clutch starts were used.

The September Brands Hatch Meeting

Moss Unlucky. Bottoms on Form Wins Championship Race

FORTY-THREE 500-c.c. exponents entered for the 500 Club race meeting at Brands Hatch on September 17th. The weather was gusty but dry, apart from an occasional brief shower. Moss, hero of the T.T., flew back for the meeting but had gearbox derangements on his Cooper-Norton after he had won a heat and come through the field magnificently to second place after a poor start in the final of the Open Challenge Race. Thereafter his luck didn't hold. He changed from top to bottom inadvertently and the Norton didn't feel well afterwards. I don't suppose it spoilt his birthday party!

* * *

Proceedings opened, before a not very large crowd, with the first heat of the Open Challenge Race. Montgomerie-Charrington's Cooper was late in starting and Symonds' Cooper (a change from his Austin) met trouble at once. Carter's Cooper led throughout, chased by Bottoms' J.B.S., while Burgess (Cooper) and Coldham (Cooper) enjoyed a duel behind, Burgess really pouring on the coals. Impressions of this heat are the way Carter hurled his car at the twists, how Bottoms sometimes tail-slid behind, and the stresses the front tyres of the Emeryson was called upon to bear. Whitehouse retired.

All eyes were on Stirling Moss in the next heat and he treated us to a very Continental bit of pressing-on from the back row, at flag fall. Lap one saw Brown's Cooper lead, from Brandon's Cooper and Parker's Parker-Special. Lap 2 saw Parker second, and Moss third, Stirling having gained three places in this lap. He was second to Brown next time round, in the lead after four of the seven laps, and comfortably so a lap later, glancing back for a sight of Brown. Parker snaked excitingly at Paddock bend on his last lap. So they came in—Moss, Brown, Parker. Rogers was amongst the retirements.

The 7-Lap Non-Production Car Race was no brighter than this race usually is. We lost Wood's Adams-Wood-J.A.P. on the line, Smith's Smith 500 in the first lap, although after a great display of semi-controlled sliding about the middle of the arena, Woods rejoined the race. Parker, of course, led from start to chequered-flag, except when he was catching up the Bardon-Turner after spinning at the top corner. Truman eventually annexed second place, with Wright's Wright-J.A.P. third ahead of Grose's back-end-bouncy Grose 500.

Next we had the 15-Lap Final of the Open Challenge Race. After I've told you that Bottoms, driving splendidly and not a bit like a dirt-track rider, led all the way, let me tell you about Stirling. He started badly and wasn't in the picture for five laps. Then he was eighth, if you can call that being in the picture. He had Bottoms, Carter, Burgess, Parker, Brown, Emeryson and Brandon in front of him, in inverse order. A lap later, with Bottoms right out ahead of everyone, Moss hadn't been able to do anything about it. Then he passed Brandon out of the Paddock bend and took Brown the next time round, Parker on the one after that. That placed him fourth, where he stayed for a lap, causing Burgess to glance back. It was four laps before that altered, then Moss passed Burgess on the 14th lap and by a vast effort, swerving from side to side, he got by Carter on the back-leg on the last lap. The result, gentlemen: Bottoms, by a good bit, Moss, and Burgess. Wicken retired.

The first heat of the Brands Hatch Championship saw Major (roof top) Braid unlucky on the line, and Moss later on. Stirling caught Parker to lead, then the Norton said no and Parker re-passed, to be caught in his turn by Burgess and Rogers. Yes, both in Coopers, gentlemen, but the first a J.A.P., the other a Norton.

Wicken brought out his "French" Cooper for the second heat. Brandon led for a lap, then Bottoms passed him on the inside at Paddock bend. These two built up a vast lead and finished like that, Brown eventually coming home third. Westcott and John (motor-maker) Cooper enjoyed a duel, which the customer won.

Next came the first heat of the Junior Championship, for those 500 Club members so far unplaced. Brake won in a procession from Leigh and Nurse. Yes, gentlemen, all on Coopers. And all with J.A.P. engines, chaps. The second heat was another procession—Montgomerie-Charrington, smoking gently, or rather his car was, or, actually, his oil (all right, it *may* have been the oil company's oil), from Richards and Symonds. Yes, gentlemen, all Coopers. Symonds made a good effort to finish second.

In the final of the Open Championship Moss got off last and couldn't do much about it. Bottoms' J.B.S. was never caught and deserved its victory. Brandon and Burgess fought it out behind, actually doing a bit of passing and re-passing. At the end of the 12 laps Burgess led, but a *long* way behind Bottoms.

K. A. Gregory, Assistant Secretary of the 500 Club, was a popular winner of the

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JAGUARS' SWEEPING VICTORY IN THE DUNDROD T.T.

Stirling Moss Wins on Distance and Formula, Whitehead Second, Gerard (Frazer-Nash) Third on Formula. Appalling Weather Conditions.

THE first post-war Tourist Trophy Race of the R.A.C., held on the Dundrod circuit on September 16th, proved this new course to have enormous possibilities. Although terrible weather conditions prevailed from 11 a.m. that day, no serious accidents happened, which speaks well of the non-skid properties of the road. Torrential rain and a gale made the race a severe task for the drivers and a sorry one for officials and pit personnel. The Press were virtually rendered inoperative, for no Press box was provided and the Press tent eventually blew over—after which drenched Pressmen had to wait a prodigious time for the final results and were summarily ordered out of his caravan by the Press Officer. Incidentally, the race bulletins had a great many typing errors. However, it was all in a day's work, and MOTOR SPORT arrived at Brands Hatch just in time the following day, thanks to a Transair Airspeed "Consul," which would have taken us to Croydon on T.T. night had not Speke airport put up the shutters and thereby all chance of a refuel was lost.

* * *

For a classic race this year's T.T. failed to attract foreign entrants, which we hope will not be the case next year, when the race must certainly be run again, preferably over the same circuit,which should eventually become one of the notable European venues. When this happens the R.A.C. should consider making a grant to the Ulster A.C. so that proper grandstands and official buildings can be erected. The scaffolding and canvas grandstands used this year were entirely inadequate and most of the seat-holders soon decided to leave for drier places, namely, their cars and homes! The organisation, too, was hardly of the standard one has a right to expect from the R.A.C., although H. J. Catchpole gave excellent announcements which came over loud and clear. The *Daily Express* gave a cash prize of £500 to be added to the immortal Trophy and we suppose it was no more than poetic justice that this went to Tommy Wisdom of the *Daily Herald*, who had had the foresight to enter Stirling Moss and the XK 120 Jaguar.

The race was largely devoid of incident and in any case the T.T. has always been as interesting in broad survey as in lap-by-lap detail.

Although the absence of Alfa-Romeo, Ferrari, Lago-Talbot and the smaller Continental cars was disappointing, there was clearly going to be a battle-royal between a number of highly-competitive British sports cars—M.G., H.R.G., and Jupiter in the 1½-litre class, Healey "Silverstone," Aston-Martin DB II and Austin A90 in the 3-litre catagory and Jaguar "XK 120" and J2 Allard in the unlimited c.c. class, Frazer-Nash alone having a class to themselves. It transpired that the Jaguars were to cover themselves with glory. Stirling Moss' drive under the terrible conditions that prevailed proves him our leading British driver and the Jaguar a very outstanding sports car. We knew the "XK 120" had fantastic performance, this year's Alpine Rally proved its stamina, and the T.T. has proved that there is no real justification for fretting about its rather "touring-car" suppleness of suspension and lowness of steering ratio. Not only did Moss win the T.T. on formula, but he covered the greatest distance (225.45 miles) and Jaguar also netted the team prize, Peter Whitehead's car being second, Leslie Johnson's third in point of distance covered. Like many of the other cars,the Jaguars ran through non-stop, the tyre wear experienced during practice, which would have necessited a pit stop, vanishing in the rain. The Frazer-Nash driven by Gerard offered the only challenge to the Jaguars, being third on formula, but sixth behind two of the Aston-Martins on distance. As to class-battles, Aston-Martin convincingly beat the Healey opposition, the DB II saloons running smoothly and cornering well, whereas the Healeys needed fuel and in at least one instance, experienced rear shock-absorber trouble. The Allards couldn't get anywhere near the Jaguars, and the team of 1½-litre "TD" M.G.s, itself not entirely trouble-free, disposed of the 1½-litre H.R.G.s. The lone Austin A90 and the Jupiter retired early.

A timed section on one of the fastest parts of the circuit revealed that on the opening lap Allard clocked 102.6 m.p.h. to Johnson's 90.24 m.p.h., but later the best announced speeds were Moss' 120.5 m.p.h and Whitehead's 120.7 m.p.h.—in a sideways gale and lashing rain, remember! One Allard was said by the R.A.C. to be giving 93.61 *m.p.g.*, but in spite of the tail winds we don't believe it!

In brief, the 1950 T.T., a severe three-hour test on a genuine road circuit, was rendered all the more severe by the weather and was a convincing triumph for Jaguar, with Frazer-Nash and Aston-Martin sharing some of the glory.

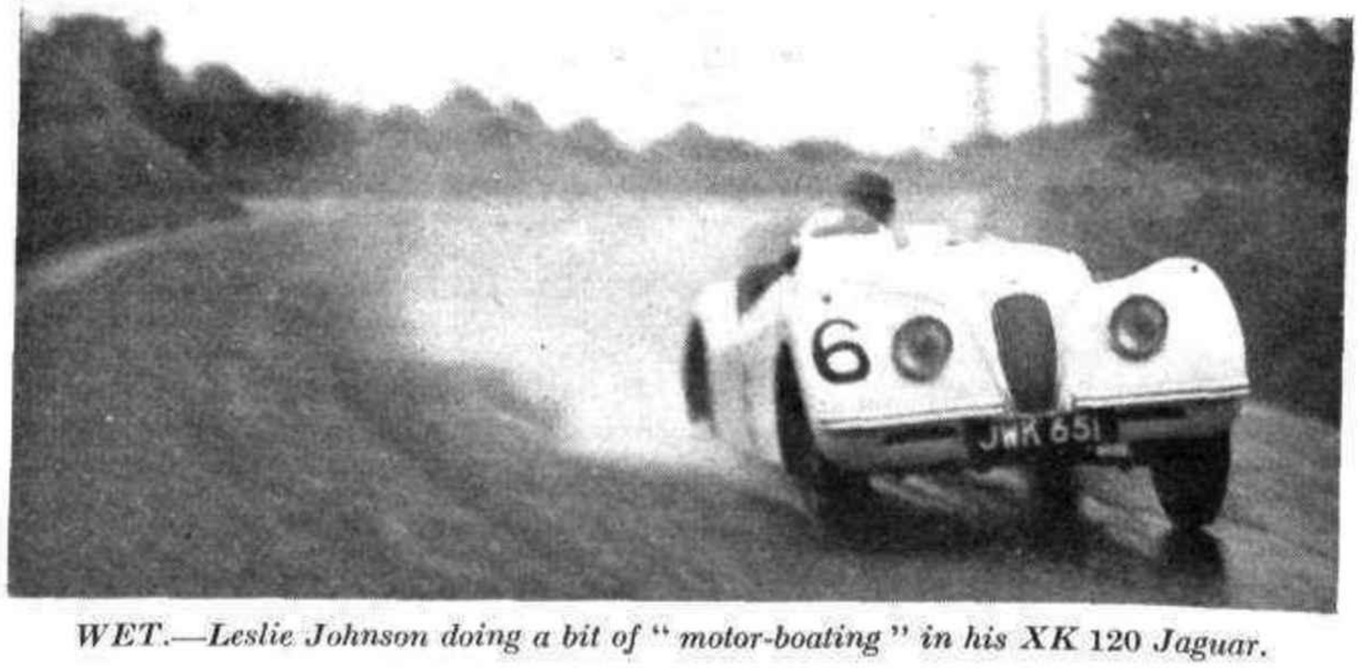
* * *

Practice produced a few incidents. Nick Haines crashed a "XK 120" Jaguar and deprived Rolt of a drive. Let it go on record that Tony spent his entire time during the race in racing attire in the streaming rain before the Jaguar pit controlling these cars, when many drivers would have gone home. Newton also crashed his Frazer-Nash, Baring's didn't start, and the fourth non-starter was Harrison's Allard. That left 31 runners.

At 2 p.m. Sir Basil Brooke, Prime Minister for Northern Ireland (all right, we know Clement Attlee has never started a race in Hyde Park!) dropped the flag and the already damp drivers sprinted to their cars, only the Aston-Martin men removing their coats! Leslie Johnson's white Jaguar was away first, followed by Watkins' Allard, Moss' Jaguar, Warburton's Allard and Lance Macklin's Aston-Martin. By Leathemstown corner the order was Johnson, Moss, Parnell, Watkins, Whitehead, Macklin and Abecassis. Here Wilson's Austin A90, running with the hood up, retired with gearbox trouble which made such a noise he reported it as a run big-end—nearly as bad as the B.R.M.

After one lap the position was:

1st:	Johnson (Jaguar) ...	... 69.34	m.p.h.
2nd:	Moss (Jaguar) ...	... 69.16	,,
3rd:	Allard (Allard) ...	... 65.92	,,
4th:	Parnell (Aston-Martin)	... 65.59	,,
5th:	Whitehead (Jaguar)	... 65.12	,,
6th:	Watkins (Allard) ...	... 64.02	,,



WET.—Leslie Johnson doing a bit of "motor-boating" in his XK 120 Jaguar.

When the race was only a quarter of an hour old Freed provided a story for the "dailies" by touching the right-hand bank at Ireland's Corner, sliding across the road, and wrecking his Healey "Silverstone" against a post, to the consternation of those following, several cars having very "near misses." "T. Flack," too, eliminated his "TD" M.G. against a tree. Neither driver was injured.

After two laps the class leaders were :

Class C : Moss (Jaguar).
Class D : Parnell (Aston-Martin).
Class E : Culpan (Frazer-Nash).
Class F : Jacobs (M.G.).

Moss had just passed Johnson. Allard was third, sandwiched between Johnson and Whitehead and Macklin and Abecassis were well behind Parnell, but ahead of Wilkinson's Healey. Wisdom had the Jupiter in second place in Class F.

A lap later Wisdom had 18 seconds lead over Jacobs' M.G. Fun and games now happened at the Hairpin, when Sydney Allard did some trials motoring in a field. After examining his car he decided to continue, and so many spectators pushed him back on the road that marshals told his pit he was virtually disqualified. Scrutineers also arrvied to inspect the car only to discover that Sydney and Lush had done this and the Allard had departed. It was soon in again, however, and the off-side rear wheel was changed, although the tyre was intact, Warburton's Allard apparently having been in contact with Sydney's—Guy going up the escape road at Wheeler's Corner—the gearbox top was removed because second gear had jammed in and some five gallons of fuel were put in, all of which put paid to Allard challenging Jaguar. Sydney remained calm and cheerful, complained that his feet were now wet, and raised a laugh by saying to a group of officials who were observing the stop, "What, are you all watching *me*, why, you'll get wet!"

By 2.30 p.m. the position on formula was :

1st :	Moss (Jaguar) ...	...	74.16 m.p.h.
2nd :	Johnson (Jaguar) ...	...	72.43 ,,
3rd :	Culpan (Frazer-Nash)	...	69.71 ,,
4th :	Whitehead (Jaguar)	...	71.65 ,,
5th :	Parnell (Aston-Martin)	...	69.56 ,,

Moss had done a lap at 76.5 m.p.h., Culpan was fastest in Class E, with 72.16 m.p.h., Macklin in Class D at 72.16 m.p.h., Wisdom in Class F, at 64.18 m.p.h.

Buncombe paused for a few minutes at Jordans Cross. Wisdom then departed up the escape road at Leathemstown and retired the Jupiter with that age-old trouble, a blown gasket. Johnson, pressed by Whitehead, skidded badly at Quarry Corner and Peter Clark abandoned his H.R.G. near the Hairpin for the adequate reason that the handbrake ratchet wouldn't free. Why he was using his hanbrake isn't known! Heaslett brought his "TC" M.G. into his pit to discard cap and replace it with a leather helmet.

Jacobs now led Class F in the absence of Wisdom. Wilkinson's cornering impressed the marshals at Ireland's Corner and over the timed section his Healey did 108.1 m.p.h., against 106.8 m.p.h. for Gerard's Frazer-Nash.

Still the wind blew and the rain fell in torrents. Clearly, the Allards were going to be hampered by refuelling, which Watkins did after nearly 1¾ hours' racing, resuming in two minutes. It was said that at Ireland's Corner the only remaining spectators were a lady and gentleman and small boy under a large umbrella—as a soaked Pressman said, at least they had an umbrella!

After 14 laps the Aston-Martins were in "flotilla-formation" at the head of Class D, Parnell a second ahead of Macklin, both lapping at 73.75 m.p.h., and Abecassis, bone-dry in shirt sleeves and yellow pullover, nine seconds behind in third place, these cars often keeping their sidelamps alight, for the rain was reducing visibility seriously and mist obscured the high parts of the circuit. Abecassis had one nasty broadside skid at Quarry. Jacobs was well ahead in Class F, followed by team-mate Lund, the leading M.G. lapping at 69.49 m.p.h. After two hours' racing Whitehead had passed Johnson and Moss was comfortably in the lead. Indeed, the leading Jaguar had averaged 74.99 m.p.h. to Whitehead's 73.74 and Johnson's 73.57 m.p.h., and whereas Johnson was 27 sec. behind Whitehead, Moss had a lead of 1 m. 59 sec. over Peter. Culpan's Frazer-Nash, which achieved its reputaion at Le Mans last year, was the Jaguar's nearest rival, followed by Gerard's. Jacobs kept well ahead of Lund, Parnell two seconds away from Abecassis, who had passed Macklin and put 31 seconds between them. Wilkinson's Healey was hardly challenging, delayed, too, by a refuelling stop.

Warburton refuelled his Allard, letting it roll too far from the hose but his mechanic pushing it back under the instructions of R. J. Canham who was managing the Allard pits.

The gale, if anything, increased, and threatened to bring the pits down, the rain was as heavy as ever, and at the Hairpin visibility was down to 80/100 yards. Parnell, finding Abecassis a second away from him, took the timed section at 113 m.p.h. Heaslett needed the escape road at Cochranestown, Masters refuelled his Healey neatly in two minutes, Moss pushing his race-average up by over one mile per hour. At 4.30 p.m., after 2½ hours of the three hours' racing, the order was :

1st :	Moss (Jaguar) ...	...	76.02 m.p.h.
2nd :	Whitehead (Jaguar)	...	73.97 ,,
3rd :	Gerard (Frazer-Nash)	...	71.63 ,,
4th :	Parnell (Aston-Martin)	...	72.25 ,,
5th :	Abecassis (Aston-Martin)	...	72.21 ,,

Thus the situation became most interesting. Culpan's Frazer-Nash had slowed up, yet Gerard, always behind it until then, was third on formula and the Aston-Martins, penalised on handicap by larger engines, had also displaced

THE T.T. ENTRIES

ENTRANT	DRIVER	CAR	ENGINE CAPACITY
	CLASS F : 1,100-c.c.–1,500-c.c.		
J. W. Thornley ...	G. E. Phillips ...	M.G. "TD" Mk II ...	1,250 c.c.
,, ...	R. W. Jacobs ...	,, ...	,,
,, ...	E. W. K. Lund ...	,, ...	,,
"T. Flack" ...	"T. Flack" ...	M.G. "TD"	,,
W. B. Groves ...	W. B. Groves ...	M.G. "TC"	,,
J. J. Flynn ...	J. J. Flynn ...	,, ...	,,
M. Heaslett ...	M. Heaslett ...	,, ...	,,
C. B. Grandfield ...	T. H. Wisdom ...	Jowett Jupiter	1,486 c.c.
Hugh Clapp ...	Peter Clark ...	H.R.G. 1½-litre	1,496 c.c.
Peter Clark ...	John Buncombe .	,, ...	,,
,, ...	A. P. Hitchings ...	,, ...	,,
	CLASS E : 1,500-c.c.–2,000-c.c.		
T. A. D. Crook ...	T. A. D. Crook ...	Frazer-Nash "Le Mans" Replica	1,971 c.c.
A. A. Baring ...	A. A. Baring ...	,,	,,
E. J. Newton ...	E. J. Newton ...	,,	,,
F. R. Gerard ...	F. R. Gerard ...	Frazer-Nash "421" ...	,,
W. H. Aldington .	D. H. Murray ...	,, ...	,,
N. R. Culpan ...	N. R. Culpan ...	Frazer-Nash "Le Mans"	1,972 c.c.
	CLASS D : 2,000-c.c.–3,000-c.c.		
Automobila, Ltd. .	Robin Richards ...	Healey "Silverstone" ...	2,443 c.c.
,, ...	Guy Gale ...	,, ...	,,
,, ...	C. H. Masters ...	,, ...	,,
C. Mortimer ...	C. Mortimer ...	,, ...	,,
Walter Freed ...	Walter Freed ...	,, ...	,,
E. J. Wilkinson ...	E. J. Wilkinson ...	,, ...	,,
David Brown ...	R. Parnell ...	Aston Martin DB II ...	2,580 c.c.
,, ...	L. Macklin ...	,, ...	,,
,, ...	G. Abecassis ...	,, ...	,,
J. C. Wilson ...	J. C. Wilson ...	Austin A90	2,660 c.c.
	CLASS C : OVER 3,000-c.c.		
Nick Haines ...	Nick Haines ...	Jaguar XK 120	3,442 c.c.
T. H. Wisdom ...	Stirling Moss ...	,, ...	,,
L. G. Johnson ...	L. G. Johnson ...	,, ...	,,
P. Whitehead ...	P. Whitehead ...	,, ...	,,
S. H. Allard ...	S. H. Allard ...	Allard J2	4,375 c.c.
,, ...	G. Warburton ...	,, ...	,,
,, ...	K. Watkins ...	,, ...	,,
Maurice Wilde ...	T. G. Harrison ...	Allard J-type	,,

THE CARS ELIGIBLE

The Regulations for the race contained the following stipulations :—

Chassis : Chassis must be of a normal four-wheel type, the engine of which is not supercharged.

Body : The body and equipment must comply with the International Sporting Code, including the requirements of Appendix "C" and must be as catalogued and sold by the manufacturers of the chassis or by one of the manufacturer's approved coach builders.

The R.A.C. may require a duly certified and audited statement from the manufacturer giving proof that at least twenty of the selected type of chassis together with the body fitted and including any optional extras have, in fact, been constructed and sold between January 1st, 1947, and August 21st, 1950. Foreign entries will only be accepted with the approval of the National Club of the country concerned and a similar audited statement may be required and will be subject to the scrutiny of appointed auditors of the R.A.C.

A technical inspection of cars will be made prior to the race in accordance with instructions to be issued to entrants and cars qualifying for any award may be again inspected at the conclusion of the race. No car may be driven on the circuit until it has satisfactorily passed this technical inspection. Any car to be used for practising which is not entered for the race must also be presented for inspection.

No alterations or additions to the manufacturer's specification may be made except as detailed hereunder :—

(*a*) *Optional Alterations.*

1. The type and make of tyre (wheel diameter and rim section may not be altered).
2. The type and make of sparking plug.
3. The carburetter settings (the make, type, size and number of carburetters may not be altered).
4. Ignition timing (this may be varied only within the limits of any adjustment provided by the manufacturer).

(*b*) *Compulsory Alterations.*

1. Driving mirrors must comply with the International Sporting Code.
2. Windscreens must be carried and must be of laminated glass, Perspex or similar plastic material. On open cars screens may be lowered if provision for so doing is made in the design.
3. Provision must be made for sealing petrol tank filler caps.
4. A serviceable fire extinguisher must be carried in a bracket.

Fuel : Only fuel as supplied by the R.A.C. may be used. This fuel will be of a normal type of petrol with an octane rating of approximately 80. A specification of this fuel may be obtained on application. If an entrant so desires, upper cylinder lubricant may be added to the fuel by the R.A.C. providing that such additive does not increase the octane rating. Any entrant desiring to use an upper cylinder lubricant must notify this fact on his entry form.

During the race, cars may be refuelled only from a gravity feed system supplied in each pit by the R.A.C., and which will have a standard hose and nozzle as used on a normal petrol pump. The nozzle diameter will not exceed 1½ inches.

Spares and tools : Only fuel, oil, brake fluid, water and additional spare wheels may be supplied from the entrant's pit.

Except for these items anything which may be required for the car during the race must be carried upon the car.

Wheel Changes : One spare wheel with tyre must be carried on the car throughout the race. The first wheel change must be effected with this spare wheel and for all wheel changes only the normal jacking system supplied with the car may be used.

Johnson's Jaguar, and were third and fourth on distance.

The Jaguar team was still intact, so was the Aston-Martin team, so was the M.G. team, although Lund's "TD" M.G., which was refulled in one minute, sounded to have an enlarged bearing in its engine. Crook's Frazer-Nash was splitting up the Gerard, Culpan, Murray team in Class E, Crook being third. Allard was still circulating to keep the Allard team intact but had been told he might be disqualified because people had pushed his car, which he took very philosophically.

So the miserable but highly instructive 1950 T.T. drew to a conclusion. The irrepressible Moss, who was flying back to Brand's Hatch the following day and celebrating his 21st birthday that evening, having been signalled by his father to slow, was suddenly speeded up, because his pit were not at all sure that Gerard had not caught him on formula. Watched by Norman Freeman, "Dunlop Mac," whose advice had not been needed after all, although a stack of spare wheels were ready, the irrepressible Stirling set a last lap of 77.61 m.p.h., a Dundrod T.T. record. In all he covered 225.45 miles non-stop at 75.15 m.p.h. W. B.

The final result of the T.T. was :—

1st : S. Moss (Jaguar); handicap percentage, 97.47 ; speed, 75.15 m.p.h.
2nd : P. N. Whitehead (Jaguar); handicap percentage, 96.15 ; speed, 74.13 m.p.h.
3rd : F. R. Gerard (Frazer-Nash); handicap percentage, 96.02 ; speed, 71.92 m.p.h.
4th : R. Parnell (Aston-Martin); handicap percentage, 95.93 ; speed, 72.72 m.p.h.
5th : G. Abecassis (Aston-Martin); handicap percentage, 95.49 ; speed, 72.38 m.p.h.

The Class results were :—

CLASS C: UNLIMITED

	Driver	Distance covered (miles)	Speed (m.p.h.)
1st :	S. Moss (Jaguar)	225.45	75.15
2nd :	P. N. Whitehead (Jaguar) ...	222.392	74.13
3rd :	L. G. Johnson (Jaguar) ...	219.18	73.06
4th :	G. Warburton (Allard) ...	200.325	66.97
5th :	K. Watkins (Allard) ...	199.565	66.52
	CLASS D : 3 LITRES		
1st :	R. Parnell (Aston-Martin) ...	217.168	72.72
2nd :	G. Abecassis (Aston-Martin)	217.148	72.38
3rd :	L. Macklin (Aston-Martin) ...	215.354	71.78
4th :	E. J. Wilkinson (Healey) ...	211.791	70.59
5th :	C. H. Masters (Healey) ...	206.39	68.79
	CLASS E : 2 LITRES		
1st :	F. R. Gerard (Frazer-Nash)	215.77	71.92
2nd :	N. R. Culpan (Frazer-Nash)	213.452	71.15
3rd :	T. A. D. Crook (Frazer-Nash)	207.739	69.25
4th :	D. H. Murray (Frazer-Nash)	203.23	67.74
	CLASS F : 1½ LITRES		
1st :	R. W. Jacobs (M.G.) ...	189.892	63.29
2nd :	G. E. Phillips (M.G.) ...	182.621	60.87
3rd :	E. W. K. Lund (M.G.) ...	180.99	60.33
4th :	J. Buncombe (H.R.G.) ...	179.342	59.78
5th :	A. P. Hitchings (H.R.G.) ...	174.816	58.27

TEAM AWARD : Moss, Whitehead, Johnson (Jaguars).

T.T. TOPICS

T. H. Wisdom appears to have won £800 in cash on the T.T. results, as well as the Tourist Trophy, Class Trophy, Special Award for greatest distance and the S.M.M.T. Team Trophy. Does this compensate for that gasket, Tommy ?

* * *

"Pa" Moss flew back to London in the gale by B.E.A. that night, so as to be able to drive Stirling to Brands Hatch the next day. Stirling only managed to get a seat in an early aircraft on the Sunday because John (journalist) Cooper gave gave up his. Stirling arrived on time—also in a gale, as did John, a bit later.

How did the senior R.A.C. officials contrive to keep so dry ? Col. Barnes obviously knows of a caravan which doesn't leak !

* * *

Will the reader of MOTOR SPORT who gave the Editor and Photographer a lift to the circuit after our taxi had been "arrested" for not having a windscreen label, please accept our thanks ? Did he and his lady enjoy the race ? And did they get as wet as we did ?

* * *

Did "Lofty" England enjoy his drive in the winning Jaguar after the race to the airport, where the cars that had to be scrutineered on the morrow were garaged ? And is it true that it takes 2½ hours to remove the cylinder head of a Frazer-Nash. If so, how long does it take to put it back ? We don't *really* want to know, Aldy !

* * *

We hope Col. Barnes and his assistants were not blown away by the gale. Certainly not one senior official of the R.A.C. Competitions Department was in the London office on the Monday morning after the race, and no one there *knew who had won the T.T.* !

* * *

So much for the 1950 T.T.—JAGUAR won convincingly and must have gained much worthwhile prestige thereby. Mr. Lyons, Jaguar Managing Director, flew over in a private aeroplane and used a Jaguar saloon to motor into Belfast.

Reports of Recent Events

SHENSTONE & D.C.C. FIRST EVENING TRIAL (August 26th)

SPORTS CARS: J. H. Leigh (Frazer-Nash).
TRIALS CARS: L. Tracey (Dellow).
ORDINARY CARS: J. Tregenza (Bradford).

LAGONDA C.C. THAME RALLY (September 27th)

CONCOURS D'ELEGANCE

LAGONDAS:
1. F. Defty (4½-litre L.G.45R.)
2. Major Armitage (2-litre).
2. J. S. Speller (2-litre).

LIGHT CARS:
1. R. H. Marks (A.C.).
2. R. Russel (Talbot).
3. Mrs. M. Fisher (Lagonda).

TREASURE HUNT

LAGONDAS:
1. B. A. Henry (4½-litre M.45R.).
2. F. Defty (4½-litre L.G.45R.).
3. J. J. Brooks (1950 L.B.S.).
3. T. C. Saunders (3-litre).

LIGHT CARS:
1. W. Styles (Stellite).
2. P. Fawcett (Calcott).
2. J. Wrigley (Talbot).

S.U.N.B.A.C. SILVERSTONE MEETING (September 2nd)

A strong blustering cross wind was difficult for drivers and tiring for spectators. There were capacity-class scratch races, events for 500 c.c. racing cars, for the new 750 formula Austin Seven class, and an allcomers handicap. In the unlimited race R. C. Willis with his ultra-light B.M.W. Special showed a clear superiority over the O.B.M., and in the 1,500 c.c. class Nancy Binns had a walkover. Indeed, nearly all the races developed into processions, particularly the two "500" heats when nobody challenged anybody, and the drivers had no incentive to hurry along. The Austin Seven race was in marked contrast. Lush's orange "T.T. Ulster" driven by Bulmer was about 10 m.p.h. down in speed, and far from having a comfortable win as in the previous formula race, Bulmer had to employ every ounce of his driving skill to beat Edge's neat little special. Edge had far more speed on the main runway, and the two cars were about equal on Hanger straight. Bulmer was able to draw level each lap by Beckett's and they would enter Stowe side by side, but on the end of the third lap Edge overdid the corner slightly so that Bulmer was able to nip across behind him and gain about 70 yards. Although Edge passed again before Copse, Bulmer's extra cornering ability enabled him to repass and reach Stowe on the last lap just sufficiently ahead to cross the line first. Both Peatfield's and Lincoln's cars also possessed superior speed, but the latter suffered a blocked fuel system and the former caused a sharp shower of straw bales at Copse, and dropped back. As if the desperate duel for first place were not enough, Adamson and Witton were having a grim dogfight for last place, undoubtedly breaking all existing records for the number of repassings per lap. Hewitt took third place after a bad start, and by reason of his excellent brakes was able to remain a constant distance behind the leaders. Let nobody say that Austin Seven races are dull!

The Allcomers' Handicap was run off in four heats, and as the handicappers had no more than the average amount of second sight, there were no closely-bunched finishes. But in the last heat Rawlings, in the Vanguard Special "Buttercup," having been favourably rehandicapped, was going through the field in an obviously winning manner, when Willis appeared as from nowhere and just managed to get to the finishing line a few feet in front. This reversed last year's episode in the same race when Rawlings performed the same manœuvre to gain a second place. When the net speeds had been calculated it was found that W. L. Grose, with his Standard Eight-suspended "500," had beaten his handicap by the largest margin, which was very satisfying, for this beautifully-made pioneer "500" has always been kept out of the money by the Coopers.

1,100 C.C. S/C. AND 1,500 C.C. UNS/C. SPORTS CARS, HEAT 1 (4 LAPS):
G. R. Stokes (Riley-M.G.) ... ... 61.18 m.p.h.
1,100 C.C. S/C. AND 1,500 C.C. UNS/C. SPORTS CARS, HEAT 2 (4 LAPS):
Mrs. N. Binns (Riley) ... ... 65.34 ,,
SPORTS CARS OVER 1½-LITES (4 LAPS):
R. C. Willis (B.M.W.) ... ... 72.22 ,,
500 C.C. RACING CARS, HEAT 1 (8 LAPS):
D.A. Clarke (Cooper) ... ... 70.51 ,,
500 C.C. RACING CARS, HEAT 2 (8 LAPS):
W. Webb (Cooper) ... ... 69.00 ,,
750 C.C. FORMULA RACE (4 LAPS):
C. H. Bulmer ("T.T. Ulster") ... 55.02 ,,
ALLCOMERS' HANDICAP, HEAT 1 (4 LAPS):
W. L. Grose (Grose 500) ... ... 65.35 ,,
ALLCOMERS' HANDICAP, HEAT 2 (4 LAPS):
W. Webb (Cooper) ... ... 58.24 ,,
ALLCOMERS' HANDICAP, HEAT 3 (4 LAPS):
R. W. Messenger (Iota 500) ... 59.1 ,,
ALLCOMERS' HANDICAP, HEAT 4 (4 LAPS):
R. C. Willis (B.M.W.) ... ... 52.23 ,,
ALLCOMERS' HANDICAP, FINAL ORDER:
W. L. Grose (Grose 500) ... ... 65.35 ,,

PLYMOUTH M.C. 5TH ANNUAL "PRESIDENTIAL TROPHY" RALLY (September 3rd)

The Presidential Trophy, presented by the late Mr. A. Turnbull, and cups presented by the leading motor firms of Plymouth, were competed for.

In spite of the appalling weather and the holiday season a good entry lined up for the start at Manor Garage, Aveton Gifford, proceeding thence to the first of a series tests in driving and reversing acceleration, braking and width judging calculated to prove the skill of drivers using standard production cars.

The course of 12 miles ended at Bigbury and with improved weather conditions picnic tea was enjoyed by the river at the bottom of Stakes Hill.

PRESIDENTIAL TROPHY: E. Ellis (B.M.W.), 78 marks gained.
P.M.C. RUNNER-UP AND VAUXHALL CUP: G. H. Turnbull, 66 marks gained.
FORD CUP: A. L. Chard, 53 marks gained.
MUMFORD CUP: C. Deeble, 47 marks gained.

CHILTERN C.C. CONCOURS D'ELEGANCE (Sept. 3rd)

PRIX D'HONOUR: P. Barden (1950 Rolls-Royce).
BROOKLANDS TROPHY: R. Way (1937 Rolls-Royce).
CLASS AWARDS, *Class* 1: N. V. Reeves (1899 Benz); *Class* 2: S. J. Skinner (1910 Rolls-Royce); *Class* 3: J. M. B. Dove (1929 Sunbeam); *Class* 4: V. W. G. Cook (1938 Morris); *Class* 5: L. Gibbs (1936 Riley); *Class* 6: R. A. O. Blackwell (1948 Alvis).
PRIDE OF OWNERSHIP: C. T. Anderson (1937 F.I.A.T.).

INTERNATIONAL 500-c.c. RACE, SAN SEBASTIAN (September 3rd)

1st: K. Carter (Cooper), 55 min. 53.6 sec.; 2nd: T. Frost (Cooper); 3rd: S. Coldham (Cooper). Fastest lap: Carter (Cooper), 46.8 sec.

THE CURRAGH RACES (Sept. 9th)

The Irish Motor Racing Club's International Curragh races produced a close finish in the senior event, when Duncan Hamilton's Maserati won by 3 seconds from local man J. Kelly's Alta. At first Powys-Lybbe, last year's winner, led in his P3 2.9-litre Alfa-Romeo, lapping at 82.34 m.p.h. Kelly responded with a lap at 82.73 m.p.h., and when the Alfa-Romeo retired with plug trouble, he took the lead. Signalled to slow down, he seems to have been wrongly informed, for he allowed Duncan Hamilton to creep up and the latter caught and passed the Irishman on a corner during the last lap.

Last year's winner J. J. Flynn (M.G.) again won the O'Boyle Trophy handicap. Kelly was in third place when a broken spring shackle caused the Alta's retirement.

Results

WAKEFIELD TROPHY RACE:
1st: D. Hamilton (Maserati), (1 min.), 1 hr. 17 min. 40 sec.; speed 78.35 m.p.h.
2nd: J. Kelly (Alta), (scratch), 1 hr. 17 min. 43 sec.; 79.35 m.p.h.
3rd: O. Moore (O.B.M.), (1 lap and 1 min.), 1 hr. 18 min. 53 sec.; 73.25 m.p.h.
4th: P. C. T. Clark (H.R.G.), (1 lap and 2 min.), 1 hr. 19 min. 0 sec.; 72.20 m.p.h. 5th: R. F. Salvadori (Healey) (1 lap and 2 min.), 1 hr. 19 min. 18 sec.; 71.93 m.p.h. 6th: P. Dutt (Maserati), (3 min.), 1 hr. 19 min. 43 sec.; 74.36 m.p.h. 7th: T. M. Meyer (H.W. Alta), (1 lap and 3 min.).

O'BOYLE TROPHY HANDICAP RACE:
1st: J. J. Flynn (M.G.), (2 laps and 1 min.), 1 hr. 6 min. 2 sec.; 61.62 m.p.h.
2nd: M. P. Cahill (Iona Special), (2 min.), 1 hr. 6 min. 54 sec.; 69.04 m.p.h.
3rd: A. Coleman (M'G.), (1 lap and 4 min.), 1 hr. 7 min. 2 sec.; 62.37 m.p.h.
4th: T. M. Largey (M.G.), (2½ min.), 1 hr. 7 min. 13 sec.; 68.18 m.p.h. 5th: C. Vard (M.G.), (2½ min.), 1 hr. 8 min. 10 sec.; 67.20 m.p.h. 6th: Miss E. Ingram (M.G.), (1 lap and 2 min.), 1 hr. 9 min. 18 sec.; 62.12 m.p.h.

LANCASHIRE A.C. DAVIS TROPHY TRIAL (Sept. 2nd)

Sixty-four entries were divided into touring and sporting classes for this trial that started near Preston and finished near Gisburn. The weather was fine but recent rain rendered the hills "beyond reproach." They included Alum Scar, which the "tourists" had to be excused, New Inn, Acad Wood, Clerk, Nick Quarry and Dean Farm.

Results

DAVIS TROPHY (Best Performance).—Gordon Mosby (Ford).
OPPOSITE CLASS.—Cyril Bold (Bold).
VISITOR'S AWARD.—A. W. Lilley (A.W.).
TEAM PRIZE.—1st: Lancs. and Cheshire—A. W. Lilley (A.W.), B. K. Thompson (Wharton) and K. R. Bailey (Bailey).
GENERAL PLACINGS.—1st, Mosby; 2nd, Bold; 3rd, Lilley; 4th, G. R. Holt (G.R.H.); 5th, A. R. Hopkinson (Bancroft); 6th, K. R. Bailey (Bailey); 7th, A. A. Butler (Clegg); 8th, H. W. Begley (Ward); 9th, Miss H. B. Kemble (Ford); 10th, J. R. Preston (Austin); 11th, C. Corbishley (C.C.S.); 12th, F. Dean (A.W.).

TOURING CLASS:
BEST PERFORMANCE.—D. S. Rayner (Ford).
UNDER 1,500 C.C.—R. W. Farnworth (M.G.).
OTHER PLACINGS.—3rd, E. Ainsworth (Healey) 4th, J. Carefoot (Lancia); 5th, L. J. Collier (M.G.); 6th, J. N. Prest (M.G.); 7th, G. W. Altham (Singer); 8th, D. Chadwick (Singer); 9th, R. Smith (B.M.W.); 10th, J. G. Booth (M.G.).

M.G. AND RILEY ABINGDON RALLY

Results

CONCOURS D'ELEGANCE.—1st: R. Tomkins (M.G.); 2nd: R. F. Beck (Riley); 3rd: S. J. Parry (M.G.).
GARAGE TEST.—1st: Mrs. J. C. Winby (M.G.); 2nd: D. F. Ryder (M.G.).
KERB TEST.—1st: W. W. Tilston (M.G.); 2nd: W. A. Scott Brown (M.G.).
THREADNEEDLE STREET TEST.—1st: M. Llewellyn (M.G.); 2nd: A. E. Williamson (Riley).
ROUND THE HOUSE TEST.—1st: D. F. Ryder (M.G.); 2nd: R. P. Dean (M.G.).
BEST M.G. AGGREGATE PERFORMANCE.—S. J. Parry.
BEST RILEY AGGREGATE PERFORMANCE.—R. F. Beck.

TENBY M.C. LYDSTEP SPEED HILL-CLIMB (Sept. 16th)

A record number of entries was received and racing cars up to 2 litres ran for the first time. Ken Wharton's Cooper 2,000 broke the course record, setting it to 31.549 sec.

Results

RACING CARS UP TO 500 C.C.:
1st: E. J. Moor (Wasp-Norton) ... 34.68 sec.
2nd: Ken Wharton (Keift) ... ... 36.00 ,,
3rd: J. W. Cox (Cooper-Norton) ... 36.71 ,,
RACING CARS, 501-1,100 C.C.:
1st: Ken Wharton (Cooper-J.A.P.) 31.549 sec.*
2nd: Ray Merrick (Cooper-J.A.P.)... 34.64 ,,
SPORTS CARS UP TO 1,100 C.C.:
1st: B. B. Lindon (Morris Special) ... 43.46 sec.*
2nd: G. C. Johnson (Singer) ... ... 45.31 ,,
3rd: O. H. J. Davies (Morris Minor) 47.64 ,,
SPORTS CARS, 1,100-1,500 C.C.:
1st: Ken Wharton (Cooper sports)... 35.51 sec.*
2nd: W. Lloyd Edwards (Ford special) ... ... 38.95 ,,
3rd: Lt.-Col. Archdale (Frazer-Nash) 39.11 ,,
4th: Mrs. Joy Cooke (Cooper sports) 39.82 ,,
SPORTS CARS, 3,000 C.C. UN-S/C. AND 1,500 C.C. S/C.:
1st: G. D. Waldron (Dellow, s/c.) ... 37.48 sec.
2nd: Ken Rawlings (Vanguard special) ... ... 37.91 ,,
3rd: L. G. Evans (Dellow, s/c.) ... 37.97 ,,
SPORTS CARS OVER 3,000 C.C.:
1st: G. N. Mansell (Allard) ... ... 36.71 sec.*
2nd: A. L. Francis (H.R.G.-Mercury) 37.98 ,,
* *New class record.*

SPECIAL AWARDS:
Fastest time of the day by a car of any type or capacity: Ken Wharton (Cooper-J.A.P.).
Fastest time by a racing car up to 500 c.c. (Evans and McDowell Perpetual Challenge Cup): E. J. Moor (Wasp-Norton).
Fastest time by a lady driver (Harold Styche Perpetual Challenge Cup): Mrs. Joy Cooke (Cooper sports).
Fastest time by a standard production model closed car (Alec Munt Perpetual Challenge Cup): Ken Wharton (Ford V8).
Fastest time by a sports car in any class or capacity (Arthur Bassett Perpetual Challenge Cup): Ken Wharton (Cooper sports).
The best constructed sports car or competition special, home made, owned, entered and driven by a competitor resident in Wales (Victor Morris Challenge Cup): W. Lloyd (Edwards-Ford Special).
An additional award for the best performance by a lady driver in start, stop and general handling of a car during the competition (Mr. Victor Morris Challenge Cup): Mrs. M. Evans (Dellow).

V.S.C.C. WELSH RALLY

Regulations and entry forms are now available for this event. It is open to members of the Club, driving Vintage or Edwardian cars.

The rallying point is the Radnor Arms, Presteign, Radnorshire, to which the cars will proceed on October 14th (Saturday) and marks will be allotted on the basis of mileage covered between 10 a.m. and 6 p.m.

On the Sunday there will be an Appearance Competition and Hill-Climbing Test for the Edwardian cars and a 35-mile Reliability Trial for the Vintage cars. Entries have closed.

Letters from Readers

LANCIA AS A DRIVER

Sir,

I have read with great interest in your current issue the letter "Lancia as a driver," by Mr. Peter Helck. I have known this fine American artist, as a friend, for some time now.

It has been my misfortune to have only seen Cav. Lancia race twice, in the 1907 and 1908 Grand Prix at Dieppe, and I have vivid recollection of the great man in the first lap in the 1907 Race on his red F.I.A.T. with his black umbrella-coat, as worn in those days, totally blown out by the wind like a human Michelin Bibendum.

Returning to Mr. Helck, he is much too modest apparently to say that he is the actual owner of the Locomobile Racer which won the Vandervelle Cup Race on October 24th, 1908, driven by Robertson 258.06 miles, average 64.3 m.p.h., also accomplishing the fastest lap at 69.4 m.p.h.

I am, Yours, etc.,

London, W.11. C. R. ABBOTT.

* * *

BRITISH AMATEUR MOTOR RACING CLUB

Sir,

Our aim is to enable members to take an active part in motor racing without the heavy individual expense which would otherwise be unavoidable. We have at our disposal at present one car and a workshop, also another partly completed car. We hope to be able to enter one or more cars in most of the events next season, meanwhile we intend to organise one or two rallies to give our members a chance to gain some experience.

We are a very small club at present and our main need is members. We think there is a large potential membership.

We are negotiating for affiliation with the R.A.C., but this cannot be granted until we have at least 50 members.

I am, Yours, etc.,

Keighley, Yorks. IAN A. DOUGLAS
Hon. Secretary

]We hope this club has better fortune than similar clubs, such as the J.R.D.C., had before the war.—ED.]

* * *

READERS' OPINIONS OF THE B.R.M.

Sir,

In 1933 Mr. H. N. Charles produced two cars made mostly of standard production parts; these cars cost about £2,000 complete, were completely reliable and one in the hands of Col. Gardner is still functioning, as everybody knows.—M.G. 1,100 c.c., six-cylinder: 240 *b.h.p. at* 8,000 *r.p.m.*, 32 *lb./sq. in. boost*, speed 165 m.p.h. with wheels outside body, 206 wheels inside body.

If we are going to produce a National Car surely we should use the one great national racing genius that this country has produced?

I am, Yours, etc.,

Henley-inArden. "R.N.V.R."

M.G. SUCCESSES IN AUSTRALIA

A cable received by the Nuffield Organisation from Australia reported big M.G. successes in the Queensland Road Racing Championship. The Championship took place in August, but results have only just been announced.

M.G.s won all the first three places in the championship, also first three places in the 1,500-c.c. scratch race. First and second places were won by M.G.s in the Lowood handicap.

ONE-MAKE CLUBS

We inadvertently omitted the Southern Jowett C.C. from our list of one-make clubs in the last issue. Founded in 1923, this club caters for all Jowett owners, Javelins included, and is running a Point-to-Point on October 29th, starting starting from Hampton Court at 9.30 a.m. *Hon. Sec.*: R. Knight, 390, Hoe Street, E.17.

THE SEPTEMBER BRANDS HATCH MEETING

—continued from page 497

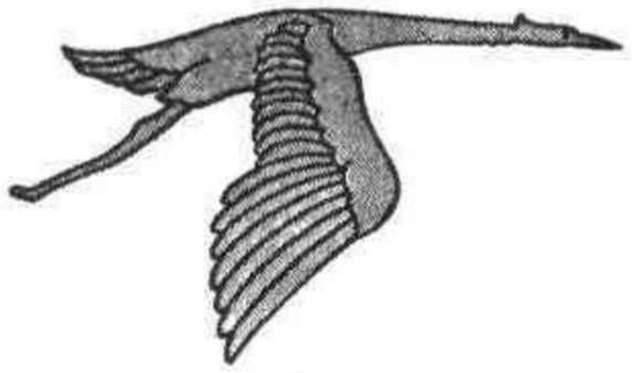
Junior Brands Hatch Championship 15-lap final and skilful, too, until he bumped Brake. Brake was second and Montgomerie-Charrington third, and it isn't a pun to say that the latter had it on brakes, is it? Because he had, but not enough to take him past.

The 15-lap Championship of the Meeting started very late but they tell me it was worth waiting for. If it isn't too cold I expect I shall go to Brands Hatch on October 14th.—W. B.

Results

OPEN CHALLENGE RACE
HEAT 1, SEVEN LAPS:
1st: K. E. Carter (Cooper-Norton), 64.13 m.p.h.
2nd: A. Bottoms (J.B.S.-Norton).
3rd: I. Burgess (Cooper-J.A.P.).
HEAT 2, SEVEN LAPS:
1st: S. Moss (Cooper-Norton), 60.10 m.p.h.
2nd: A. Browm (Cooper-J.A.P.).
3rd: D. Parker (Parker-J.A.P.).
FINAL: 15 LAPS
1st: A. Bottoms (J.B.S.-Norton), 65.40 m.p.h.
2nd: S. Moss (Cooper-Norton).
3rd: I. Burgess (Cooper-J.A.P.).
NON-PRODUCTION-CAR RACE—15 LAPS:
1st: D. Parker (Parker-J.A.P.), 56.29 m.p.h.
2nd: D. F. Truman (Bardon-Turner-J.A.P.).
3rd: J. Wright (Wright-J.A.P.).
BRANDS HATCH CHAMPIONSHIP:
HEAT 1, SEVEN LAPS:
1st: I. Burgess (Cooper-J.A.P.), 63.25 m.p.h.
2nd: A. B. Rogers (Cooper-Norton).
3rd: D. Parker (Parker-J.A.P.).
HEAT 2, SEVEN LAPS:
1st: J. Bottoms (J.B.S.-Norton), 65.15 m.p.h.
2nd: E. Brandon (Cooper-Norton).
3rd: A. Brown (Cooper-J.A.P.).
FINAL, 12 LAPS:
1st: A. Bottoms (J.B.S.-Norton), 65.27 m.p.h.
2nd: I. Burgess (Cooper-J.A.P.).
3rd: E. Brandon (Cooper-Norton).
JUNIOR BRANDS HATCH CHAMPIONSHIP
HEAT 1, SEVEN LAPS:
1st: D. N. Brake (Cooper-J.A.P.), 60.12 m.p.h.
2nd: T. Leigh (Cooper-J.A.P.).
3rd: A. J. Nurse (Cooper-J.A.P.).
HEAT 2, SEVEN LAPS:
1st: R. Montgomerie-Charrington (Cooper-J.A.P.), 61.02 m.p.h.
2nd: Richards (Cooper).
3rd: G. H. Symonds (Cooper-J.A.P.).
FINAL, 15 LAPS:
1st: K. A. Gregory (Cooper-J.A.P.), 62.15 m.p.h.
2nd: D. N. Brake (Cooper-J.A.P.).
3rd: R. Montgomerie-Charrington (Cooper-J.A.P.).
CHAMPIONSHIP RACE, 15 LAPS:
1st: A. Bottoms (J.B.S.-Norton), 64.84 m.p.h.
2nd: K. E. Carter (Cooper-Norton).
3rd: E. Brandon (Cooper-Norton).

HISPANO-SUIZA REVISITED



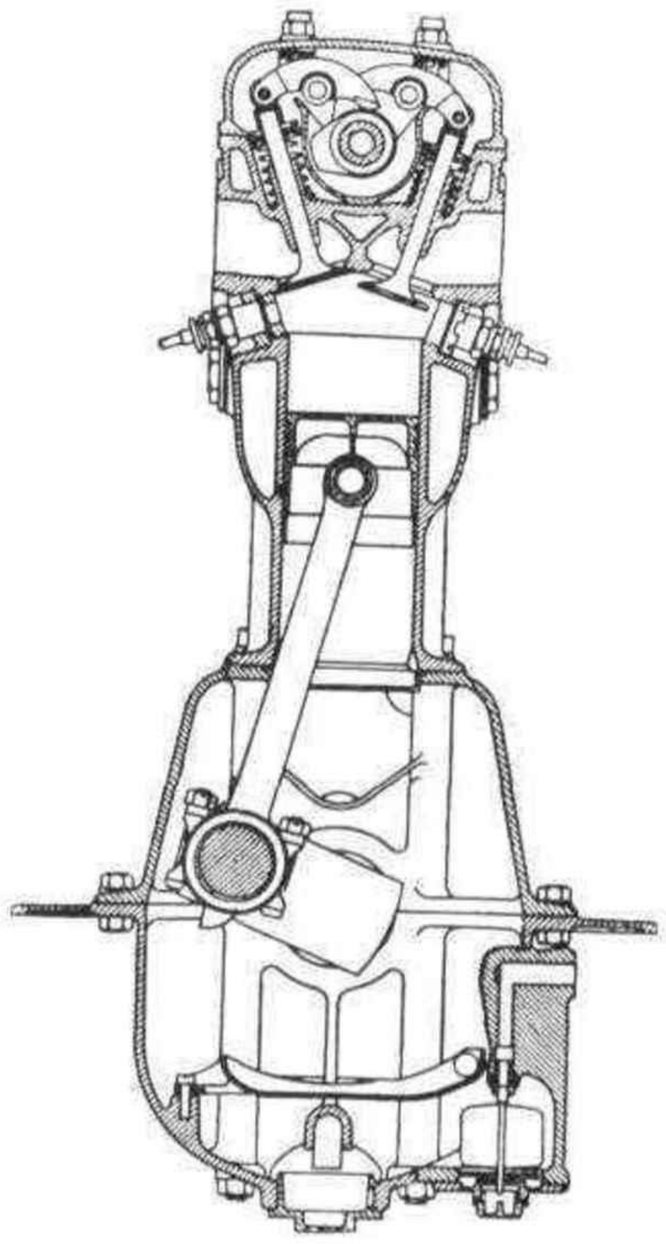
by

KENT KARSLAKE

WHEN some time ago I was seeking to arrange insurance cover for an Hispano-Suiza car, I was informed that the underwriters, specialists in motor insurance, were not particularly keen to accept the risk, as " they had never heard of an Hispano-Suiza." I was rather discouraged; but it is in consequence all the more heart-warming that my somewhat JEJUNE efforts to write a history of the *marque* should have brought me a post-bag of letters not only from this country but also from as far afield as Spain, Holland, Australia and the United States, and should have led me into a " friendly debate " with no less an authority on motoring matters than Colonel Clive Gallop. My only regret is that if the debate is to revolve around the stroke of the Monza engine, it will not, on my side, be a very spirited one. Ever since I first drove PP 1181, which was a year or two after it passed out of Colonel Gallop's possession, and until Mr. Briand measured what appeared to be its engine a few months ago I have believed its stroke to be 150 mm. I am still as anxious as anyone to think that I have driven a car with this rare engine feature. I confined myself in June to saying that " in the absence of any evidence to the contrary, the ' long-stroke Monza ' engine must be dismissed as a myth "; and I still await the contrary evidence with as much impatience as does Colonel Gallop.

My preoccupation with the length of the engine stroke should not in any case have led me into saying that " I cannot ascertain that the Monza *model* ever made a public appearance on the then new Italian track." I could have ascertained it perfectly well, if I had not been incompetent in the matter, and perhaps I may now fill in this gap by stating that in the Gran Premio d'Autunno, run on October 22nd, 1922, André Dubonnet's Hispano-Suiza covered 40 laps of the complete Monza circuit, giving a total distance of 400 kilometres, in 3 hrs. 2 mins. 57½ sec., thus winning the over 3,000-c.c. class at an average speed of 82.1 m.p.h. from Conelli's Ballot, Niccolini's F.I.A.T. and Galliani's Mercédès.

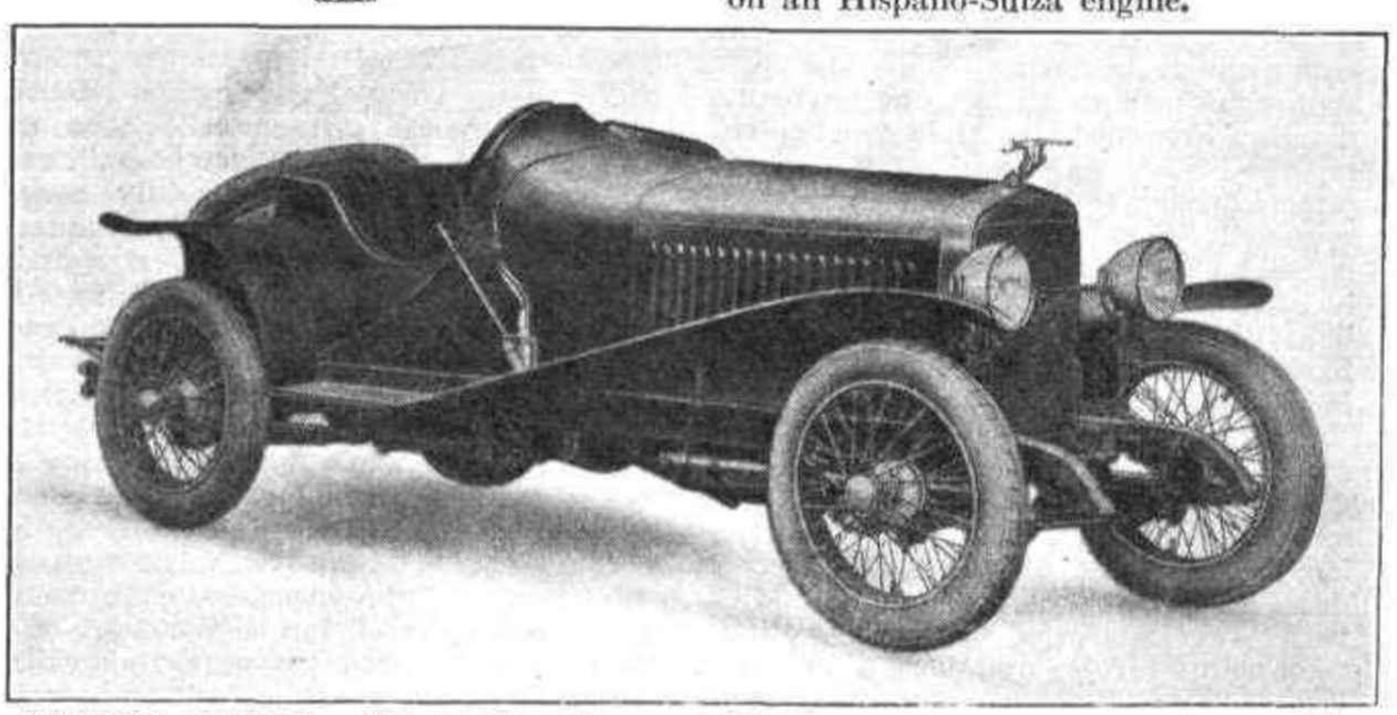
It is when we get back to the 85 by 130 mm. " Barcelona " engine illustrated in the June issue, however, that the plot really thickens. I am comforted by Colonel Gallop's view that certain features in the appearance of this engine are " very suggestive of rockers," because that is what I thought myself, although I did not quite have the courage to say so. And yet I think that we were both wrong, although, I suspect, for a very good reason. Writing from New York, Mr. Alec Ulmann, whom I have already quoted in connection with questions of Hispano-Suiza history, points out that I failed to make reference to the so-called " de luxe " models announced in 1913 for the 1914 season. These models had four-cylinder engines made in three sizes, with dimensions of 80 by 130 mm., 90 by 150 mm., and 100 by 180 mm., respectively, and in each case there was an offset vertical shaft driving a fan on the centre line of the engine as well as an overhead camshaft, also on the centre line of the engine, which operated inclined overhead valves by means of rockers. The line drawing reproduced herewith shows the layout of the engines of this type. It may be noted that, by measurement, the dimensions do not correspond with any of those mentioned by Mr. Ulmann, but would exactly fit the Type 8 engine, of 70 by 120 mm., mentioned by *Le Catalogue des Catalogues* as having been manufactured from 1914 to 1920.



Externally these engines must have closely resembled the 1922 85 by 130 mm. engine already illustrated; but before jumping to the conclusion that the lay-out of the latter was also similar, we ought perhaps in any case to have been warned by Mr. Dale's evidence, quoted on page 271, that as early as 1914 Mr. Birkigt had redesigned the 100 by 150 mm. T-head engine and had provided it with overhead valves operated by an overhead camshaft *direct*. In any case Mr. Dale now writes of a 1922 85 by 130 mm. " Barcelona " model owned until recently by Mr. Lyndon Duckett of Melbourne, and with which he is most intimately familiar, that " the camshaft was carried on the centre line of the cylinder head . . . and operated direct on the top of the valve stem just as the later French cars did." But, he adds, " the drive for the camshaft is *via* skew gears with the camshaft-drive from the crank-shaft offset to the near side of the car." So that it seems that we can now trace three stages in the development of production model overhead camshaft Hispano-Suiza car engines, as follows :—

1914	70 × 120 mm. 80 × 130 mm. 90 × 150 mm. 100 × 180 mm.	Offset vertical shaft, rockers.
1915	85 × 130 mm. 100 × 150 mm.	Offset vertical shaft, direct operation.
1919	100 × 140 mm. 6-cylinder	Centre-line vertical shaft, direct operation.

The models in the first group appear, on the face of it, to have had a very limited life and it would be very interesting to hear of any reader of MOTOR SPORT who has had personal experience of rockers on an Hispano-Suiza engine.



SPORTS MODEL.—The 100 *by* 150-*mm.* 30T *Hispano-Suiza, that is, a larger edition of the " Barcelona," with overhead camshaft driven by offset vertical shaft and operating the o.h. valves* via *rockers.*

THE 11th S.B.A.C. DISPLAY

With the arrival of September and the first autumnal hint of winter we associate the world's greatest flying display, the S.B.A.C. show at Farnborough's historic airfield. Judging by the numbers of interesting cars one encounters in the car parks and the club badges they display, many of our readers also make a point of not missing this fixture—and we say again that the S.M.M.T. would be well-advised to follow suit and stage a garden-party at which new cars could be shown *off to global buyers.*

At this year's S.B.A.C. Display twenty entirely new aircraft flew, of which the Vickers-Armstrong "Viscount 700" first took the air a week before from Brooklands, and the de Havilland "Venom" Night Fighter only came off the Secret List the day before!

Of the "Heavy Cirars" which opened the Show, the Vickers-Armstrong "Tay-Viscount" was recognisable by its tail-plane dihedrel, the same company's "Varsity" seemed to hang its head in *disgust when on its tricycle, and the* Percival "Survey-Prince" did a neat bit of braking and manoeuvring after landing.

After Flight Refuelling's Lincoln had poured 250 gallons of fuel a minute into a Meteor during a rather rude but impressive act, the individual demonstrations came on.

The Avon-Meteor, said to climb to 40,000 ft. in much less than three minutes, certainly looked like it, pulling straight up into the clouds, after which one Rolls-Royce turbojet was stopped, then re-lit. Geoffrey Pike demonstrated the smooth, quiet passage of the de Havilland "Heron" transport with its fixed tricycle undercart and the Blackburn Universal Freighter burnt more rubber than a whole field of racing cars when Ft./Lt. "Tim" Wood put its brakes on. Sqdn.-Ldr. Franklin showed off the beautiful 345 m.p.h. A. W. "Apollo," feathering two of the four airscrews, the captain of the "Viscount 700" went one better, feathering *three*, after taking off in a *climbing turn as if following the curve of* the Byfleet banking, and Sqdn.-Ldr. Hazelden lifted the Handley-Page "Hermes V' off quickly and also went into a turn. James Orrell's high-altitude Avro "Ashton threw heat and a throaty roar at us from its four R.R. "Nenes" and the 490 m.p.h. D.H. "Comet" airliner, ably displayed by Group-Captain John Cunningham, made us proud to be British. Do you remember the man who years ago ran an old Aston-Martin at Brooklands powered with his own six-cylinder engine?—Major Halford, to-day responsible for the "Comet's" Ghost turbojet engines.

The two most outstanding bits of flying were those of Wing-Comdr. Roland P. Beaumont in the Mk. II E.E.C. "Canberra" bomber and Sqdn.-Ldr. John Derry in the wicked-looking de Havilland "Venom." The first-named did his customary immense climbs and tight turns in an aircraft we admired last year and which now differs only in having an offset bomb-aimer's panel. Derry delighted with his fantastic flick rolls and inverted flying, after seemingly the fastest fly-past of the afternoon. The new de Havilland "Venom" Night Fighter was stupendously fast, level *and* climbing.

Others ran these two close. The inverted climb of the A.W. "Meteor N.F. II," the inverted bunt of Gloster "Meteor 8" during which it whimsically put its wheels down (up?), the disappearance of the Hawker "P 1081" to far places, from which Squdn.-Ldr. "Wimpey" Wade *returned in a hurry* at 3,000 ft. and dived full-bore along the runway, and the similar full-speed fly-past of Michael Lithgow's futuristic Vickers "Type 535," right over our heads this time, were not lost on us. The "P 1081" first flew only last June. Sqdn.-Ldr. Jan Zurakowski showed off the stupendous climb of the A.S. "Sapphire-Meteor," after which the lift-like divorce from *terra firma* of the practical Prestwick "Pioneer 2" and Sqdn.-Ldr. Porteous' whimsical one-wheel landing and taxi-ing of the Auster "Aiglet" provided light relief. The Show concluded by a faultless take-off and landing of that very full taxpayer's moneybox, the Bristol "Brabazon I"—called after the pioneer racing motorist!—the public-address system relaying the instructions of "Bill" Pegg to his crew for the benefit of we earth-bound. This ended a grand display and, although we prefer the fumes of burnt castor oil to those of kerosene, we wouldn't miss it at any price. If *you* did, make sure not to, next year!—W. B.

THE 1¼-LITRE M.G.

THE B.R.D.C. Silverstone Meeting necessitated a Stop-Press report and entailed a strenuous time. But I knew I should survive it as soon as I threaded a brisk exit from London in a *1¼-litre M.G. saloon.* It is a car that appeals on first acquaintance by reason of its compactness and good driving position.

I had been anxious to try this car ever since I tested its sporting brother, the TD Midget two-seater. I felt that a combination of that car's willing performance and excellent handling qualities with four seats and a roof over my head would be just about ideal for business-cum-pleasure motoring. This the M.G. soon confirmed in all but one important detail. Propelled by that trustworthy push-rod o.h.v. engine it put its speedometer needle to 60/65 m.p.h. without apparent effort and kept it there. It possessed extremely usable acceleration in its two higher gear ratios, that made light of traffic muddles and, as ever, I liked the gear-change, although for some indefinable reason I felt a good steering-column appendage might be a thought more rapid; the first time I've ever had this impression. In third gear the speedometer would show over 50 m.p.h. if you wanted it to. The steering was *light and very accurate and this M.G.,* with the well-tried coil-spring i.f.s., went round corners well, with a tendency, however, to oversteer, and to become skittish at the back in the wet. The disappointment lay in the suspension, which had too much undamped movement at the back, *so that riding in the* back seat was *fatiguing and to some people* sick-making.

The cornering and steering were so good as to make this suspension flexibility surprising and I feel that were the car mine, Harry Lester or someone else who knows about M.G.s would be able, by attention to damping and tyre-pressures, to get rid of this surprising shortcoming, which I didn't expect to encounter in an M.G. But I can only comment on a Press car as I find it.

To discuss the steering in detail, there was good castor action, the inevitable modern "disconnectedness", and return motion only over really rough roads. The brakes were entirely adequate and progressive in action, if just a little on the harsh side. The clutch needed care for smooth engagement. The gear-lever was nicely placed, except that I objected to having my knuckles barked every time the passenger opened the cubby-hole lid while I was preparing to select a higher ratio! There was some noise in the indirect gears on the over-run.

The engine gave audible evidence that it shares the enthusiast's dislike of present-day petrol, but didn't "run-on" when the sparks were extinguished. It really was a most willing little unit, a bit noisy perhaps, but a very ready starter from cold and asking no oil or water in some 500 miles. Its fuel consumption, *in those hurried miles,* was appreciably better than 30 m.p.g., too.

Externally this TD series M.G. saloon looks like a car. Internally it is well appointed, with a pleasing facia layout, although I never could remember which *of the several identical knobs did what.* Oil pressure sat contentedly at about 50 lb./sq. in. throughout the test.

The bucket front seats held you snugly, some people even finding them a trifle cramped. The luggage locker was of good size and with no tricks as to access. The window winders in the front doors were located near to floor level, which drove me nearly insane when, alone and in a hurry, I wanted to alter the setting of the passenger's window, because you are a better driver than I am if you can do this and continue to keep on the road. Unless your left arm is longer than mine, when the oddly-placed winder may be easier to reach! The solution, I know, is to stop the car—but most of us are in a hurry these days. In all other respects this 1¼-litre M.G. saloon is just the job when you are in that state. It is capable of good average speeds and gives considerable driving pleasure while achieving them. It gives, too, a sense of dependability and not a single snag arose during my acquaintance with the car except for the loss of some oil from a front-wheel hub, a trick the TD Midget also played, you may remember, and one which new cars shouldn't. Otherwise, full marks to the Nuffield Organisation for a brisk little sporting saloon costing £525 that is handy and economical as a family-car *and a good deal safer than some.*—W. B.

CHAIN CHATTER

by "CARROZZINO"

WITH the last round of the 1950 Championship completed we now know many things about which arguments have raged throughout the season. With the meeting at Monza not only were the individual and manufacturers championships settled, but a great deal of light was thrown upon a number of aspects of the road-racing game. Without any doubt whatsoever the firm of F. B. Mondial are supreme in the 125-c.c. class, having not only won all three championship meetings in this category but at Monza they ran away with the race in a magnificent demonstration of speed and reliability. A lap speed of 84 m.p.h. by a 125-c.c. twin-overhead camshaft four-stroke speaks for itself.

One can safely say, without fear of contradiction, that the little Benelli is the fastest 250-c.c. machine racing at this time. Apart from Dario Ambrosini's riding, which in itself thoroughly deserves the World Championship title, the Benelli is a masterpiece in small engines, basically unchanged from when the late Ted Mellors won the Lightweight T.T. in 1939. All the more credit is due to Benelli when the respective sizes of their factory with their chief rival, Moto-Guzzi, are compared. In Fergus Anderson, who finished second on his Guzzi, England has a rider she may well be proud of, and it is a pity that there is no 250-c.c. machine built in this country for him to ride. In the same way that the 250-c.c. class is an all Italian affair so the 350-c.c. class can be considered an all British affair. Just how Velocettes manage always to stay just that little bit ahead of everyone else is something of a mystery, for the bicycles never have the appearance of having been changed. It has been very satisfying to see Bob Foster become 350-c.c. World Champion, for he is an extremely popular rider and has not had an easy time this season, having to retire on the first lap of the T.T., the second lap at Monza, and being mixed up in the crash at the start of the Swiss G.P. However, his wins in the Belgian, Dutch and Ulster races were most convincing and thoroughly justify his World Champion title.

While the racing on three wheels in the sidecar class is more of a private battle than a battle between manufacturers, there are really only two teams who figure in this category. Our own Eric Oliver, with his 596-c.c. Norton, which is to all intents and purposes a factory machine, being the best that Nortons can supply off the racing department's shelf, and the Italian Ercole Frigerio with his four-cylinder Gilera, which is a definite factory entry, are way out on their own mainly by reason of superior machines, but no completely. The lead which these two built up at Monza during their battle was quite incredible and the Swiss rider Hans Haldemann who was running third had no hope of staying with them along the straights. No one will deny Oliver the World Champion title for the second year in succession, for to see him in action against the best that Italy can produce is proof enough. That the Italian turned his outfit over in an attempt to stay with Oliver on one of the more tricky corners speaks for itself. Though Nortons won the manufacturers title in this class it was not due to having the fastest machine for the bored-out, four-cylinder, air-cooled Gilera that Frigerio used was certainly capable of a higher maximum than the single-cylinder Norton.

The class of racing which is of the greatest importance and also contains the greatest interest is undoubtedly the 500-c.c. category. The young Italian Umberto Masetti thoroughly deserves his World Championship title, for he is a rider of the first class, mounted on one of the finest machines the racing game has ever seen, the air-cooled four-cylinder Gilera; but the man to whom England should do honour is G. E. Duke. To beat the Italians on their own doorstep in such a convincing manner is something to be proud of, and we can be proud that Duke is an Englishman who did it with an English machine accepted throughout the world as one of the premier marques. It is certain that the 500-c.c. Norton is 5 m.p.h. slower than the Gilera, so that Duke's win was a clear demonstration of his riding ability. It was only by the worst possible luck that Geoff did not win the title of World Champion, for had his rear tyre not failed in the Belgian G.P. when comfortably in the lead two laps from the finish he would have gained the title. However, 150,000 Italians saw quite clearly who is the finest rider of the present day, and when the loud-speakers played God Save the King those same people knew whence that rider had come.

We had two magnificent victories at Monza, right in the heart of the opposition, but we must not rest on our laurels, for we still do not possess the fastest machines. If the Italians find riders who are more than the equal of our best there will be a different tale to tell. Already the M.V. concern have an Irishman mounted on one of their four-cylinder machines, and if other English or even German riders are co-opted our men will have a difficult task, while there are one or two young riders in Italy who will be champions in a few years.

Before leaving the subject of Monza it might pay to reflect a little upon that magnificent "piste de vitesse." Rebuilt from war rubble in a matter of months it is not only a magnificent tribute to Italian enthusiasm but it is a valuable asset to Italian manufacturers. Trying your prototypes on a disused aerodrome is one thing and trying them on a properly constructed circuit is another. A track charge of 3s. 1½d. for a motor-cycle and double that for a car to circulate cannot be considered unreasonable, while 10s. a night for a wood-floored lock-up garage with light and water included is exactly what is needed for conducting extensive experiments. With a 500-c.c. lap record of 105 m.ph. the circuit is a thoroughly practical proposition for non-race-day work. With the vast grandstand of ferroconcrete combining a first-class restaurant on the ground floor, from which the racing can be seen, together with the two-tier concrete pits, Monza presents a very happy state of affairs for the Italian enthusiasts. With an attendance of 80,000 at the recent Italian G.P. for cars and 150,000 for a motor-cycle meeting, to mention but two meetings in a season, the work and expense involved at the outset in 1947 have no doubt been well justified.

* * *

It is a pity that so many good ideas that appear to originate in England are perfected in other countries. Many people claim the A.B.C of the early 'twenties to be the forerunner of the B.M.W.; maybe it was, maybe it was not, but which ever way it was, the Germans perfected the design and did so well that to this present day it is considered by many to be the perfect touring machine. Similarly, the little Excelsior Welbike, built for paratroopers in the war, gave birth to that excellent little runabout the Corgi, produced by Brockhouse, but for perfection in moto-scooters the Italian Vespa, Lambretta or M.V .stand supreme. Admittedly one great factor that led to the success of these scooters is that the Italian government do not hamper the scooter owner in any way whatsoever. You pay your lire for your Vemvretta and ride it away as if it were a pushbike, as far as formalities are concerned. This means, of course, that the little scooters are as popular as pushbikes, but it also means that the accident rate is very high indeed.

When Velocettes introduced the little LE it was greatly admired by all, and anyone who has ridden one will vouch for the superb steering and suspension, but it lacks just that little extra power that one needs for carrying a passenger, while in looks it suffers badly from angularity. When Moto-Guzzi copied the LE to produce the Galetto they did just what the other people have done in the past, they very nearly perfected it. A recent opportunity to use a Galetto for just those purposes for which it was designed, to avoid use of trams and taxis for running errands, showed it to be an excellent little machine, having that delightful Continental feel and appearance that can only be described as practibility. For some reason many English manfacturers lack the ability to finish off a really good idea. Perhaps the S7 Sunbeam is the best example of a machine having that little something about the finish which puts it above most others, and when one sees one abroad one is proud to know it is English.

* * *

At the time of writing, the International Six Days Trial is taking place and no doubt English riders on English machines will more than uphold our prestige in this field. The use of the motor-cycle for trials is one that is more popular in this country than anywhere else; in fact it is so popular that it might almost be called a disease which has gone beyond the point of control. With the racing season now virtually finished, trials come into greater

—*continued on page* 528

RUMBLINGS

That "Real" Motor Car

Ian Nickols had an interesting article in the last issue of the *B.A.R.C. Gazette*, in which he defined the "real" motor car. Nickols confessed that his idea of a "real" motor car is based on "speed for money," coupled with controllability that enables safe high-average speeds to be set up. He makes it absolutely clear that he finds his "real" cars in the ranks of present-day productions. "Any mention of 'real' motor cars that disparages the moderns collectively, or entirely 'includes them out'," writes Nickols, "is immediately suspect in our mind as the product of a class-conscious, blinker-shrouded fanatism."

Now that is a point well made, if it really needs making. Many years ago the Vintage S.C.C., that very powerful, very well run and very well supported body catering for those whose tastes lie in the older cars, declared, through its "Bulletin" Editor, Cecil Clutton, that in the matter of sheer performance the vintage car could no longer claim to vanquish, or necessarily equal, the modern car. Forrest Lycett's National Belgian records established recently by his 1930 8-litre Bentley rather give the lie to this but in general it remains correct.

The "real" motor car must be a current production, if, by "real motor car," we mean something we can drive hither and thither like a scaled-down Grand Prix racing car. The modern Alfa-Romeo, Aston-Martin, Ferrari and such like vehicles qualify perhaps? Indeed, Mr. Nickols need not have been quite so anxious to "include out" cars which have "character," are of "good solid English workmanship" and so on. Those folk, and they increase in numbers daily, who turn to the vintage car for their pleasure, either because they cannot obtain or cannot afford anything else, certainly write letters to the papers praising certain aspects of these cars, letters which Mr. Nickols refers to as "riding their weary hobby horses to a complete standstill." I wonder! If these, usually not so weary, hobby horses are economical, do not wear out front tyres every 7,000 miles, are accessible for maintenance chores and give pleasure because they are well made, why shouldn't their owners say so? The owner of a 3-litre Bentley or a "30/98" Vauxhall can claim all these attributes without suggesting that his car will beat a sports Ferrari from London to Cambridge.

Mr. Nickols is very eager to ensure that motoring critics "have a wide personal experience of many different types" [they usually have—ED.] and that they "review any particular car in the light of what it is expected to do and how well it does this" without considering whether what the car is expected to do is of any interest to them personally. This suggests that Mr. Nickols is even a little afraid of vintage competition. He feels that "character" in cars can be overdone and remarks that "the fact that one is piloting an ex Grand Prix winner seems to be of only academic interest if a number of quantity-produced modern cars regularly cover the same distance in the same time"—to which we cannot resist adding that they would have to be quite good quantity-produced cars to keep up with the 1908 G.P. Itala, or Heal's G.P. Sunbeam.

In many ways we think that to judge a car by "what it is expected to do and how well it does this" plays into the hands of the vintage cars, which perform the tasks they were designed to perform singularly well, whereas many moderns are disappointing in respect of steering, road-holding, comfort and performance—especially if prevailing market values are taken into consideration!

However, "real" motor cars are the subject at issue and here we agree a "TD" M.G. has it against an M-type, and that the Ferraris that took the pants off their rivals in the Silverstone Production Car Race are streets ahead of a 1903 Gordon Bennett Napier. Joking apart, surely the real fact is that vintage cars in general have certain useful qualities not evident in current productions but that they are not "real" motor cars judged solely in terms of 1950 performance and "diceability." If, however, some of these vintage "desirables" are deemed essential, then a "real motor car" can be found only from the past. Perhaps it is more logical to say that each age had its "real" cars—from 1908 Itala, through "blower-4½" Bentley, "2.9" Maserati and "3.3" Bugatti, to the present-day Alfa-Romeos, Aston-Martin, Cisitalias and Ferraris. Can we shake hands on that, Mr. Nickols?

Incidentally, a contemporary has two writers who have gone out of their way to defend vintage cars. John Bolster believes that you can go round corners as fast or faster with the correct application of "cart-spring" suspension than you can with i.f.s. [which is true *providing you confine your fast cornering to "billiard-table" roads and circuits.* Recent experience of the two Lester-M.G.s, one with "cart-spring" the other with i.f.s., leaves me in no doubt of this—ED] and another writer in the same magazine courageously suggests that in matters of road-holding, gear-changing, comfort and reliability we have gained practically nothing in the last quarter-century. He bases his assumptions, which we should never have been brave enough to do (!) on the No. 1 M.G. of 1924. Perhaps it was this latter act of vintage-heroism that prompted Mr. Nickols to write his article . . . !

* * *

American Thoroughness

Production car racing, or stock-car racing as they call it in the States, is an excellent sales promoter. At present we hold a high place in this sphere of activity, with the biggest challenge to our Aston-Martins and Jaguars coming from France (Talbots at Le Mans) and Italy (Ferraris at Silverstone. But let us not overlook the private-enterprise try-out of the American Cadillacs at Le Mans this year. We know from Sydney Allard's performances at Le Mans and Brighton that the 5.4-litre Cadillac V8 engine with its delicate valve gear is a very potent power unit. This effectiveness of the latest Cadillac engine, allied to the thoroughness with which Briggs Cunningham went about his Le Mans visit, lends strength to the suggestion that it isn't outside the bounds of possibility for Cadillac to win the 1951 Le Mans race outright. Then how shall we defend our "super sports" theories against the challenge of so-called "floating tin-wear"?

It transpires that the aerodynamic Le Mans Cadillac experienced a practice crash when Phil Walters was driving it that smashed the streamlined nose and destroyed the cooling ducts to the brakes. Promptly a telephone call was put through to Bob Blake in Virginia, he being the man responsible for the bodywork. He was by then on holiday in England, but was located and flown in a charter aircraft to Le Mans, so that professional repairs could be put in hand. They don't hang about these Americans, do they? As you know now, American engines were used in the cars that finished third, fourth, tenth and eleventh. We look forward to seeing the Cadillacs again at Le Mans next year but must not underrate the seriousness of their challenge.

* * *

October Races

As a fitting conclusion to a very full racing season we have the Bristol M.C. and L.C.C. National Meeting at Castle Coombe circuit on October 7th and the last 500-c.c. meeting at Brands Hatch on October 14th to look forward to.

The Bristol races are for sports and racing cars, over the new 1.84-mile circuit which replaces Lulsgate. It is a near approach to a true road circuit, incorporating four bends and some fast corners and has already been lapped by a sports car at 76 m.p.h. It is situated 10 miles from Bath, 19 miles from Bristol, off the B 4039 Chippenham—Acton Turnville road, reached along A 4 from London. On October 7th there will be five races, for all manner of racing cars from Formula III to Formula Libre, and two sports-car races, all over 10 laps. Racing starts at 1.30 p.m. and admission costs 5s. (inclusive of tax) to all parts, children under 16 paying half-price, and vehicle parking costing £1 for a coach, 5s. for a car, 2s. 6d. for a motor-cycle, and 1s. for a bicycle. Coaches run from Bristol and Bath, 'buses from Bath and Chipping Sodbury.

Anything the Bristol M.C. and L.C.C. tackles usually goes with a a swing, so don't miss this; £25 goes to the winner of each racing car event, there being a total of over £275 prize money. Not surprisingly, a month before the event entries had been received from Dennis Poore, Stirling Moss, Ken Wharton, "Curly" Dryden, Sydney Allard, Peter Collins, G. K. Richardson and many other celebrities. Scrutineering starts at 8 a.m. and you can watch practising from 9.30 onwards. Entries have closed.

* * *

From what one can hear, cars of over 500-c.c. may race at Brands Hatch next year, and we believe the Mid-Kent M.C. has several big fixtures of this sort in mind.

SIDESLIPS

by

"BALADEUR"

THE importance of the Paris Exposition of 1900 may be judged from the fact that certain people who won gold medals at it, and who in this context shall be nameless, have not stopped talking about it yet. Small wonder, therefore, that the constructors of automobiles were somewhat offended when they found that at the exhibition proper they were allowed only three exhibits, consisting of a steam tricycle of 1885, a petrol tricycle by MM. de Dion and Bouton, and a steam diligence constructed by M. Bollée *père* of le Mans for the Marquis de Broc. These exhibits, moreover, were lumped in with the section comprising carriages, harness and saddlery, arranged by M. Bixio, "the leading authority on hippomobilism."

The only concession that the exhibition authorities would make in response to their complaints was to allot them space in the annexe at Vincennes. "There were," says M. Souvestre rather bitterly, "some automobiles in the annexe at Vincennes, but nobody knew it because nobody went to Vincennes." As a matter of fact, however, this was not quite true, because, while the general public, deterred by the inconvenience of getting to the annexe, may well have stayed away, Vincennes was visited by a Military Commission. The exhibitors, nevertheless, would probably have been just as well pleased if the soldiery had stayed away; while the public might have come to buy, the military gentlemen merely came to see whether, in the event of war, these new automobiles were worth commandeering. One gathers that the decision was favourable, but anyone who saw what the army driver could do to the motor vehicle of 1940 may well shudder at the thought of the effect of service handling on the automobile of forty years earlier.

Having made their inspection, the Commission proceeded to issue a report, choosing as one of its co-authors no less an authority on motor cars than Captain Genty, better known as "de la Touloubre," who, when he started two years later in the Paris-Vienna race on his 18-h.p. Decauville, was seen off from the Fourche at Champigny by his men who had by then been formed into the Vincennes Motor Corps and who, as Gerald Rose recalls, "enlivened the proceedings by songs whilst waiting for the start." This report was published in 1903 by MM. Berger-Levrault of Paris and Nancy, a fact which might have permanently escaped my attention had I not happened to notice the title among a list of recent publications on the back of an almost contemporary volume on quite a different subject from the same house. The chances of obtaining a copy in England nearly fifty years later seemed rather remote, but the efforts on my behalf of a friendly bookseller were crowned with success within a few weeks, and there presented itself on my writing table a most delectable volume of 353 pages with 336 illustrations. This just shows what you can do when you try, but even in my most optimistic moments I could hardly have hoped to find stamped on the title-page "Bibliothéque de M. Barbarou." My copy of this book, in fact, evidently belonged at one time to Marius Barbarou, who himself exhibited a voiturette of his own construction at this Paris Exposition of 1900; who drove Clément light-cars in Paris-Berlin and Paris-Vienna; designed the Benz-Parsifal which he drove in Paris-Madrid; and was finally responsible for the Lorraine-Dietrichs which were such worthy rivals to the Bentleys at le Mans. [For further details of which I would refer anyone who may be interested to the instalment of "Sideslips" which appeared in the number of MOTOR SPORT for March, 1949.] I sincerely hope that Monsieur Barbarou's book came to England by legitimate means.

In any case, the Report is a most enthralling document. It starts off with a general description of the parts of a motor car, which tells you all the sort of things that everybody else assumes you know when you don't, and goes on to give details of the cars exhibited at Vincennes in 1900, which nobody else tells you because they don't know either. It also has some very nice pictures, some of which are mechanical drawings and others of which include a beautiful photograph of two very large French soldiers sitting in a very small Baby Renault. But what perhaps intrigued me more than anything else were the authors' historical footnotes.

In one they state most categorically that, whatever the Germans may say, the automobile is a French invention, relying on the findings of the A.C.F. Committee of 1899 that the first steam car was made by Cugnot in 1770 and the first "hydrocarburet automobile" by Lenoir in 1862. On the famous controversy about Beau de Rochas, Otto and their cycle, however, they are much less didactic than are most Frenchmen. "The four-stroke cycle," they say, "was invented in 1862 by the French engineer Beau de Rochas, but it remained unknown and unapplied until it was rescued from oblivion by the German Otto in 1878. Otto, who does not appear to have known of the previous work of Beau de Rochas, arrived at the same conclusions as the latter so far as the necessity for compression is concerned, but he had the merit of putting his conclusions into practice. The ideas of Beau de Rochas are set out in an autographed brochure of 53 pages, published in 1862 at Paris, *chez* Lacroix. This brochure is nowadays very rare . . ." So I suppose it is not much use my trying to pick up a copy of that also.

While, however, they thus give more credit than do most Frenchmen to the German Otto for his cycle, they take away most of the glory for the "folding axle" which usually attaches to Rudolph Ackermann, who was, I believe, an Englishman or at least lived in London. This device, they say, was invented in 1816 by Lankensperger, a mechanic of Munich, and was merely introduced into France by Ackermann, who took out a French patent for it on January 27th, 1818. In its original form it was somewhat imperfect, as the front wheels remained parallel when they turned, with the result that the vehicle pivotted about two points and one or other front wheel was forced to skid. This difficulty was seen by M. Jeantaud, who was, I believe, a coachbuilder, and who in 1878 effected improvements to the Lankensperger-Ackermann system which allowed the wheels to be turned without undue ill-effects through angles of up to 30°. The Jeantaud system used a track-rod behind the axle, and an improvement, at least as far as "lock" was concerned, was affected by the Panhard system, with the track-rod in front of the axle. In this matter, incidentally, time has its revenges. I remember being told when I was a boy that this track-rod in front of the axle system, hailed as an improvement in 1890 or thereabouts, was most undesirable owing to the vulnerability of the track-rod in collisions, and that the removal of the latter behind the axle represented a most constructive move. I have now lived to see track-rods reappear in front, and I am only waiting to tell somebody else what a good thing it is when they go back again.

To return to the Nineteenth Century, however, Jenatzy improved on Jeantaud by using a divided track-rod giving a separate parallelogram for each front wheel, and I think that I am right in assuming that this was used on "La Jamais Contente" with which in 1899 he challenged the Count de Chasseloup Laubat, the holder of the flying kilometre record at 39.3 m.p.h. on his Jeantaud, using, presumably, its maker's steering system. Jenatzy did 41.4 m.p.h.; the Count did 43.7 m.p.h.; Jenatzy did 50 m.p.h.; the Count 57.6 m.p.h.; and Jenatzy finally took the record at 65.75 m.p.h. All of which proved that electric cars could go very fast in 1899—for a kilometre; but as presumably they went as nearly as possible in a straight line, it did not, perhaps, prove very much about steering gears.

All the same they knew a good deal about steering geometry by the time of the Military Commission's report, which describes the Bourlet device, which used sliding pivots and "is all the more curious in that it results from purely theoretical research, based on polar theory." But as I am by now well and truly out of my depth I propose to pass on to the much easier subject of differentials. The differential, says the Report, was invented by Onésiphore Pecqueur, and although I believe that a few patriotic Englishmen have made a half-hearted attempt to claim its authorship for James Starley, even they could hardly succeed in dismissing a man with a name like Onésiphore. M. Pecqueur, as a matter of fact, was the foreman of the Conservatoire des Arts et Métiers, and as such he was employed by Professor Pouillet to make a working model of Cugnot's steam trolley. This he did most successfully, and not only did he provide an adequate boiler, which Cugnot had not, but he also realised that, unless he did something about it when his "steam chariot" departed from a straight

line, "the driving wheel which has the greater distance to cover will drag on the ground and absorb the motive power." On April 25th, 1828, therefore, he patented the differential, remarking, as if his invention was the simplest thing in the world, "it is, I am persuaded, for lack of knowledge of this mechanism that the English have incurred so great expense in laying out their railways in a straight line."

One of the most curious features of the Report is that the authors, in common with so many other people at different times and places, failed to take any interest in what appears to posterity to be the most interesting feature of what they saw. When, some years later, the racing engine was developing first overhead valves operated by push-rods, next vertical overhead valves operated by an overhead camshaft and finally inclined overhead valves operated by two overhead camshafts, contemporary observers were apparently so little impressed by these developments, which to us appear so significent, that, as often as not, they do not mention the valve gear at all when describing these engines. Similarly, the military observers of 1900 inspected cars such as the Panhard et Levassor with final drive by side-chains; others such as the Renault with live back-axles; and even the de Dion Bouton with its own peculiar form of transmission, without, apparently, the idea of discussing the relative merits of these various systems—about which so much controversy was soon to rage—ever occurring to them. Indeed, they virtually ignore the subject. Under the section entitled "Organs of Transmission" they state that "these various organs comprise: the clutch gear; the change speed gear; the reverse gear; and differentials." What later commentators would call "the transmission system" is in fact not mentioned.

As a result of this omission, there is no footnote to say that the cardan shaft was invented by Girolamo Cardano. Nevertheless, I believe this to be a fact, and mention of it allows me to take the story back to the Sixteenth Century, as, in 1501, Cardano, according to a biographer of a hundred years ago, "was born apparently dead, but restored on being immersed in a bath of hot wine." This treatment was apparently so effective that he lived to be a very famous physician and astrologer, while "the writings of Cardan," declares his biographer, "are so numerous and so voluminous that . . . both Leibnitz and Naudé suspect him of madness." I cannot pretend that I have read any of them. On the other hand I have dipped into several biographies of him without anywhere finding any mention of a cardan shaft. All the same I believe he invented the thing.

I wish I knew as much about Carter. Carter, the French tell me, was an Englishman who invented the crankcase, which accordingly they write "carter" and pronounce *cartère*, in celebration of the fact. But Carter, it seems, is a prophet without honour in his own country. Nobody in England ever seems to have heard of him, and if I asked someone at a garage to put some more oil in the carter, he would probably think I was mad, even if he did not know about my "so numerous and so voluminous" writings. Sage authorities on motoring matters can tell me nothing about Carter, and the sagest of them can only suggest that perhaps what he really invented was a chain case for bicycles. This is getting too difficult for me, and I can only hope that one of my more erudite readers will enlighten me on the life of this neglected inventor, so that I can place him in the gallery of fame alongside Lankensperger, Bourlet and Onésiphore Pecqueur.

Having given a general description of a motor car, the military observers of 1900 went on to describe in detail the various cars that they saw at Vincennes, and finished up in each case with some succinct instructions on how to drive the model in question. These are all charming and I should like to quote extensively from them. Since space is limited, however, I will confine myself to the instructions for operating a Panhard, which are at least as good as any of the others.

"The tanks having been filled," we are told, "move the ignition lever to retard (electric ignition) or light the burners with the customary precautions (ignition by incandescence).

"Move the clutch lever forward, the change direction lever to dead centre (the upper notch gives the forward gear, the middle one dead centre and the lower one the reverse gear). Place the change-speed lever in the neutral notch . . ." I should perhaps explain that the Panhard of 1900 had three levers, one of which operated the *train baladeur* of the change-speed gear; a second which engaged or disengaged the reversing gear in such a manner that all the speeds in the gearbox could be used either for going forwards or backwards; and a third which, when pushed forwards, not only applied the "side brakes" but also disengaged the clutch, a feature on which early designers were most insistent.

"This done," continues the Report, "start the engine by means of the handle at the front of the car, which remains continually in place.

"The engine having started, regulate the carburation.

"Take your place on the seat, the steering column between the legs, and the feet opposite the pedals.

"With the right hand, grasp the change-speed lever and move it into the first-speed notch." (Do not be alarmed, the brake lever is holding the clutch out.) "Press the left-hand pedal and at the same time move the clutch lever backwards. Then raise the left foot gently to engage the clutch and set the car going.

"Once the car is moving, change speed by declutching completely with the left foot (left-hand pedal) and at the same time move the change-speed lever with the right hand to the required notch.

"To increase speed, press with the foot on the accelerator so as to cut out the effect of the governor.

"In order to stop, declutch by moving the declutching lever forward and release the accelerator so as to stop the engine. Cut off the current if running on electricity.

"If the stop is to be of long duration, or final, put out the burners, taking the necessary precautions not to burn the wicks."

One hopes that the army driver of 1900 would have found that sufficient. Perhaps it was as well that he was not really called upon to put the matter to the test for another fourteen years.

Book Reviews

"B.R.M.-Ambassador for Britain" (*Daily Express*, 2*s*. 6*d*.).

This booklet could have been a splendid bit of propaganda for motor-racing in general and the B.R.M. in particular, and the *Daily Express* deserves credit for its production. Until the car it eulogises gets cracking it must remain merely a souvenir. The contents embrace a foreword by Earl Howe, a frontispiece showing Royalty inspecting the B.R.M., Basil Cardew's story of the B.R.M., Peter Watson's explanation of Grand Prix racing, Laurence Pomeroy's simple-language technical survey of why racing cars are designed as they are (very readable, this), and George Monkhouse's illustrated account of Grand Prix racing from 1895 to 1950. The whole booklet is lavishly illustrated, including a colour plate of the B.R.M. as it ought to have gone on August 26th, and drawings of Silverstone and the Nurburg Ring. Curiously, the only error we stopped is one we made ourselves in Motor Sport during the war—that of attributing the 1923 Grand Prix victory to a *supercharged* Sunbeam, whereas these 2-litre cars were not supercharged.—W. B.

"British Cars—1950." (*P-C Publications*, 7, *Newhall Street*, *Birmingham*, 3, 6*s*.)

This is rather like a catalogue, but will be useful as a quick reference to specifications and prices of modern British cars, of which some 114 photographs are included.

"Petroleum," by George Sell, F.Inst.-Pet. (*Purchasing Officers Association*, *Wardrope Chambers*, 146, *Queen Victoria Street*, *E.C.4*, 1*s*. 6*d*.)

Here, in 7½ pages, are many facts of value to those who have to deal with petroleum.

The Wakefield Library contains over a quarter of a million lubrication charts, covering 900 different models. These are free to readers on application to C. C. Wakefield & Co., Ltd., 46, Grosvenor Street, W.1, stating make, model and year of vehicle. An index to these charts is issued, which will be useful to club secretaries who wish to lay in a store of charts applicable to members' cars.

The book list which Vivian Gray issues at intervals contains almost every new and secondhand motoring book it is possible to think of. It is available free from: "Lyndhurst," Lucastes Avenue, Haywards Heath, Sussex. (Tel.: 1416.)

F. & E. Stoneham also issue a regular list of new motoring books, which contains an outspoken commentary on current motoring matters.

MOTOR SPORT

PICTORIAL REVIEW

THE R.A.C. TOURIST TROPHY RACE — BUGATTI O.C. PRESCOTT HILL-CLIMB — 500 CLUB BRANDS HATCH MEETING and a SELECTION OF HIGH-PERFORMANCE CARS AT EARLS COURT

THE VICTORIOUS JAGUAR driven by Stirling Moss to win the R.A.C. Tourist Trophy Race on Formula and Distance. Moss averaged 75.15 m.p.h. in a gale and teeming rain. All three Jaguars ran non-stop, taking second and fourth places and the Team Award. Here Johnson's white Jaguar follows Moss' round the hairpin.





The Jaguar Stand at the 1950 New York British Automobile Show

Another Jaguar Year

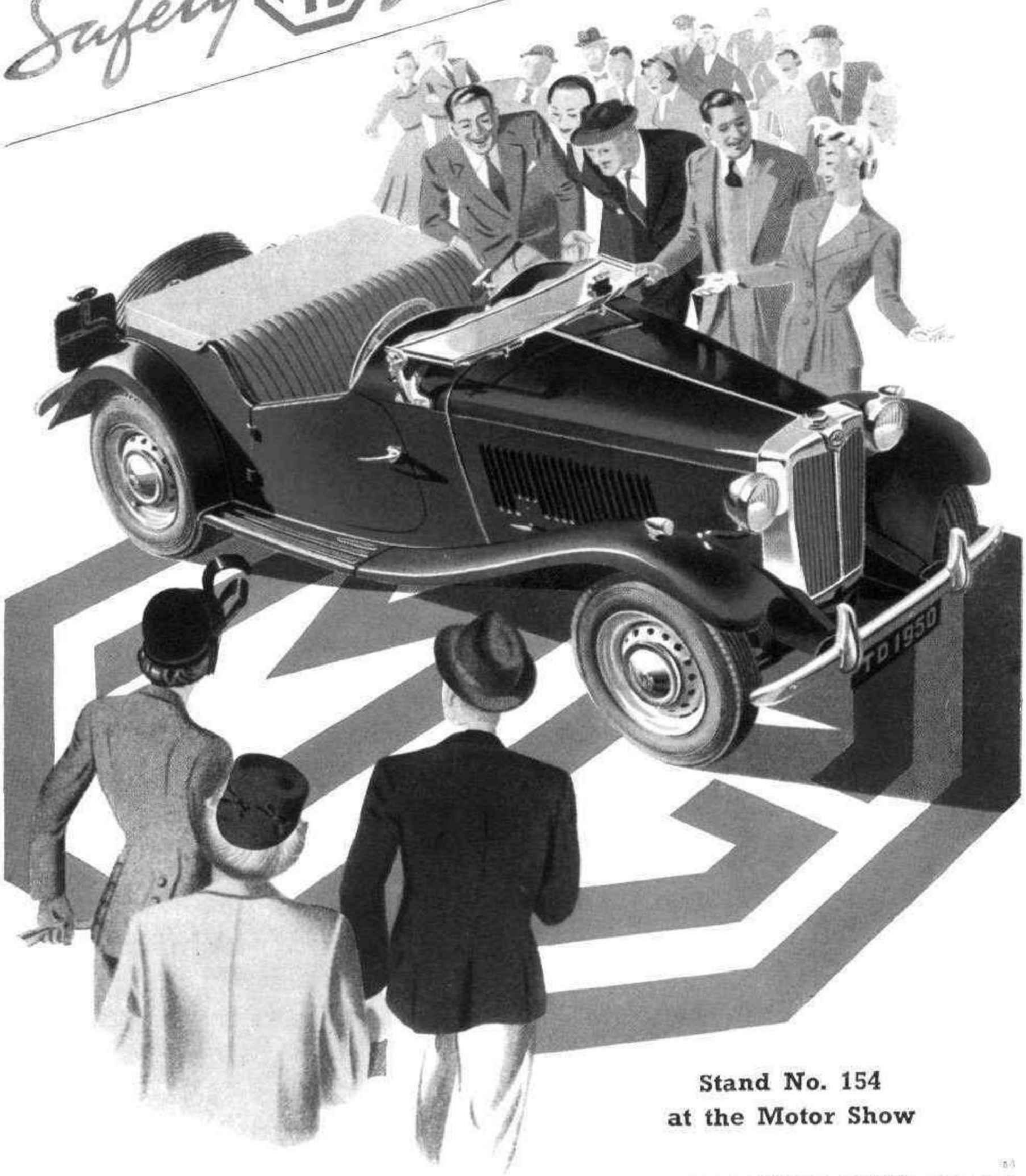
1950 has added still further world-wide proof that a Jaguar is indeed 'The finest car of its class in the world'. To its previous successes at Jabbeke, Silverstone and Palm Beach the Jaguar X.K.120, with its record breaking twin overhead camshaft engine, has won further honours by again winning its class in the 1950 Silverstone Production Car Race together with the Team Prize and by making the best performance in the gruelling Alpine Trial in which it won an Alpine Cup and 11 other cups and awards. The Mark V Saloon, which, amongst other successes, won both the Concours d'Elegance at Monte Carlo and at Eastbourne, is unrivalled in its class.

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THREE-LITRE SUCCESS.—The Aston-Martin DB II saloons vanquished the Healeys in this class. Macklin leads the Aston-Martin formation past the Dundrod pits.



OUT IN THE RAIN.—Stirling Moss and the T.T.-winni
Dundrod straights. Moss has proved himself b



HARD LUCK CULPAN (Frazer-Nash) leading a Healey and Tony Crook's Frazer-Nash, before Culpan slowed, allowing Gerard's Frazer-Nash to take third place.



I.F.S. PAYS! R. W. Jacobs led the team of Mk II "TD" M.G.s that beat the larger, more harshly-sprung H.R.G.s. The ill-fated Jupiter (was it gasket or bearings?) follows Jacobs round the hairpin.



ACCELERATION! —K. Watkin's J2 Allard leading Lance Macklin's Aston-Martin out of one of Dundrod's interesting corners



1950 *HILL-CLIMB CHAMPION.—Dennis Poore hurling*
style to consolidate his lead in the 1950 *R.A.C. Hill-Climbing*

1,000 *FASTER THAN* 1,100 *OR* 1,200!—*Ken Wharto*
showed two Cooper 1,100s *and Collins'* 1,200-*c.c. Coop*
the way up Prescott on September 10*th when he broke t*
1,100-*c.c. class record, in* 46.87 *sec.*



BEFORE THE BUMP!—An unusual "shot" of "T. Flack's" "TD" M.G. before it crashed, comparatively early in the race.



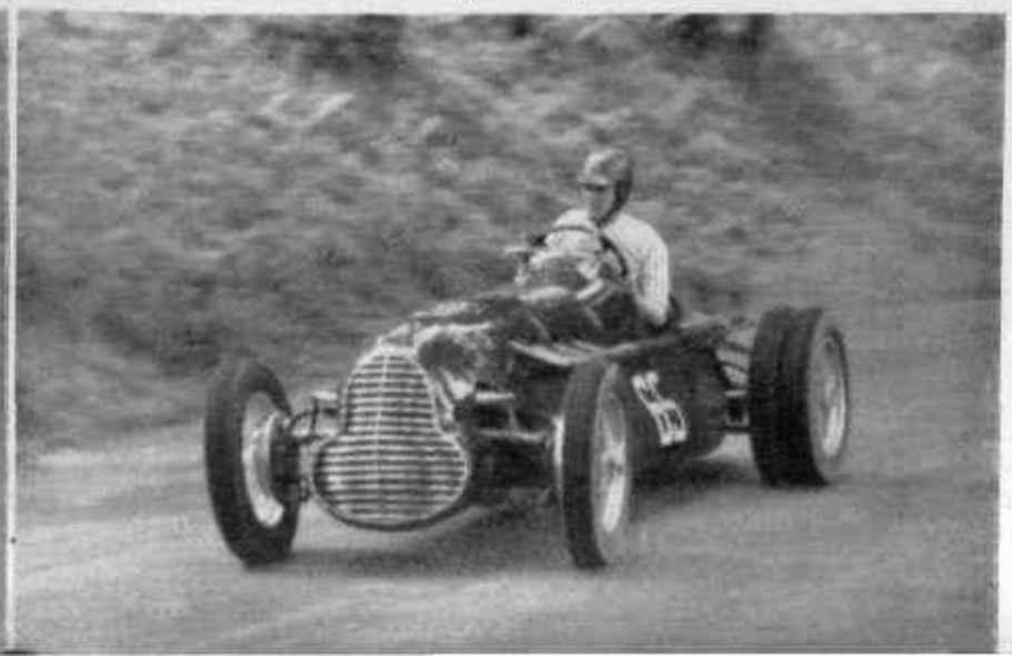


ng XK 120 Jaguar doing close on 120 m.p.h. in the rain along one of the eyond any manner of doubt our leading road-racing driver.



his 3.8-litre twin-Wade-blown Alfa-Romeo up Prescott in characteristic Championship. Poore also won the Staniland Trophy and made f.t.d.

ALVIS RACER.—W. Goodwin's Goodwin, with 4.3-litre Alvis engine, ascending Prescott in 50.44 sec., a promising show for a big car.



THE FASTEST SPORTS CAR at Prescott on September 10th was Sydney Allard's J2 Cadillac-engined Allard, which clocked 50.78 sec. It is here seen being driven by Mrs. Allard, who ascended in 55.26 sec.



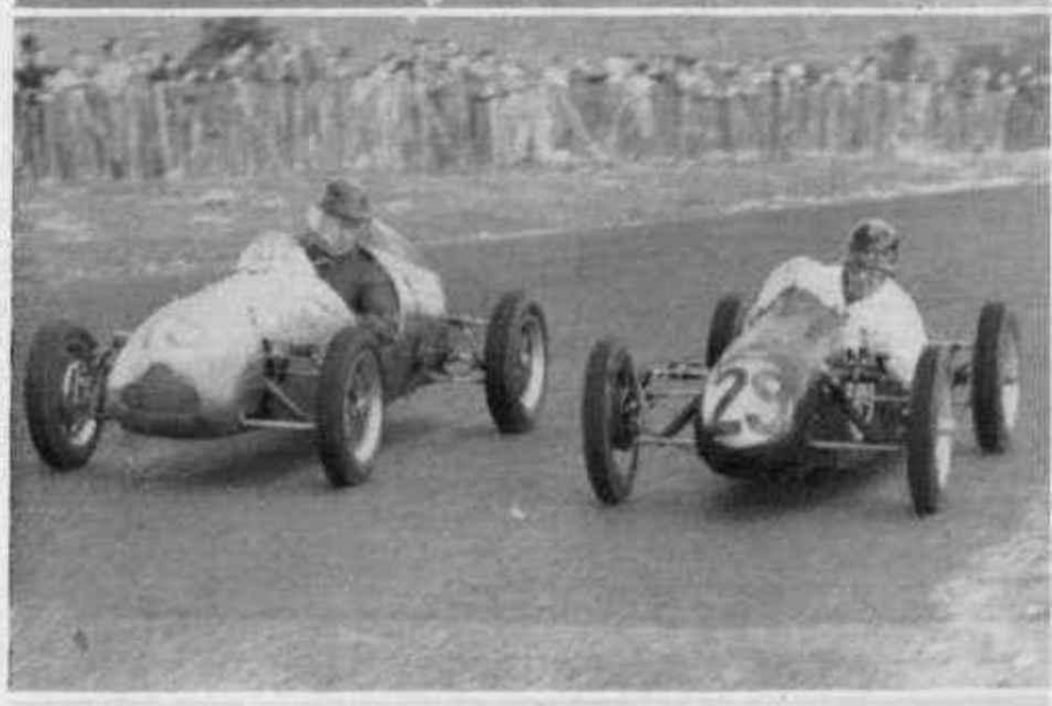
XK 120 IN ACTION.—Peter Walker trying very hard at Prescott in a Jaguar. He clocked 51.18 sec., fourth fastest time in the class for unsupercharged sports cars over 3,000 c.c.



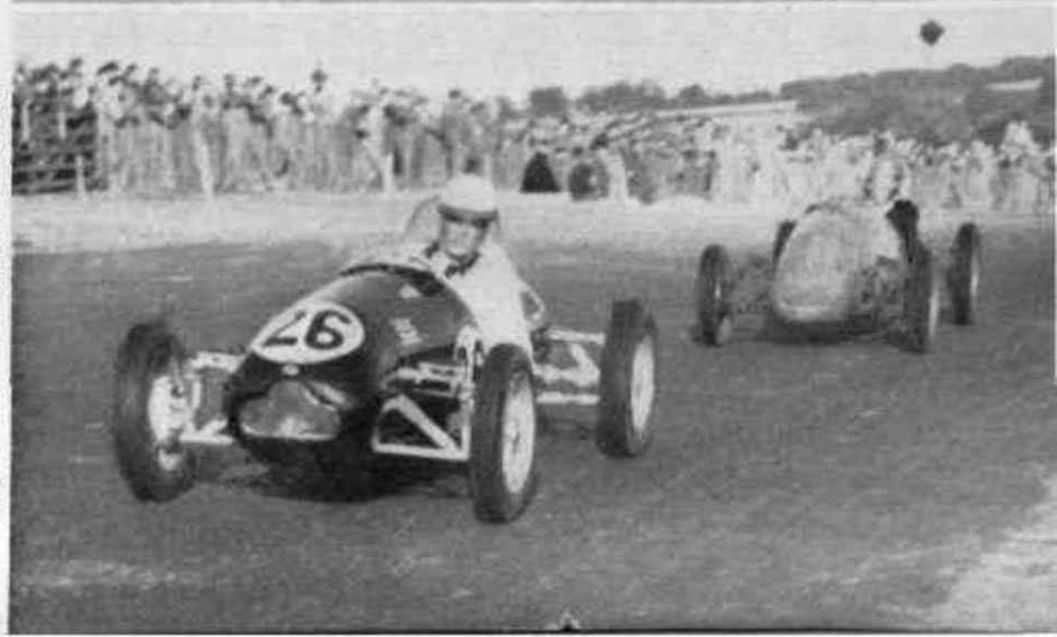
BOTTOMS' DAY.—A. J. Bottoms going well at Brands Hatch on September 17th to win the Championship of the Meeting Race at 64.84 m.p.h. in his Norton-engined J.B.S.



AN ADMIRING GLANCE is cast by Eric Brandon at Bottoms as they accelerate up the Brands Hatch straight. Bottoms got by and beat Brandon to the finish.

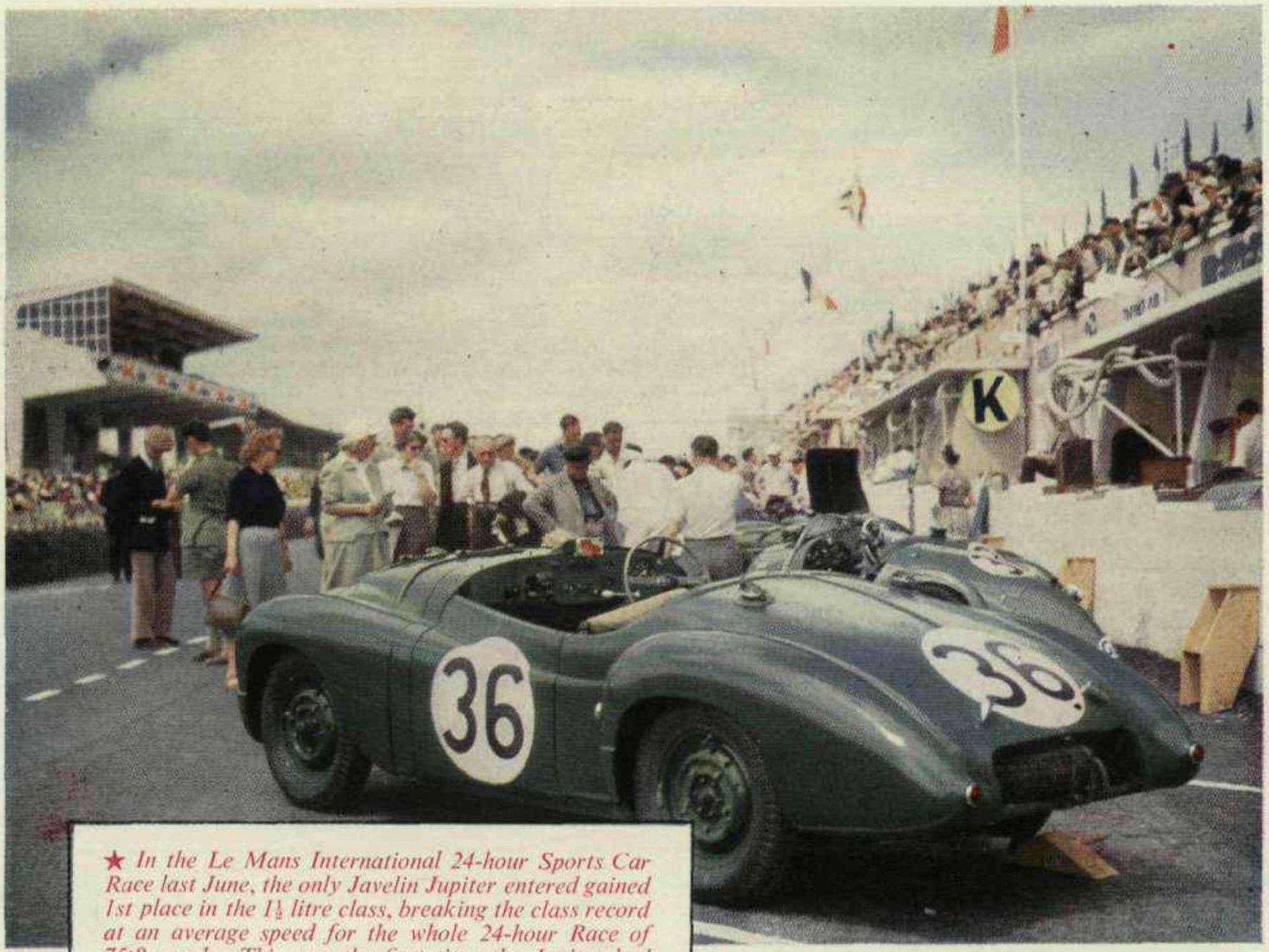


INCIDENT.—D. N. Brake, who won his heat at Brands Hatch in his Cooper-J.A.P., looked like winning the Junior Brands Hatch Championship Race until K. A. Gregory (Cooper-J.A.P.) collided with him at the top corner, pushing Brake's car off its line. Gregory won, at 62.15 m.p.h.



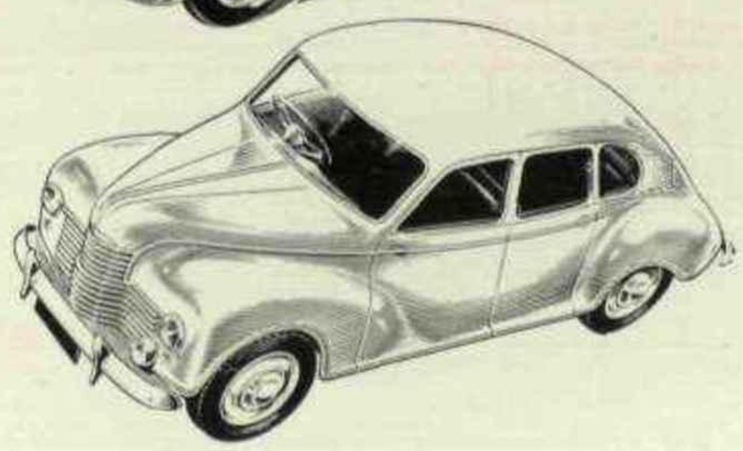
Jowett endurance again demonstrated

—by **JAVELIN *JUPITER***



★ *In the Le Mans International 24-hour Sports Car Race last June, the only Javelin Jupiter entered gained 1st place in the 1½ litre class, breaking the class record at an average speed for the whole 24-hour Race of 75·8 m.p.h. This was the first time the Jupiter had entered a race. The car was driven by Mr. T. H. Wisdom and Mr. T. C. Wise.*

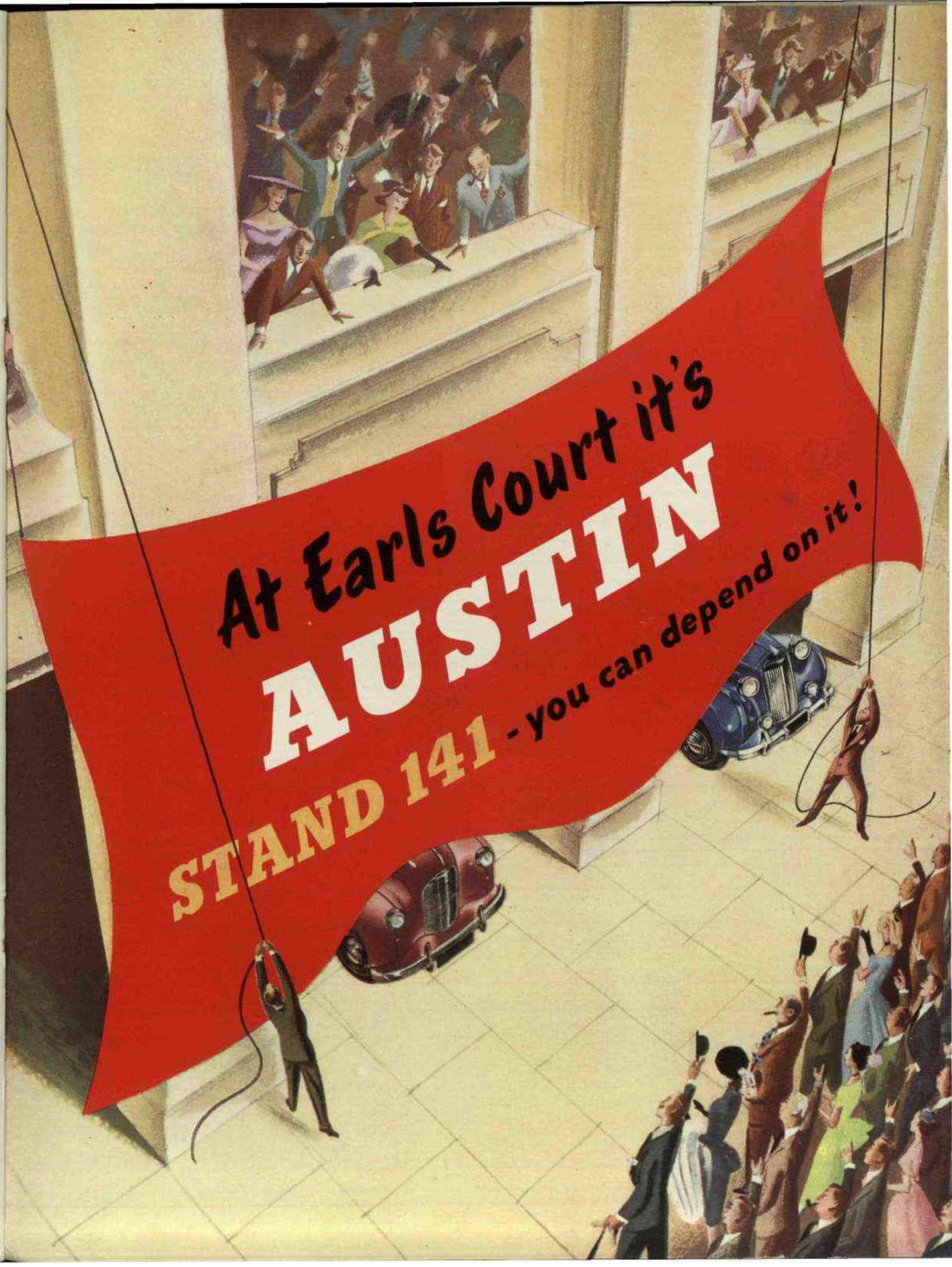




The Jupiter which promises to be Britain's foremost 1½ litre sporting car is a development of the world-famous Javelin saloon. The Javelin itself is the winner of many international trial and speed events. At the same time it is the most comfortable, roomy, family car.

These two thoroughbreds are, of course, both from the Jowett stable in Yorkshire—where they've been building cars for almost 50 years. The man who loves high-speed motoring will no doubt prefer the faster 3-seater Jupiter. But the man who buys the Javelin will not be far behind him on the road.

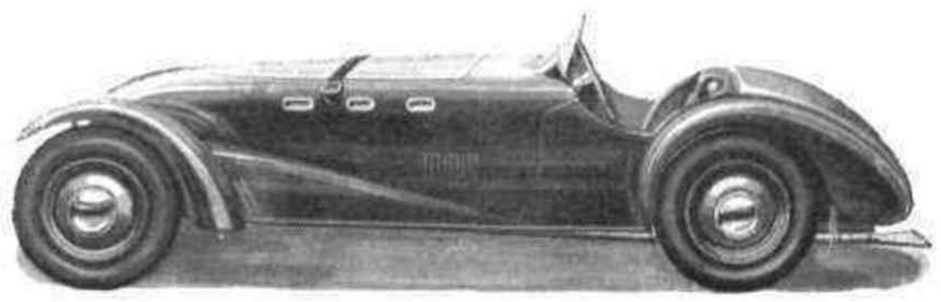
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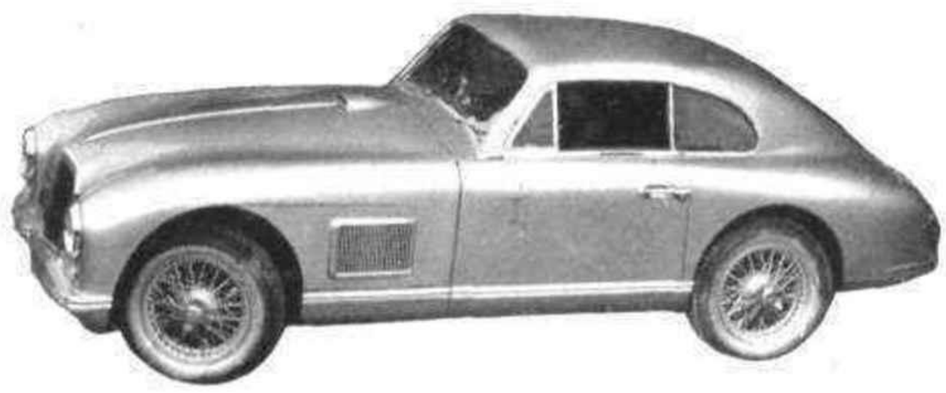
The 3½-litre six-cylinder, twin o.h.c. XK120 **Jaguar** *two-seater.*



The 4-litre V8, push-rod o.h.v. **Ardun-Allard** *J2 two-seater.*



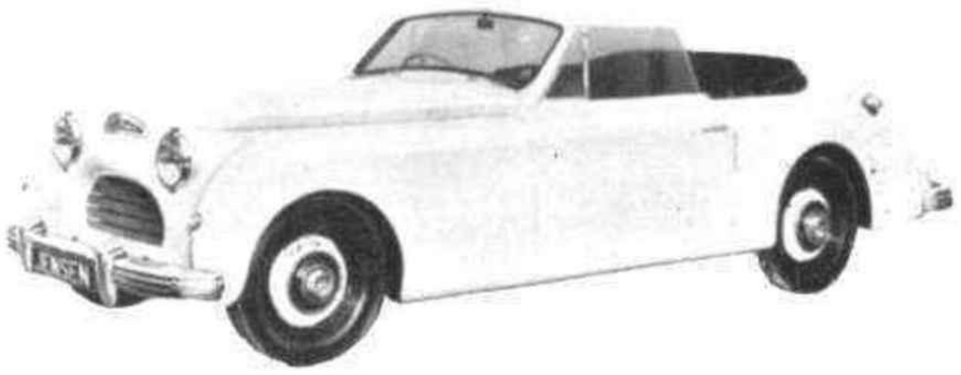
The 2½-litre six-cylinder, twin o.h.c. DB2 **Aston-Martin** *drophead coupé.*



The 2½-litre six-cylinder, twin o.h.c. DB2 **Aston-Martin** *saloon.*



The 2½-litre four-cylinder, push-rod o.h.v. **Healey** *"Silverstone" two-seater.*



The 4-litre six-cylinder, push-rod o.h.v. **Jensen** *Interceptor cabriolet.*



The 2-litre six-cylinder, push-rod o.h.v. **Frazer-Nash** *"Mille Miglia" drophead cabriolet.*



The 1.7-litre V6, push-rod o.h.v. **Lancia** *Aurelia saloon.*

An Alpine Tour with a Difference

by

J. M. B. DOVE

A record number of English motorists took their cars abroad this season. This article will remind them of those carefree summer days, besides opening the eyes of those who regard Edwardian cars as mere rally playthings.—ED.

THOSE who were fortunate enough to be in France at the beginning of July and who thought they saw two ghost-cars travelling silently along the Routes Nationales and ascending the Passes of the Savoy Alps, may rest assured that they saw not phantoms of the great days of the past but two very earthy and active Edwardians. There were in fact a 1910 40/50-h.p. "Silver Ghost" Rolls-Royce with its original Barker touring body and a 1913 38-h.p. six-cylinder Lanchester torpedo belonging, respectively, to my friends Jimmy Skinner and Francis Hutton-Stott. I travelled almost the whole tour in the Rolls so this story, which will I hope be of interest not only to those who saw the cars but as well to all who are proud of our British touring car tradition, must necessarily be largely about that car. The thing started with the Veteran Car Club week-end Rally to Le Touquet; for why, we said, should we have to pay such fantastic cross-channel boat fees without making the most of the opportunity? In addition, we were all intelligent enough to enjoy Edwardian motoring. The party consisted of Skinner and his wife, myself and brother in the Rolls, Hutton-Stott and his wife and Ronald ("Steady") Barker (that keen exponent of Edwardianism) in the Lanchester. Of the Rally itself it is only necessary to say it was a great success, that the weather was kind and everything admirably organised. In the *Concours d'Elegance* the Rolls and Lanchester won first and second prizes, respectively, in the Edwardian class and were the recipient of handsome cups presented by the Mayor of Le Touquet. On Tuesday, this pleasant meeting over, the two cars were loaded up outside the Royal Picardy Hotel, and what a load. We carried two extra passengers and luggage between us as far as Paris, where it was proposed to stay the night to investigate some veteran vehicles Hutton-Stott had heard about. The run there was uneventful except that we ran out of petrol on the Rolls, the cause being somewhat interesting. We had filled up before leaving in the morning and the better quality petrol (sold in France as *Super Carburante*) had caught Skinner napping and richened the mixture to such an extent we estimated we were doing little better than 8 m.p.g.! Weakening the main jet soon put this right and the consumption improved to an average of 11 m.p.g., which was maintained over the whole tour, using No. 1 spirit. The Lanchester seemed to prefer the *Super* variety, on which it gave an average of 15 m.p.g. Little, if any, improvement to consumption or performance resulted on the Rolls from the use of *Super*. This little episode was to prove the only involuntary stop of the whole tour. We had a foretaste during the day of the car's immense hill-climbing potentialities. If the *pavé* did reduce speed to a crawl, once clear of it, with a "woosh" from the carburetter, we were off and accelerating on the 2.9 to 1 top gear back to our cruising speed of 40-45 m.p.h.

The car is capable of a comfortable "sixty," but, as Skinner said he was not going to be tempted to drive at sustained high speed hour after hour in the grilling heat, he set himself a maximum of 50 and the soundness of his theory was to prove itself in the next ten days. The amount of ground one can cover in this car at a consistent speed of 45 m.p.h. is astounding, one of the reasons being that it takes absolutely no notice of long gradients, in fact these give you the only opportunity of using full throttle.

We were fortunate in having a pilot to guide us through Paris, for the automobilists of that City do not exactly assist in the conducting of large Edwardian machinery, and if the Rolls only missed one of them by the skin of its oil rear-lamp, the Lanchester which was following was fortunate in finding a water-flushed road on which to waggle its rear-end in avoiding action! However, all was well and the cars attracted enormous interest. Skinner's remark about driving through the heart of Paris was that he would try anything once.

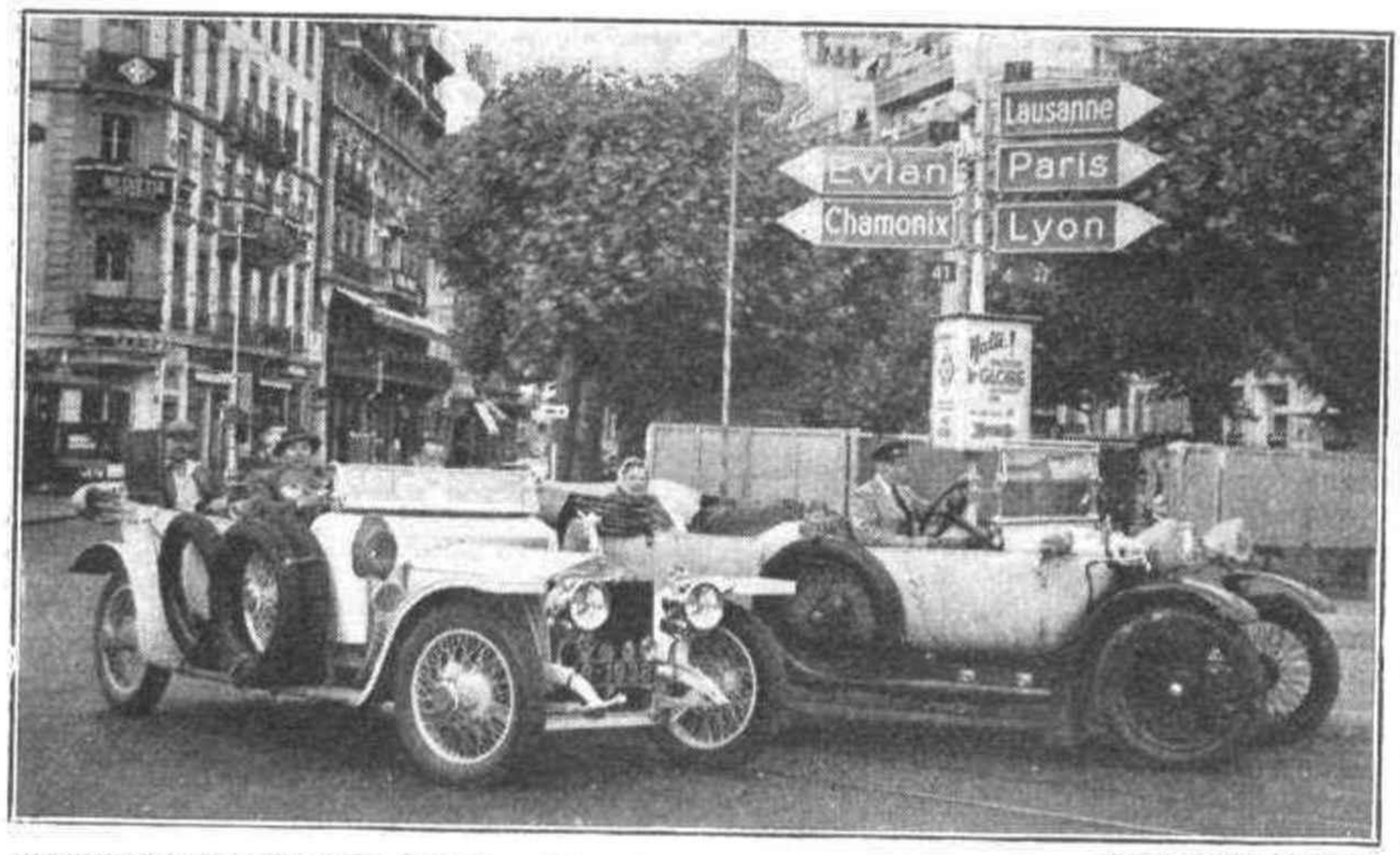
I find it difficult to put into print the average Frenchman's pronunciation of the word Rolls; the nearest is possibly "Rhawlls" and as such the white car was constantly hailed. It should be remarked here that such is the "Magic of a Name" that the car was universally recognised with its low square bonnet wherever we went, even in the remotest villages, and although it would be impossible to record all the remarks that were made in the three countries the car visited they were always in terms of the sheerest admiration or wonder; the one that pleased Skinner most, I think, was *La Belle Voiture* and the one that annoyed him most *Les Americains*! This latter prompted the early purchase of a Union Jack! The unkindest cut was *Louis Quartorze*! The Lanchester and crew decided to stay in Paris two days, while the next day we headed south at 7 a.m., to be greeted almost immediately and for the rest of that morning off and on by rain of the most diabolical kind. Let this be said at once, Edwardian motoring in rain is no joy; you have possibly over two tons to look after, narrow tyres, brakes which demand intelligent anticipation of road hazards and, if you are a purist as Jimmy Skinner is, no wiper or sidecurtains and there is a gap between the hood and top of the screen, and the latter is generally open! Consequently, our morning's progress was dismal, but in the afternoon we got going to such effect that Bourg was reached that night. If the elements conspired that day to anger us, the charm of that superb car defeated them. At the end of the day we could have done more, which is the highest compliment one can pay any car. We had covered 270 miles.

Next day we lunched at Uriage-les-Bains and then in magnificent weather, which had earlier given us a foretaste of the heat to come, embarked on the climb to Le Grave by the lower reaches of the Col du Lautaret. This is a glorious drive and for the first time since leaving Basingstoke gradient brought the Rolls down to its second gear of 5 to 1, but only for short bursts. At La Grave we stayed two nights to enable us to admire the majestic La Meije and for the Lanchester to catch up with us. On July 8th the two cars pulled out of La Grave to ascend the Lautaret in the intense heat of the middle of the day and with a following breeze for good measure. I am not going to deny that both cars got hot, although we did not let them boil seriously and after a precautionary breather we arrived at the top without incident and the radiators were replenished for the attack on the Galibier. This proved an easier climb than the Lautaret, as a change of direction gave us a cooling breeze occasionally, and at the summit (8,530 ft.) we ate our lunch and stayed to admire the unforgettable views which the Alps can give on a perfect day. The surface for the first 2 kilos of the descent was simply appalling; the road is under reconstruction and resurfacing. It is a magnificent tribute to the springing of both cars that they survived that ordeal.

However, the rest of the descent is excellent for the next 15 kilos and thereafter the road to St. Michel is reasonably good and the scenery unrivalled. Our destination that night was Talloires on Lake Annecy, a mainroad run, and we got there at 7 o'clock.

The Lanchester crew and my brother and myself stayed here a few days to enjoy the bathing and idleness. Skinner, however, said that he could go to Westmorland any time and proceeded to make tracks on the morning of the 10th, accompanied by his wife, for an unknown destination, but definitely to the mountains. I had a 'phone call from him the following night from Val d'Isere which was his headquarters for an attack on both sides of the Col de l'Iseran, reputed to be higher than the Stelvio and the highest motor road in Europe (9,088 ft.). On this pass, he reports, the car behaved magnificently, climbing both sides easily in second gear non-stop, without the slightest tendency to overheat, nor at any time did first speed seem the least likely to be wanted. There was no carburation trouble, which one can get in these high altitudes. The Col de Mont Cenis was taken in its stride and on a trip into Italy the Col du Petit St. Bernard was also climbed non-stop on top gear without the slighest difficulty.

On Thursday the 13th, the Rolls picked us up at Talloires and with the Lanchester we ran into Geneva. It was



BRITISH TOURING CARS.—The Rolls-Royce and Lanchester during their rather epic Continental voyage. [Photo by R. Barker]

the plan next day to drive from there to Dunkirk in one hop and at precisely 6 a.m. on the 14th both cars pulled out. For the first 100 miles over the Col de St. Cerque and Jura mountains nearly to Dijon we made splendid time and then a most frightful storm broke. I have seldom been asked to travel in worse rain in any car. As it happened it broke without warning and we pressed on as one so often does hoping it would lift, but it got steadily worse and after three-quarters of an hour we were literally soaked. It was then decided to put the hood up and effect a complete change of wearing apparel as the prospect of sitting in wet clothes for the next ten hours did not appeal. This interlude seriously upset our timetable and as Hutton-Stott had passed us already at our first petrol stop he was well ahead of us. We were dogged with bad weather and wet roads for over half the distance, but by maintaining a strict discipline as to stops we finally came across the Lanchester at 6.15 p.m., with its crew peering anxiously into the engine to detect the fortunately minor trouble of a squeak in the fan. Our weather troubles were not yet over, however. The fates conspired that the sun should shine once that day and our tired drivers had to cope with it shining in their eyes for the last 100 miles, as we were travelling due north-west. Eventually we ran into Dunkirk at dusk and drove to the docks with the oil lamps alight. I think it should be mentioned that Skinner drove the whole of the 450 odd miles that day, and that Hutton-Stott and Barker shared the wheel in the Lanchester, which travelled the first 240 miles non-stop. These performances would be quite creditable on a modern car; made on cars whose combined ages total 87 years, one begins to wonder how far, basically, we have progressed in the last 40 years. We got the cars on board around 11 o'clock, whereupon the drivers proceeded to service them in readiness for the morrow! I am told that Skinner "got to bed" in his car round 3 a.m. and he was certainly down to breakfast at 4.45! We got clear of the Customs soon after 7 a.m. and proceeded to Basingstoke, which was the end of my journey. But Skinner and Hutton-Stott and their wives and Barker with his Napier pressed on from here to complete the 200 odd mile run to Bristol where they proceeded to take part in a 55-mile Reliability Trial in the afternoon. Truly some types are enthusiasts!

Before this trip all of us were confirmed admirers of the Edwardian touring car at its best, but so far as I was concerned it was an admiration unfortified by much actual motoring (thanks largely to petrol rationing). Now I am at a loss adequately to describe the charm of driving, especially in hilly country, behind that superb square bonnet which houses such an effortless flow of immense but silent power; the high-geared steering and splendid lock for a car with a wheelbase of 11 ft. 11 in. makes hairpin cornering a delight. In the front seat the engine is virtually inaudible; in the rear seat it is completely so. The predominant sound is the swish of the tyres on the road and if these, being of narrow-section, are susceptible to surface variations, the only sign that reaches the passengers is the pounding of the well-damped springs, no rattles, no jolts, just complete insulation from shock. I have already mentioned the power available; it is fantastic and anything less powerful for pass climbing will never, to me at any rate, be entirely satisfactory again.

Of course there are penalties attaching to touring in an Edwardian Rolls-Royce and the chief is the petrol consumption of 11 m.p.g. As Skinner points out, however, the "Phantom" gives probably less than 10 under the same conditions, albeit with considerably higher performance. The tank range of the "Silver Ghost" is also poor, providing only 100 miles with safety in a country where pumps are often widely spaced. It is not possible, either, to fit an auxiliary tank as the old pressurised system is still in use. Incidentally, we anticipated possible trouble in this system with its multiplicity of unions and copper pipes, all of them as far as we know as old as the car, but our fears were quite groundless. Day to day maintenance takes, of course, much longer than on a modern vehicle; however, given the attention that the maker's insisted it must have, and which in the old days was provided by a trained chauffeur, the car will still give completely trouble-free motoring in the grand manner.

Let it be said that this holiday was in no sense whatever a stunt or a subsidised venture. It was possible for all of us to fit in about 10 days after the Le Touquet Rally and the cars were on the spot. They carried seven passengers and luggage, in the case of the Lanchester for 1,500 miles and in that of the Rolls for 1,900 miles on Continental soil. Neither car gave any trouble at all. One would have expected, reasonably, a change of plugs or oiling-up on the long descents, but nothing but routine maintenance was necessary and at the end both were running as sweetly as at the beginning. It must not be thought, however, that such a venture could have been undertaken with a reasonable chance of success without meticulous preparation of both cars. When in the winter the idea was first conceived the body of the Rolls was removed and everything checked with patient thoroughness, and it was my privilege to see this work going on. No major overhauls of any kind were necessary at this stage to either car, beyond very special attention to decarbonising and valve grinding, ignition systems and tyre equipment. In passing, it should be mentioned, and it will give encouragement to others who take old cars on the Continent next year, that very old beaded-edge tyres were used by both cars as well as old-type heavy rubber tubes. The tyres were carefully inspected for sound walls and cords and no patched tubes were allowed. Actually it was not found necessary to put air into the Rolls tyres once and with every day that went by it became increasingly apparent that they were going to stand up to the job asked of them in spite of many gloomy prognostications by doubting Thomases before we left. Another point worth mentioning is that both cars were completely standard as far as possible in nearly every detail. Original pistons (cast-iron in the Rolls and steel in the Lanchester), trembler coil and old-type magneto ignitions and carburetters (in the case of the Lanchester the old-wick type which required a supply of 680 spirit for starting) were used. The Rolls had been bought with a modified water system, but Skinner had discarded this and had eventially found in various places the necessary parts to bring it back to its original specification. This car has the old-type small cylinder blocks and single-water-inlet system and the smaller, low radiator, not to be confused with later models that had larger blocks and water passages and a larger radiator, and it is a tribute to the original design that on climbs of three-quarter-hour duration no water was lost; on reflection it was a remarkable achievement. Skinner even scorns "Jubilee" hose clips and uses flimsy bits of brass! I must say I thought this was carrying things a bit far. The car has no electrics of any sort bar the four-volt coil, though I did persuade Skinner to fit an electric horn for the trip, but, of course, it had to be "period."

Lighting is provided by oil and acetylene. The Lanchester carries its original eight-volt lighting set and 32-volt starting. Needless to say the starting side of the machinery is not used, for obvious reasons! The lack of electric lighting on the Rolls was only felt in a few of the unlighted tunnels on the Alpine passes. Brakes on both cars received very special attention. The cast-iron liners were discarded and, from a safety angle, modern linings were fitted. It was felt that cast-iron linings might suffer while descending passes with a heavy load. Actually the brakes on both cars were adequate for all that was required of them, slow descents in second being the order of the day and with the enormous braking power of those huge engines we did not have the least anxiety.

A word on the history of the two cars may not be out of place. The Rolls was delivered in 1910 to its original owner in Cheshire. At the end of the 1914-18 war (during which it was laid up) it was acquired by the Dunlop Rubber Company, which used it for tyre testing. In 1922 or thereabouts it came into the hands of an owner who used it very little up to 1938, when it was laid up. Skinner found it four years ago and bought it from the owner's trustees. After a routine check and change of oils it was driven the 200-odd miles to Basingstoke with nothing worse than two tyre bursts. The Lanchester was built for the Swedish Winter Trial of 1913, after which it was purchased by a Liverpool owner who ran it until 1939. From his trustees it was purchased by Hutton-Stott. If it lacks the power and top-gear performance of the Rolls it is equally as comfortable to ride in. The engine is very silent and the way it sits on the road creates the impression that it could not be turned over—which impression was fortified by an impromptu and convincing demonstration by Hutton-Stott in an exuberant mood one fine day! As the like of these cars will never be made again they must be preserved as much for posterity as for the benefit of those who knew them in their hey-day, and in fostering this preservation the Veteran Car Club and its members should have the grateful acknowledgement of all those interested in the past history of motoring.

On a journey such as this one invariably has interesting encounters, I will mention three. Near Folkestone on the way out we met two young men in a 1923 Anzani A.C. two-seater which, although clearly in appreciative hands, now showed signs of a hard life, yet it had carried them through Germany and Austria without trouble of any kind. At Avallon the Lanchester party saw and rode on (the word "on" is used intentionally!) a Panhard of alleged 1895 vintage; it was a *brake*, powered by a 4-h.p. vertical-twin Daimler engine. The whole equipage was in a splendid state of preservation.

Finally, in Talloires, a young Englishman was seen conducting an ex-W.D. side-valve Triumph motor-cycle and appeared successfully to be winning a wager; a friend had wagered the whole expense of the trip if the Triumph could be persuaded to cover 5,000 miles in a month without protest. When we saw them rider and mount had Spain and the Riviera behind them and a trouble-free mileage of 4,730. . . On that note of unfailingly good service from an old vehicle I will end this account of a rather notable tour of the Alps.

CONTINENTAL NEWS

THE MONZA GRAND PRIX

Twenty-seven cars contested the Monza Grand Prix, the 189-kilometre 1,100-c.c. race. Wharton had his Cooper 1,000 but lost time investigating the straw bales, and Dattner (Simca) and Bertini (F.I.A.T.) both had engine trouble. Giodetti overturned, as Stuck (Cisitalia) had done in practice. Raymond Sommer and Felice Bonetto took the Oscas right out ahead, Sommer setting a new lap-record of nearly 153 k.p.h. Schell's Cooper retired. The only opposition to the Oscas came from the Simca driven by A. Simon and the Stangulina-F.I.A.T. of Simighosi and Delsino. Sommer increased his speed to 153.5 k.p.h. for the lap, which Simighosi equalled, then beat, with 153.9 k.p.h. The Oscas were unassailable, however, and Sommer deliberately let his teammate win.

1st:	F. Bonetto (Osca)	... 1 hr. 0 min. 15.8 sec.
2nd:	R. Sommer (Osca)	... 1 hr. 0 min. 15.9 sec.
3rd:	A. Simon (Simca)	... 1 hr. 0 min. 42.9 sec.

Farina and Fangio had a battle-royal in the Grand Prix proper, with the World's Championship at stake, for which title both drivers had equal points. Very exciting was the strong challenge by the new 4½-litre V12 unblown Ferrari handled by Ascari. In practice this car had lapped in 2 min. 1 sec., ⅘ sec. faster than Farina or Sanesi in Type 158 Alfa-Romeos could manage. Farina's Alfa-Romeo was said to develop 370 b.h.p., against the 320 b.h.p. of the others.

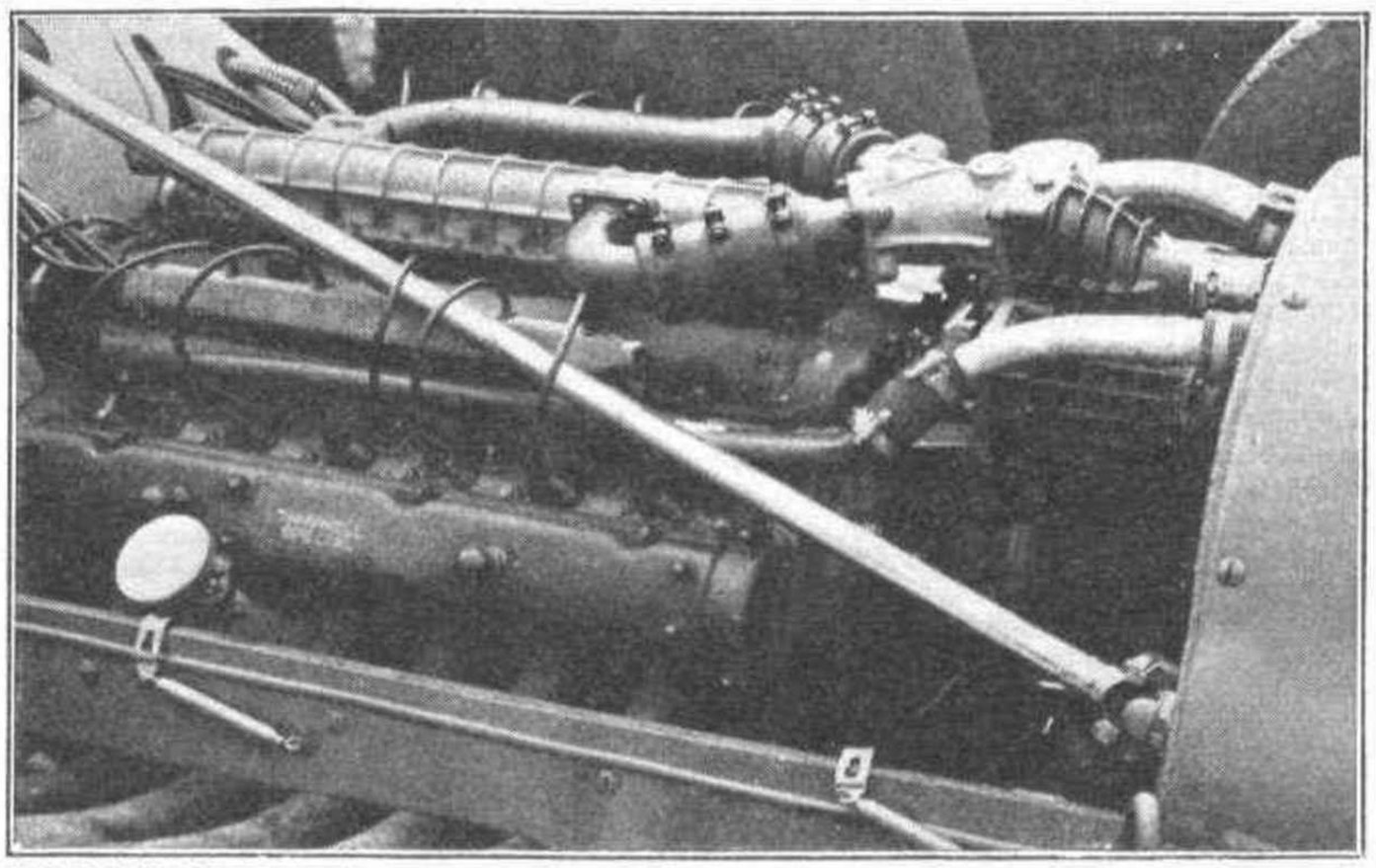
Ascari, alas, had valve trouble and took over Serafini's slower 4½-litre Ferrari. Fangio's old bad luck returned, his Alfa-Romeo dropping a valve, so he took over Taruffi's car and blew that up as well. It will be interesting to see how the Argentinian does next year, if he has shaken off Alfa-Romeo discipline. He is said to be quite keen on the new 4½-litre Ferrari!

The race ran on, Farina now comfortably ahead in both it and the 1950 Championship. Sommer's Talbot developed engine trouble, Claes' Talbot lost its bearings, but Harrison's vintage E.R.A. went on going along.

Ascari proved the potentialities of the new Ferrari beyond all doubt, by bringing the less effective of the two in only 2 min. 19 sec. behind the winning Alfa-Romeo in the 4½-litre's very first race, and ahead of Fagioli's older car. Bourne please copy.

1st:	G. Farina (Alfa-Romeo)	2 hr. 51 min. 17 sec. (109.69 m.p.h.)
2nd:	A. Ascari (Ferrari) ...	2 hr. 53 min. 36 sec.
3rd:	L. Fagioli (Alfa-Romeo)	2 hr. 53 min. 53 sec.
4th:	L. Rosier (Talbot) ...	4 laps behind.
5th:	P. Etancelin (Talbot) ...	4 ,, ,,
6th:	de Graffenried (Maserati)	8 ,, ,,
7th:	P. Whitehead (Ferrari)...	8 ,, ,,

Fastest lap: Fangio (Alfa-Romeo), at 177.43 m.p.h.



'USH 'USH.—Lots of people wanted to know what was under the bonnet of the "Thinwall" Ferrari at the B.R.D.C. Silverstone Meeting but the mechanics were reluctant to remove it. This photograph by the erstwhile Bugatti and Maserati driver, T. C. Cholmondeley Tapper, shows you.

A Spate of Record Breaking

Before the war record-breaking was a recognised undertaking when you weren't racing. Recently renewed interest has been shown in it, largely thanks to the availability of the banked Montlhéry track near Paris.

Following news of the Austin A40's successful bid in Class F, came news that A. Momberger, H. Meier, A Brudes and K. Schaufele were attempting shorter Class F records in a near-standard aerodynamic two-seater Hansa-Borgward. They drove it at speed for 500 miles, when engine trouble intervened. The car reappeared later, intent on the 24-hour record, but a wheel broke up and the back axle radius arms were damaged. Nevertheless, the following new records were established :—

1,000 miles	107.3	m.p.h.
2,000 kilo	105.47	"
12 hours	105.48	"

The old records, held by the Eyston-Maclure Riley, were beaten by 5, 4.43 and 4.38 m.p.h., respectively.

Meanwhile, over in Utah, evergreen "Abe" Jenkins, who has done so much to popularise record-breaking on the Salt Flats, raised his own World's Hour record, that much-coveted honour, by over 20 m.p.h., driving the Mormon Meteor. The new figure stands at over 197 m.p.h.

A DB II Aston-Martin saloon was taken to Montlhéry, with an eye to breaking the 2,000 mile, 3,000 kilometres and 24-hour International Class D records. The drivers appointed were Thompson, Brackenbury, Bouchard and Macklin. They appear to have planned to do spells of about 200 miles each. Unfortunately, the weather was unkind to this British venture. Torrential rain fell and after the car had covered 500 miles this changed to fog, reducing visibility to 25 yards. The attempt was abandoned and the records remain the property of Citroën Speciale Yacco, which in 1934 set them at 98.6, 98.61 and 98.16 m.p.h., respectively. Nevertheless, the Aston-Martin put up a convincing show, averaging 107 m.p.h. for the initial 100 miles and 103.79 m.p.h. for the 500 miles, including three changes of driver.

Also at Montlhéry, Muller, Glockner, von Haunstein and Polensky took out an aerodynamic version of Volkswagen and broke eight long-duration Class G records after removing the undertray below the engine to cure overheating. The engine had the normal single carburetter, consumed pump fuel, and did one lap at over 85 m.p.h. The new figures are :—

4,000 kilometres	127.890	k.p.h.
3,000 miles	115.210	"
5,000 kilometres	126.080	"
48 hours	124.830	"
4,000 miles	123.130	"
5,000 miles	123.330	"
3 days	123.890	"
10,000 kilometres	123.140	"

These records belonged formerly to a Simca-FIAT driven by Gauthier and others in 1938.

BELATED BOOK REVIEW

"The Green Hat," by Michael Arlen (*Collins*).

Every month some nine-hundred books are published in Great Britain. Most of them are deadly earnest and a very large proportion are just plain dull. So rather than wade through them, hope giving place to despair and despair in its turn to a mad craving for strong waters, I propose to discuss a book that gives me as much pleasure to-day as it did when I read it as a boy, not long after its first printing in June, 1924.

Among the very, very few people who understand the English there have been but few Englishmen. Joseph Conrad, a Pole, was one, Dikran Kijoumjan, a Manchester Armenian, writing under the name of Michael Arlen, was another. And what is more, he wrote the best description of a fine car I have ever read in any language. Just listen to this.

"Only, under a lamp at the end of our lane, a long, low, yellow car, which shone like a battle chariot. It was empty . . . This car charmed the eye. Like a huge, yellow insect, that had dropped to earth from a butterfly civilisation, this car, gallant and suave, rested in the lowly silence of the Shepherd's Market night. Open as a yacht, it wore a great shining bonnet, and, flying over the crest of this great bonnet, as though in proud flight over the heads of scores of phantom horses, was that silver stork by which the gentle may be pleased to know that they have just escaped death beneath the wheels of a Hispano-Suiza car, as supplied to His Most Catholic Majesty."

Now there is no indication that I have been able to discover from his works that Arlen was a keen motorist, in fact even to show that he knew a magneto from a carburetter—or cared. But he had a genius for fitting the right cars to the right people. For the lovely Iris, the deathless, yellow Hispano, and for Sir Guy de Travest, that personification of pre-1914 gallantry and good manners, what is clearly identifiable as an Alpine Eagle Silver Ghost tourer. But this author has a gift of description that goes far beyond just motor cars. Hear what he says about a French night club.

"A blackamoor beat a warning roll on his drum, the dancers left the floor, the lights dwindled and awoke again in swaying shadows of blue and carmine. A heavily-built young man, with the face of a murderer, danced a tango with a lovely young girl with short golden curls. Then he threw her to the floor, and picked her up again. Rudolf et Raymonde. He did it beautifully."

If Raymonde is still alive she would be a grandmother, but Arlen's description of Parisian "boite" holds as good to-day as it ever did. Of Jews he writes :

"Jews, she said, are charming. The rich ones, I mean, and preferably the fat, shining ones. They understand luxury and elegance, and elegance is an enchantment that the skin loves. But nowadays only Jews have an idea of enchantment, only Jews and Americans. Furs, jewels, spacious rooms, trellised terraces, all lovely baubles, silks of China, myrrh, frankincense and motor cars. The Jews are disenchanted, but at least they are brave enough to insist on all the enchantments of disenchantment. Luxury, ease, splendour, spaciousness. You'll say they're florid. Well they may be, but they're also the last towers of chivalry."

And of Americans :

"They draw a cheque just as gallantly as any rather caddish cavalier ever drew a sword."

When he writes "because she is one of the very few Engishwomen I have ever met, who can live abroad without becoming more and more English" one does not even have to shut one's eyes to see again those defiant little teashops with six months old copies of the *Tatler*, that sprout like mushrooms, aggressively English mushrooms, so very, very frequently between Le Zoute and Menton, especially Menton.

It's all a very queer paradox, a Manchester Armenian, who writes better than the English about the English, a great deal better than most Frenchmen about the French, and far, far better about motor cars than any motorist. You should read "The Green Hat." I don't even know if it is still in print. But a quarter of a century ago it was a best seller to the lending libraries, so one is fairly sure to be able to get a copy from one of these. I envy you being able to read, for the first time, the account of the midnight summer drive from Belgrave Square to bathe at Maidenhead.

"Here and there the lamps shone on the buttons of a policeman stock-still in a doorway. There was no air but the wind of our passage, warm, heavy with dust and dry grasses. 'Rain, rain' breathed England in her sleep. And there was no rain, nor breath of rain, nor yet that damp, oppressive foretaste of a thunderstorm to come, only a torment of heat over the land and around the land the unclouded darkness pinned with faint stars."—D. S-M.

PIONEER LADY RACING DRIVERS

Sir,

I read Mr. Scott Moncrieff's letter regarding the earliest lady racing driver with great interest. I would like to advance the name of Madame Laumaillé as a contender for the title.

Study of Mr. Gerald Rose's excellent "Record of Motor Racing, 1894-1908" (now published by Motor Racing Publications Ltd.), reveals that this lady took part in the Marseille–Nice race in 1898, riding a De Dion tricycle. Mr. Jarrott ably explains the rigours of riding these machines in his book, and when it is realised that Madame Laumaillé made fastest time of all the tricycles on the first day, and ended fourth in the list of finishers, one can feel nothing but the warmest admiration for this plucky lady.

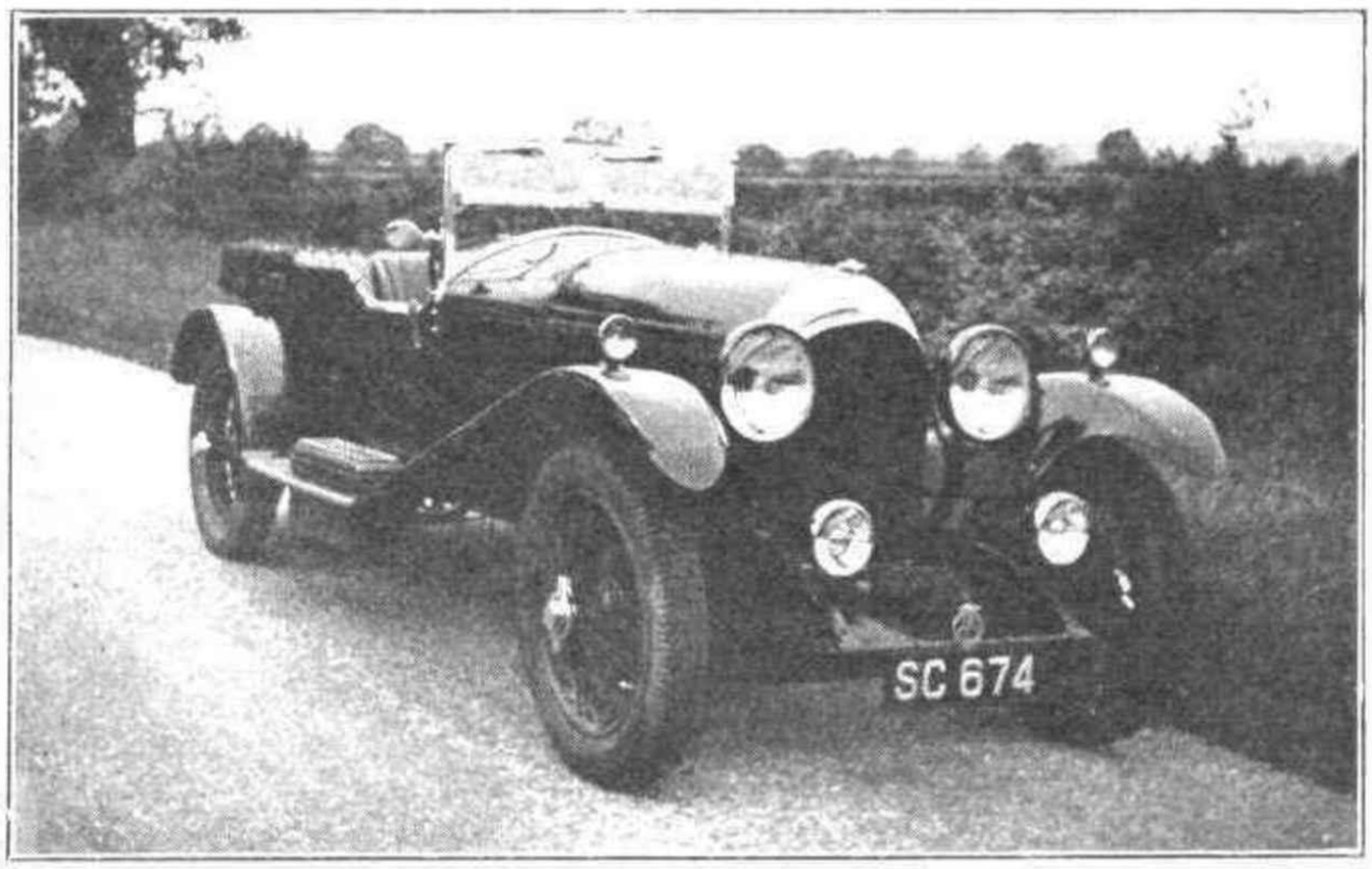
It appears that, due to mechanical troubles, she finished a little late on the second day, and rumour of her retirement (happily false) had perturbed the officials, who had made ready to present her with a bouquet of flowers. Much as this gesture must have been appreciated, one feels that a good hot bath will have been in the forefront of the good lady's mind !

I am, Yours, etc.,

P. F. H. Towle.

Glasgow.

VINTAGE VEERINGS



3-LITRE BENTLEY.—Here is an example of that popular vintage car, the 3-litre Bentley, of which some 350 are still in active use by members of the Bentley Drivers' Club. It still carries itself proudly for all its twenty-five years and if this isn't a "real motor car," what is it?

THE vintage event of August was the parade of Historic Racing Cars before 150,000 people at Silverstone on the occasion of the *Daily Express*/B.R.D.C. Meeting. Laurence Pomeroy, M.S.A.E., President of the Vintage Sports Car Club, was asked to organise it and he found at short notice 26 people with suitable cars willing to participate. Francis Hutton Stott brought a 1902 de Dietrich, said to have run in the Paris-Vienna race, but actually, we believe, a replica of those cars. It was very "period," with gilled-tube radiator and high bucket seats. Ronald Barker went to considerable trouble to persuade the Blakes to allow him to prepare and drive that extremely exciting car, the 1903 Gordon Bennett Napier. It is the car which Earp crashed during the eliminating tests and it was nice to see such an authentic and historic possession in action again, after its long retirement. Its ignition system, incorporating a glass-fronted box-of-magic (the distributor) on the dash, was energised by a modern Lucas 6-volt battery for the occasion, but this "mod.-con." was hidden from view. Harry Ferguson, the tractor manufacturer, was very interested, because he saw those cars in action forty-seven years ago. S. F. Sears entered the 1904 Mercédès he recently acquired from C. R. Abbott, but it didn't arrive. Densham took the '08 Hutton, Dr. and Mrs. Ewen the Itala, Gibbs had Heal's 1910 chain-drive F.I.A.T., and Kenneth Neve his 1914 T.T. Humber with Mrs. Neve as passenger. Abbott ran his beautifully restored 1914 T.T. Sunbeam, an impressive sight as it roared into action accompanied by Sir Francis Samuelson's sister car, also nicely restored. The latter car formerly had a four-seater body on it and was dealt with in No. 2 of our "Veteran Types" series.

Peter Hampton came in a magnificently restored Type 13 three-seater Bugatti, one of the most delightful Edwardians we have set eyes on (it is of 1914 vintage). The programme said a similar car ran second in the 1910|1911 ?—Ed.] G.P.—but not as a three-seater, surely, Peter's other (1911) Type 13 being nearer to that mark. Heal's 1921 straight-eight 3-litre T.T. Sunbeam was entrusted to D. B. Burrage, D. Allen drove his 1922 four-cylinder 2-litre Sunbeam and Heal picked the 1924 supercharged G.P. Sunbeam for himself. Fred Ellis had hoped to bring two of his carefully rebuilt 16-valve twin o.h.c. Aston-Martins, but "Razor Blade" was not ready, so he came in the G.P. car, which he let Clive Gallop handle, Clive sporting the same socks that he wore when he raced this car *circa* 1922. It sent out a big smoke-screen and was on low-pressure tyres.

A. B. Withers provided a G.N. with the historic "Vitesse" V-twin engine whose o.h. camshafts are driven by long exposed chains. The rest of the car was more reminiscent of a sprint G.N. of the 1930s than the racing G.N. of 1922, which it was intended to represent. Cecil Clutton drove his immaculately turned-out V12 10½-litre Delage, tendered by Alan Southon's OE "30/98" Vauxhall. It was a very quick and impressive car, that Delage! P. Denton brought, on a trailer behind a "12/50" Alvis saloon, one of the exceedingly interesting 1924 Alvis racing cars that ran in that year's J.C.C. 200-Mile Race at Brooklands. It has the authentic exposed-driving-shafts back-axle sprung on ¾-elliptic springs, a *unit* gearbox with, behind it, a transmission brake having two contracting shoes operated *via* a quick-action worm. This car not only went and sounded well, but held the track impressively. We didn't see S. G. Whittington's 1925 A.C., which the organisers presumably thought was the famous Joyce machine which lives these days in Lancashire, but which was, we believe, actually the "Rossiter Special" of about 1929 specification and, it was said, with a blower, which the Joyce car of *circa* 1925 didn't have, although Raymond Mays' A.C. of that period did.

Finch bought, in van and on trailer, the two Amilcar Sixes that have so often run as sports cars, but which on this occasion presented themselves as (very noisy) racing cars. The immortal "Championship du Monde" 1½-litre Lory-designed straight-eight Delage was represented by R. R. C. Walker's modified car, with i.f.s., but as this was racing seriously the same day, wouldn't Rowley's car, with the sort of front axle Benoist and Seaman used, have been more appropriate? The Type 35C G.P. Bugatti naturally had to be represented, and Byrom and Mould obliged, although the latter's stub exhausts were not quite in keeping, either in appearance or note. This very inspiring parade was completed by Dutt's two-seater 2.6-litre and McAlpine's 2.9-litre single-seater Maseratis. As the former has a forward-set radiator and lengthened bonnet these days, Crampton's beautiful and unspoiled "2.9" of the kind Birkin drove would have been a happier choice, had it not been in process of being rebuilt, and why no *monoposto* P3 Alfa-Romeos to keep the "Masers" company? However, it is easy to criticise and the parade was most enjoyable as it was and thoroughly enjoyed by everyone, from the Continental visitors to the 150,000 race-goers seated behind the ropes. The only hitch was its brevity and the fact that the numbers had got jumbled in the programme, a cause of irritation to those who had taken the trouble to have their "racing numbers" properly painted on their cars. Also, the faster, noisier post-1925 racers must have been confusing to the public, to whom they seemed as fast as some of the cars racing seriously that day. Perhaps the V.S.C.C. will be asked to stage this instructive exhibition annually, when tiny mistakes like these can be eradicated. If so, there are quite a number of historic racing cars we should like to see—Dick Nash's 1912 Grand Prix Lorraine-Dietrich, Harold Pratley's 350-h.p. V12 Sunbeam, "Chitty Bang Bang II," the 1908 G.P. Austin, a Ninety Napier, the Shuttleworth de Dietrich, a P3 Alfa-Romeo and that 1911 3-litre Coupe de *l'Auto* Delage which, the last time we saw it, was, alas, standing in the open in a garden in Leicester. Speed amongst these old cars apparently frightens the R.A.C., otherwise we would plead for a *real* race next time . . .

* * *

"These low-efficiency tourers, by their absolute honesty, have a knack of earning the deep affection of their owners. It is a trait which no modern car is likely to emulate."—*Cecil Clutton in the "V.S.C.C. Gazette," with especial reference to a* 1923 19.6-*h.p. Crossley.*

Forrest Lycett returned from his holiday abroad to well-deserved congratulations from the vintage-minded on his XK 120—beating Belgian National records with his evergreen 8-litre Bentley. Congratulations, too, to L. C. McKenzie, who as usual prepared the car, which, the older it gets the faster it goes! The figures achieved were: f.s. mile, 133.828 m.p.h.; f.s. kilometre, 134.755 m.p.h.; s.s.mile, 93.408 m.p.h.; s.s. kilometre, 82.210 m.p.h. These are the mean speeds; the fastest one-way run was over the kilometre, at 135.8 m.p.h. The car ran road-equipped, on pump fuel, in gusty conditions, and had too low an axle ratio for the f.s. runs.

It has generally sunk in that this makes this 1930 Bentley the world's fastest sports car but what is not yet fully comprehended is that these Belgian speeds are higher than those at which the equivalent British Class B records stand. Lycett holds the s.s. kilometre and mile records himself in the latter category, at 0.71 and 0.51 m.p.h. lower speeds, respectively. The British Class B f.s. records for these distances still belong to the late J. G. Parry Thomas and his Leyland-Thomas, but at speeds 3.05 and 3.53 m.p.h. lower than Lycett put up at Jabbeke. So clearly Forrest could raise these any time he felt inclined if sufficient space were available in this country in the absence of Brooklands for the purpose. His famous Bentley is certainly "evergreen." In 1937 it covered a mean s.s. kilometre at Brooklands in 27.46 sec., and in 1939 did a mean s.s. mile in 38.77 sec. Now, *on pump fuel and fully equipped* it has done 27.21 and 38.54 sec., respectively, in Belgium. The car has done four s.s. kilometre runs in this country since it has emerged from its war-time hibernation, clocking 29.8 and 30.2 sec. at the B.D.C. Silverstone meeting and 28.8 and 28.6 sec. at Brighton last month. Inferior British petrol probably accounts for these somewhat slower times.

* * *

Old-Car Insurance: Our remarks made on this subject last month have resulted in considerable correspondence. Many readers are clearly having difficulty in obtaining fair cover for vintage cars; a contemporary has also had something to say on this subject recently, stating: "... the insurance companies, who walk in dread of nationalisation, should have a care that they are not preparing a gibbet for themselves. Their special position as a public service from which they are permitted to make profit places upon them special obligations, which on present form the State might plausibly offer to fulfil more satisfactorily." So we are not alone in our grumbles.

Certain insurance companies have, with commendable acumen, quoted us their terms, but we hardly feel disposed to mention them individually, in fairness to other firms who possibly offer equally attractive terms but who have been more reticent. An exception may be made in respect of Hyde-East and Partners, Ltd., of Teddington, in view of the fact that these brokers apparently have the blessing of the Secretary of the V.S.C.C., and of the Lagonda Register and welcome business from vintage-car folk. A selection of readers' experiences follows:—

1928 *Morris* 18-*h.p.:* Third party cover with only 50 per cent. excess, engineer's report required, but immediate cover issued. Ditto on 1926 Riley (Commercial Union).

1927 *Vauxhall* 14-*h.p.:* Third party only, immediate cover issued at £4 18s. 9d. on "basic only," engineer's report wanted. No part of cover born by proposer. (The London and Lancashire Insurance Co.)

1933 *M.G.* "*J1*" 8-*h.p.:* First £5 of any claim born by proposer. Comprehensive policy, one driver only, issued for £9 6s. per annum. Claim for £50 met and no-claim bonus still vaild. (Renown.)

1924 *Humber* 8-*h.p.:* Full comprehensive cover offered at £15 19s 3d., or third party, fire and theft at £9 2s. 6d. No special clauses except engineer's report. (Law Union and Rock.)

1930 *F.I.A.T.* 8-*h.p.:* Immediate third party cover, engineer's report later; 25 per cent. excess for age of car, £7 12s. per annum. (Thompson, Graham and Co.)

1925 *Humber* 11-h.p.: Accepted with no report for approximately £7 per annum, third party. (Army, Navy and General.)

1929 *Graham-Paige* 36.5-h.p.: Immediate cover, £5 excess, without report, for just over £6. (Army, Navy and General.) Same car, third party, fire and theft with engineer's report, £7 17s. 6d per annum.

Which should be enough to show that it *can* be done....!

* * *

Vintage Light Cars. The early light-car meeting of the Lagonda C.C., reported in MOTOR SPORT last month, may have started something. "Something" in this case being the formation of a Light-Car Section of the V.S.C.C. At least, that is what the customers, who on that occasion came in five "11.9" Lagondas, two A.C.s, two "8/18" Talbots, a Trojan, a Bayliss-Thomas, a Calcott and a Stellite, seemed to want. This meeting, incidentally, organised at short notice by J. Fisher, "11.9" Lagonda enthusiast, arose from MOTOR SPORT's suggestion that a replica of an early Lands End or Exeter trial, confined to a handful of ancient light cars, might constitute a lot of fun. Whether light-car cultists will go as far afield as that in pursuit of amusement remains to be seen, but if the V.S.C.C. *does* decide to further another "lost cause," namely, the vintage small car, it will find that specially-picked trials courses and speed venues will not be necessary for the entertainment of the owners of such cars. Ordinary main road gradients will constitute a good enough test for such examples of "motoring for the million" as members may unearth, particularly if re-starts and brief timed acceleration sections are included. As a matter of fact, in the early and mid-nineteen twenties, when the more ambitious clubs sought fame and fortune by putting on events that would attract Trade entries from amongst light-car manufacturers, all kinds of ingenious tests were introduced. The Six Days' Trial finished at Brooklands, where tests for mechanical condition, easy-starting and speed had to be undertaken. Marks were even deducted for wear in king-pin swivel bearings and the like. The J.C.C. put over a small-car trial which had only one "colonial section" and that a surprise. The rest of the competition was decided on fuel consumption on a measured gallon, easy-starting, manœuverability, speed up the test-hill, driving over a plank (to check suspension-action) and speed over a flying lap at Brooklands. Whether to-day's owners of small cars of the sort that took part would welcome a repetition of these for old-times sake, or whether, not having to sell the cars they drive, they will prefer something less elaborate, would be for the Secretary of any body formed to serve them to decide. But either way, fun and games would seem to be there for the asking. The pre-1927 car of 12 rated h.p. or less is worth preserving, possessing as much character as most vintage cars, and making up in economy what it lacks in performance.

There is only one snag in developing the cult and that is the high prices which the unscrupulous may try to obtain for suitable vehicles. The solution would seem to be in the hands of the cultists themselves. The top price for a vintage light-car in average second-hand order should be set at £50, and rougher specimens, needing appreciable restoring, should not be bought for more than half that sum or thereabouts. Pre-1914 cars have a value that post-1914 vehicles never achieve, and a small vintage car does not constitute as practical a transport proposition as its larger brethren. If V.S.C.C. members bear these things in mind, a new field of activity will open to them without embracing an exorbitant outlay. But if Mr. Moneybags just *has* to join in and rushes off to buy a 1921 Ponypattern for £210 in order to do so, inflation is likely to follow. And when that happens you might as well return to your 3-litres and "30/98's."

* * *

Let Battle Commence! Jaguars have sent Forrest Lycett the following telegram:—

"Warmest congratulations on your very fine achievement. Pleased to lose our record temporarily to such a grand car."

From the Vintage Postbag

Sir,

In January of this year I became the proud owner of my first car, a 1934 Singer 9-h.p. sports, and now that the "new toy" atmosphere has worn off, to the accompaniment of not inconsiderable expenditure, I can appreciate the shortcomings of this particular car. One of my friends owns a 1926 "12/50" Alvis, which, despite its eight years seniority, is undoubtedly a much better car, and less expensive withal; and which lends irresistible weight to your arguments of vintage cars. Indeed, my acquaintance with this motor car has decided me to sell my Singer and buy a vintage car.

I am, Yours, etc.,

London, E.18. P. KENWORTHY.

* * *

Sir,

Mr. C. T. R. Smith's letter in your May issue prompts me to send you a photo taken last week [not reproduced—ED.] of my "14/40" D.I.S.S. Delage 1925 with body by Rippon Bros. This car is thoroughbred in every respect and driven quietly will do 30 m.p.g. Oil consumption is about the same as that of Mr. Smith's car.

I am, Yours, etc.,

Banstead. CLEMENT F. C. HOLMES.

Club News

WE HEAR

Another 15.9-h.p. Delaunay-Belleville is in use in the Birmingham-Coventry area as a greengrocer's light truck. Can anyone run it to earth for us? David S. Boston has acquired the ex-"White Mouse," ex-Protheroe single-seater Austin-Seven. A reader has discovered a Calthorpe tourer with four good tyres in a Bromley garage and is busy getting it on the road. Cecil Clutton has replaced his Type 49 Bugatti with a new six-cylinder front-drive Citroen. Some rare cars are reported for sale at various sources in the Sheffield area, including a six-cylinder 1927-28 Cluley saloon, a "14/40" Humber limousine and a 1909 Wolseley-Siddeley. Edward Pyddoke, who was a G.N. fanatic about the time when John Bolster began to lay-out his first "Bloody Mary," now motors in a 1912 touring Crossley. In view of Scott Moncrieff's recent reference to the Graf and Stift, it is interesting that a reader recently encountered one of these vast cars at a deserted part of the Lincolnshire coast. Incidentally, it bore a three-letter Bolton, Lancs., registration. In New Zealand Cpl. J. T. Moran has unearthed a 1925-26 o.h.c. Rhode two-seater and has even located a spare engine for it. H. R. Thompson is going to the Department of Geography, University of Illinois, Urbana, Illinois, for several years and would like to get in touch with fellow readers of MOTOR SPORT in that part of U.S.A.

An o.h.v. flat-twin Matchless light car has been found in Durham, its specification embracing four-speed gearbox, live back axle, four-wheel brakes and i.f.s.—so another interesting survivor of the light-car era is saved.

Geoffrey Frank proudly announces that he has renounced modern cars and has been doing all his motoring in Edwardians, his 1914 Sunbeam, 1912 Daimler, 1911 Rolls-Royce and fantastic 1905 Panhard-Levassor servicing admirably for this purpose. The 1912 Daimler recently towed home a broken-down 1950 Morris, which must have been quite a moment. Frank is restoring further cars for this delightful purpose—a 1909 Maudsley and a 1910 Rolls-Royce. Two "10/23" Talbots were encountered recently, one with an odd coupé-top to its two-seater body, the other a tourer. Crampton is gradually completing a very thorough rebuild of his beautiful "2.9" straight-eight supercharged road-equipped G.P. Maserati.

A reader tells us he once owned a car the make of which we have never heard previously. It was a 6-h.p. Stack, made by G. F. Stack & Co., of Croydon. It had a 69 by 102.5 mm., 80° V-twin fixed-head air-cooled s.v. engine, friction drive, and Dunlop 700 by 80 tyres. Speed was 48-50 m.p.h. under good conditions, fuel consumption a genuine 45 m.p.g., with a two-seater and vast dickey seat which often held three persons. An early notable run was from Essex to Cornwall, starting at 1.30 a.m. and arriving for an early tea, an average of 23 m.p.h. in spite of fog and poor lights.

"Hotrods" are used in the States by bootleggers, according to an article in *Argosy*. Apparently the most favoured car is a 1939 or 1940 Ford coupé, at one time hotted-up by raising the compression-ratio, using dual-plug ignition, twin-carburetters, a special exhaust system and Lovejoy shock-absorbers, but in these enlightened days by installing an Offenhauser engine. We are told that 200 miles between dusk and dawn is the usual run for these cars, flat-out all the way and that they are serviced with the care bestowed on racing cars!

A Hants and Berks M.C. member has met the savage petrol tax by installing a Nippy engine and gearbox in an early Chummy Austin Seven and is reputed to get a regular fuel consumption in excess of 60 m.p.g. A 1920 Type SW 25-h.p. Clement-Talbot chassis is for disposal in Derbyshire, in somewhat rusty order. Seen at Prescott—a very fine all-aluminium "duck's-back" "12/50" Alvis and a "10/15" FIAT tourer.

Two of the rare "24/60" 4½-litre Sunbeams are for sale, a nicely-preserved 1923 example in Devon and a 1921 sports-bodied version in Norfolk.

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AMERICAN INTEREST

It is common knowledge that British and Continental sports cars are very well received in America, and this fact is obviously appreciated by Ken Brooks, Article Editor of the American monthly *Argosy*. Last month's issue featured an article entitled "Those Were the Cars," by Ralph Stein, the illustrations being (rather elongated) colour photographs of Henry Austin Clark's 1910 T-head, chain-drive Simplex, a low-chassis 100 m.p.h. Invicta coupé (said to tail-slide easily due to its low build!), Clark's 1911 T-head Mercer, Col. Fenton's modernised "30/98" Vauxhall, Clark's 1919 T-head Stutz "Bear Cat," John Paul Stack's 1926 3-litre Bentley, cartoonist Charles Addams' 1928 "38/250" SSK Mercédès-Benz, Walter Stocklin's 1938 57SC Bugatti, D. Cameron Peck's 1935 V12 Hispano-Suiza, and a 1,750-c.c. Alfa-Romeo. Stein, whose technical references in text and caption to these and other cars is, in general, notably accurate, remarks that the sun had almost set on the American sports car by the early twenties and so it is unfair to compare them—Mercer, Stutz, Simplex, etc.—with the cream of European cars of some twenty years later, but they are put in as reminders of what America once made. He explains Bugatti, Alfa-Romeo, Bentley, Mercédès-Benz, "30/98" Vaux-

FIXTURES FOR OCTOBER

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

1st.—B.A.R.C. (Yorkshire Centre) C.I. Wilson Trophy Trial, Scarborough.
Midlands M.E.C. C. Trial.
C.S.M.A. C. Reliance Trial, Bagshott or Kent.
Wirral 100 M.C. C. Cambria Trophy Trial, Caerwys.
Hagley & D. L.C.C. C. Trial, Worcester.
M.M.E.C. Route-finding Competition.
Cambridge U.A.C. C.I. Speed Trial, Bedwell Hey.

4th.—M.M.E.C. Brains' Trust evening.

7th.—Liverpool M.C. C.I. JEANS GOLD CUP TRIAL, North Wales.
Bristol M.C. & L.C.C. N. Race Meeting, Castle Coombe.

8th.—Ilkley & District M.C. C.I. Sporting Trial, Otley.
750 M.C.C. I. Wrotham Cup Trial, Kent.
Lothian M.C. C.I. Trial, Scotland.

14/15th.—Falkirk & District M.C. C.I. Rally, Scotland.
V.S.C.C. Welsh Rally, Presteign.

15th.—Pathfinders & Derby M.C. C. Trial, Derbys.
Peterborough M.C. C.I. Reliability Trial, Uppingham.
Riley M.C. (N.E. Centre) C. Inter-Centre Team Trial, N. Yorks.
Taunton M.C. C.I. Allen Trophy Trial.
N. Midlands M.C. C. Semi-Sporting Trial, Derbyshire.
Plymouth M.C. C. Mancunian Trophy Trial, Devon.
A.C. Owners' Club C.I. Speed Trial.

21st.—M.C.C. C.I. SPORTING TRIAL, Buxton.
Scottish S.C.C. C. Autumn Trial, C. Scotland.

21st/22nd.—Hants & Berks. M.C. C.I. Night Rally.

22nd.—Sheffield & Hallamshire M.C. C.I. HIGH PEAK SPORTING TRIAL, Buxton.

28th.—Bristol M.C. & L.C.C. C. John Bull Trial, Cotswolds.
Ulster A.C. C. Trial, N. Ireland.

29th.—N.W. London M.C. R. North *v.* South Challenge Team Trial, Exmoor.
Riley M.C. (Midland Centre) C. Autumn Trial, Bridgnorth.
Sunbeam M.C.C. C.I. Car and Sidecar Trial, S.E. England.



EPISODES FROM HISTORY—11 : *An incident during the opening of the Crystal Palace circuit in* 1937 *that brings many thoughts with it : Why haven't we a Crystal Palace circuit today ? ; how seldom Raymond Mays has had episodes of this sort, and how well his E.R.A.s have served him—only last month the Zoller-blown 2-litre made f.t.d. at Brighton.*

hall, Hispano-Suiza and the like very neatly for his readers and the only grumbles we have are that he makes his SS and SSK Mercédès engines a shade oversize, couples Birkin with these cars (probably because he drove a 2-litre straight-eight at Brooklands), and gives the fuel consumption of the "38/250," with blower engaged, as ½ m.p.g., which is a thought exaggerated. *Argosy's* article is very opportune and Stein says one day some smart manufacturer in the States will realise the huge-potential market which exists for a good sports car and go right in and produce one. Meanwhile, the author is warm in his priase of the Healey Silverstone, Cadillac-Allard, XK 120 Jaguar, Aston-Martin and Jupiter.

★

B.D.C.

The Bentley Drivers' Club continues to enjoy frequent "Natters and Noggins," to issue its "Review," one of the most ambitious of club journals, quarterly, and to enrol new members. The last-named is truly remarkable, because seemingly every old-school Bentley is in the Club, yet every month more owners enrol. The list published in the September "Review" announces 59 new members, owning between them 34 3-litres, nine 4½-litres (one "blower"), two 6½-litres, two 8-litres, seven 4¼-litre and three 3½-litre cars. We really cannot conceive that any more Bentley owners exist, but if they do, they are advised to join this very staunch brotherhood without delay. Secretary : Lt.-Col. C. H. D. Berthon, "Madges," Long Crendon, Aylesbury, Bucks.

★

V.C.C.

The Veteran Car Club, which caters primarily for pre-1905 cars, has established various regional sections, as follows :

North Eastern Section : Hon.-Sec. : D. Robinson, 359, Willerby Road, Hull.

North Western Section : Hon. Sec. : G. Frank, Little Wenlock, Shropshire.

South Eastern Section : Hon. Sec. : Mrs. R. C. Green, "Cabrai," Billet Hill, near Wrotham, Kent.

South Western Section : Hon. Sec. : R. Barton, 2, Walmer, Mannamead, Plymouth.

The Club continues to publish its quarterly "Gazette" and its next big event is the one-and-only Brighton Run, with the co-operation of the R.A.C., which this year is to be held on November 12th. Full details from : Miss Ruxton, 46, North Row, Oxford Street, London, W.1. (Mayfair 6749).

★

EXPLANATION

The following statement was issued on September 7th by the British Racing Motor Association :—"The British Motor Racing Research Trust wishes to state that no proprietary parts or assemblies were involved in the mechanical failure which prevented the B.R.M. from racing in the *Daily Express* Trophy Race at Silverstone on August 26th last."

★

CITROEN CAR CLUB

Members of the Citroën Car Club enjoyed a very pleasant social event on September 3rd, when a representative gathering of Citroën car owners assembled at the Talbot Hotel, Ripley, Surrey, to join in a Treasure Hunt over the Sussex and Surrey Byways to the finishing point at the Middie House Hotel, Mayfield.

Despite the cryptic wording of the clues indicating the intervening control points, 90 per cent. of the competitors arrived at the finish well within the time limit, having collected all the clues *en route*.

At a given signal all the entrants started to search for the Treasures in the grounds of the Hotel. Mr. Edmunds, after scrambling amid the undergrowth, discovered the gentleman's Treasure and duly received his award in the shape of a Defroster. Similarly, Mrs. Chown, as though aided by sixth sense, achieved the remarkable feat of discovering the Lady's prize and received a handsome hand-painted scarf.

The task of selecting the best maintained car from a goodly collection of highly polished Citroëns was undertaken by Mr. T. N. Kendall, formerly the Service Manager of Cotroen Cars, Ltd., who gave the verdict to Mr. G. I. Gale for his 1936 12-h.p. saloon, and who received a chromium spot lamp. Other presentations were made to Mr. J. A. Starnes, magnetic inspection lamp, who evidently must have "trod on the gas" to arrive first, and to Major Lawrence a consolation prize (tyre gauge).

The Treasure Hunt was preceded by a Rally which was won by Colonel Bontor, who started from Cheltenham, the second prize going to Mr. Austin, starting from Hamble. The prizes consisted of an electric clock and an inspection lamp.

The day was finished off with a very pleasant get-together party. Judging by the friendly and happy atmosphere which ruled throughout the event, it can be said that the first C.C.C. outdoor event was a big success.

The next C.C.C. event will take the form of a Rally and Night-time Trial and will be held on November 4th.

This meeting will be open to members of the Citroën Car Club and Citroën owners who are not members.

★

NORTH MIDLAND M.C.

The North Midland and Sheffield and Hallamshire Motor Clubs held a Social Competition Event for the Over Revvers Trophy on September 3rd.

It took the form of climbing a steep gradient with a loose surface and two sharp hairpin bends as near to a set standard time of 28 sec.

In view of the weather conditions, the fastest time of the day made by Mr. Malcolm Bateman, driving his V8 Special (30.7 sec.), was a brilliant effort.

The North Midland Motor Club took the honour of holding the Trophy for the coming year.

There were 20 entrants from each club and the six best times from each team were counted in deciding the final result. The aggregate times were :—North Midland Motor Club, 195.3 sec. ; Sheffield and Hallamshire Motor Club, 206.4 sec.

★

1950 R.A.C. HILL-CLIMB CHAMPIONSHIP

This was rather dull this year due to paucity of entries. Dennis Poore was the virtual winner before the last event had been contested. He will be a very popular holder, for his modest, fearless and polished handling of a car difficult to drive on restricted sprint courses—the 3.8-litre twin-Wade-blown Alfa-Romeo—is a quite outstanding spectacle in British Racing. The final placings are :—

1st : R. D. Poore, 38 marks.
2nd : S. H. Allard and K. Wharton, 35 marks each.
4th : R. Mays, 27 marks.
5th : A. J. Butterworth, 13 marks.

★

LET TRIALS COMMENCE

About this time of the year it is opportune to write about the fun that is to be had from trials, the season for which

is about to commence. Primarily, of course, you should be a competitor. But if you haven't a motor car suitable for ascending the slippery places, much enjoyment is to be had from marshalling or spectating. The former is unselfish, because it must be done conscientiously. The organisers will dispatch you and your party to an observed section or special test, to mark the competitors through it, after instructing them what to do, and help them out if they stick. You will have to wait until every car has been through, which may be a matter of an hour or a day! Then the "props," if any, must be collected, marker cards along your part of the route removed, and the score cards taken *promptly* to officials at the finish. You can seldom manage to call in at the lunch-check or see any of the other hills. But you have the satisfaction of a job well done, chats with the competitors, and a day spent in a little-frequented part of the country. If you feel like doing a job of this kind properly, organisers will usually be glad to welcome you. You need not neccessarily join their club although if there is social or associate membership this should be considered. Your party of brothers, sisters, mothers, wives, girl-friends and boy-friends will not be expected to join. Find the Secretary of your local trials-organising club and ask if you can help. This club will probably help other clubs to marshal their trials when nothing is happening locally, so plenty of amusing and stimulating Saturdays and Sundays can be expected.

To spectate is fun, too, and costs nothing. If you ask politely at the start, most organisers will show you the hills on your Ordnance Survey map and by careful planning, and skilful map-reading between sections, you can often manage to see two or more hills in the day. Only, for the love of mike, park your car well clear of competitors and where it won't trouble farmers and others to whom trials could easily seem a nuisance. You can do a world of good to trials in general by being polite to anyone you meet near a "section," explaining that the thing isn't a *race*, if the opportunity arises!

Most of us say we appreciate the countryside but need an excuse to see more of it. Marshalling or spectating at trials provides that very thing! Remember you may be some hours in the cold away from your car, mainly in an element of mud and water. Food, hot drinks, shooting sticks and every known form of weather protection are important parts of the equipment and GUM BOOTS *essential*. Go out and watch trials and ENJOY THE WINTER . . .

★

SOME TRIALS THIS MONTH

In connection with the foregoing, here are some trials due to happen during October :—

7th.—Liverpool M.C. Jeans Gold Cup Trial, North Wales. (Sec.: J. Dixon, 91, Queen's Drive, Liverpool, 18.)
8th.—Ilkley & D. M.C. Sporting Trial, Otley. (Sec.: W. L. T. Winder, 164, Park Road, Guiseley, Leeds.)
750 M.C. Wrotham Cup Trial, Kent. (Sec.: K. Bickle, 4, Pelham Court, Staines, Middlesex.
15th.—Peterborough M.C. Trial, Uppingham. (Sec.: J. Barrett, 230, Lincoln Road, Walton, Northants.)



OCTOBER QUIZ.—The picture of an unusual car proved such a popular subject last month that here is another. Solutions, on a post-card, by October 10th please, so that we can publish the Names of the Knowledgeable in the November MOTOR SPORT.

15th.—Riley M.C. Inter-Centre Team Trial, North Yorkshire. (Sec.: A. Farrar, 21, Poultney Road, Radford, Coventry.)
Taunton M.C. Allen Trophy Trial. (Sec.: W. A. Stone, 56, Winchester Street, Taunton.)
North Midlands M.C. Semi-Sporting Trial. (Sec.: J. H. Hudson, 19, Chatsworth Avenue, Longwith Junction, near Mansfield, Notts.)
Plymouth M.C. Manœurian Trial, Devon. (Sec.: C. G. Shepherd, The White House, Old Laira Road, Plymouth.)
21st.—M.C.C. Sporting Trial, Buxton. (Sec.: J. A. Masters, 26, Bloomsbury Way, W.C.1.)
Scottish Sporting C.C. Autumn Trial, Central Scotland. (Sec.: W. L. B. Callander, 100, West Regent Street, Glasgow.)
21st/22nd.—Hants & Berks M.C. Night Rally, Hampshire. (Sec.: C. Bulmer, Farnboro' Grange Hostel, Farnborough, Hants.)
22nd.—Sheffield & Hallamshire M.C. Sporting Trial, Buxton. (Sec.: J. D. Foster, 7, Evelyn Road, Sheffield, 10.)
28th.—Bristol M.C. & L.C.C. John Bull Trial, Cotswolds. (Sec.: L. D. Atkinson, 118a, Pembroke Road, Bristol, 9.)
29th.—N.W. London M.C. N. v. S. Team Trial, Exmoor. (Sec.: J. H. Appleton, 99, Goldhawk Road, W.12.)
29th.—Riley M.C. Autumn Trial, Bridgenorth. (Sec.: J. H. Appleton, 99, Goldhawk Road, W.12.)

THIS MONTH'S CONTINENTAL RACES

F.I = Formula I cars, i.e., up to 1½ litres s/c, up to 4½ litres non-s/c.
F.II = Formula II cars, i.e., up to 2 litres non-s/c, up to 500 c.c. s/c.
C. = Formula Libre, i.e., any type of racing car.
S. = Sports cars.
T. = Touring cars.

1st.—G.P. de Yougoslavie a Belgrade.
8th.—G.P. du Salon, Paris (F.I. & S.).
15th.—Circuit du Lac de Garde (F.II.).
22nd.—G.P. de l' A.C. de Portugal (S.).

ANGLES OF APPRECIATION

It struck us the other day that each of the better motor cars has a particular aspect that sets it off to the very best advantage. A G.P. Bugatti, for example, caught breasting a hill-climb course with the skyline behind it, showing the outline of the ribbed base-chamber, that classic tubular front axle, wheels inclined to give centre-point steering, the body swelling from that so slim radiator that, clearly, *Le Patron* knew was just adequate without presenting one wasted centimetre of wind drag. On the way to Prescott we espied out of the "corner of an eye" a DB II Aston-Martin saloon parked in one of Cheltenham's select squares. We caught this glimpse of the car in three-quarter rear view and its low-built body, recessed by unspatted centre-lock wire wheels, and general air of something different and exciting, was, again, aesthetically extremely pleasing. No doubt motoring artists will know what we are trying to convey and winter club gatherings might do worse for a subject of discussion.

Obituary

A fortnight after his brilliant driving of a Cooper 500 and DB II Aston-Martin had pleased 150,000 English enthusiasts at Silverstone Raymond Sommer was killed when his Cooper 1,100 crashed while in the lead during the G.P. de Haute Garonne. Sommer's death is a terrible loss, not only to France but indirectly to Britain, for in in our view he was undoubtedly the driver to get the best from the B.R.M should that vehicle be ready for a race.

Sommer owned much property in France and was in the millionaire class. So he could afford to drive for fun and in the cars he fancied. In 1932 we find him winning at Marseilles and finishing second to Chiron's Bugatti at Nice, third to Zehender's and Lehoux's Bugattis at Comminges, in a "Monza" Alfa-Romeo. At Le Mans that year Sommer partnered Chinetti, winning at 76.48 m.p.h. in a 2.3-litre Alfa-Romeo. At Le Mans in 1933 he and Nuvolari won at 81.4 m.p.h. in an Alfa-Romeo, and he was second in the Belgian 24-Hour Race, second at Picardy behind Etancelin, and third in the Marne G.P. in Alfa-Romeos. 1934 found Sommer winning at Montreux, and finishing third in the Belgian Grand Prix, driving a Maserati, and in 1935 handling both Maserati and Alfa-Romeo, winning the French G.P. and Comminges G.P. and coming third at Marne, and gaining third place at Picardy in the Maserati. He won at Marseilles and was second at Pau in a Talbot in 1936, and won the Tunis race the following year in a Talbot. In 1939 he was third in the Comminges race, also in a Talbot.

Sommer's post-war record included victories at Marseilles, Turin, Geneva and Paris in Maserati, Ferrari and Simca cars, besides many placings. He was chosen to try the ill-fated C.F.S., and B.R.M. cars. Sommer believed in going all-out from flag-fall, but the foregoing brief survey of his achievements provides the answer to those who said he was a wild man, over-rated and lacking experience. He certainly believed in pressing-on, which isn't a bad idea in motor racing, but he had excellent mechanical sense, knew how a racing car should "feel" and generally was one of the few really great drivers. His death at 44 is another blot on a miserable season and one that will not be forgotten with the passing of the years.—W. B.

CASTROL SALES EXECUTIVE RETIRES

A pioneer of the motor industry, Mr. Rowland G. Goodwin, Manager of Castrol Motor Sales Department, is to retire after 42 years 'service with the Wakefield Company. He is succeeded by Mr. C. E. R. Millidge, who has been his assistant for some years.

LETTERS from READERS

THOSE WHITE ELEPHANTS !

Sir,

I read with interest and appreciation your sympathetic report on the second V.S.C.C. Silverstone meeting, but would like to extend your remarks about the Seaman Trophy and the qualification of cars like E.R.A. as "historic racing cars."

It you will cast your mind back you will remember that there is always a period when a given type of car is obsolescent, in that it is incapable of further racing in the front rank, and "interesting" in the sense that it is an historic survivor. The 1922 T.T. Vauxhalls and the 1925 G.P. Sunbeams passed through this period during the '30s as a result of which only one out of a total of seven fine cars survives in its original form. There can be little doubt that ten years from now the cars like E.R.A. and early 750 kg. Formula cars will have a real historic value, but in turn they are unlikely to survive the interregnum unless some steps are taken to retain them in active competition. It was for this purpose that the Vintage Club decided on an age limit of 15 years, and we hope that from modest beginnings this year we shall be able to build up a really worthwhile programme for racing machines of this class.

We are especially indebted to Monkhouse for giving us the entirely appropriate Seaman Trophy for what we hope will be the major annual event for these cars, and we are quite ready to accept the entry of somewhat anomalous vehicles until we can build up a sufficiently large field composed of the pure racing type.

Finally, I would like to qualify your remark that the Club seeks to encourage "white elephants." During a discussion at a recent committee meeting I was able to put forward what I think is a better definition: "The success of this Club is based upon its ability to defend lost causes successfully."

I am, Yours, etc.,

London, E.C.1. LAURENCE POMEROY,
President, Vintage S.C.C.

* * *

FACT IS STRANGER . . .

Sir,

I enclose herewith a cutting from the *Ipswich Evening Star* advertisement columns. Being myself a Singer owner, I have had remarks passed from time to time about the similarity of running noises between my car and the famous marque of sewing machine, but have never seen it in print before ! The advertisement reads :

"Drophead 4-door Singer Treadle Sewing Machine ; good condition. . . . "

I am Yours, etc.,

Ipswich. RICHARD J. SAGE.

* * *

AN ALVIS MATTER.

Sir,

I have read with interest the letter regarding the supposed performance of the Alvis I used to own, AXX 335, the one you described in "Busman's Holiday."

For the record the following facts may be of interest :

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

Tyres : Standard Dunlop 5.500 by 19 ; rear axle ratio : 4.5 : 1 ; 3rd gear ratio : 1.43 : 1 ; Dunlop figures for revs./mile on standard 5.50 by 19 tyres, 679 ; 1,000 engine r.p.m. = 19.6 m.p.h. in top ; 1,000 engine r.p.m. = 13.7 m.p.h. in 3rd.

Of perhaps further interest might be the fact that you witnessed 5,200 r.p.m. on the rev./counter in third when the car was demonstrated—which gives "over 70 m.p.h.," "which after all is all you said in your write up."

I am Yours, etc.,

Ruislip. W. H. J. KAY-SMITH.

* * *

THE SINGER JUNIOR

Sir,

I really must take up the cudgels in defence of the Singer "Junior," which you damn with faint praise. Having run my 1931 saloon for five years I feel I can speak with some authority, and I have nothing but praise for it.

A friend of mine bought it in 1941, when it had 19,000 miles on the clock, and was in excellent condition. Between us we put the mileage up to the region of 60,000, and I think the only involuntary stop of any serious nature which either of us had was when the timing chain tensioner packed up. Even this did not matter unduly, as retiming was a simple affair. I ran it for about a month in that state, having to retime every time I switched off the engine ! My record time was 7½ minutes ! Try that over on a modern.

I never found the road holding good, but it improved after fitting a set of Hartfords. Steering was good, but tyre pressures were vital ; 26lb. per square inch front, and 28 lb. rear was about right, but any lower pressure in the rear provoked a suicidal overstear.

Brakes were none too good, owing, I think, to expansion of the unflanged drums. However, one had an excellent four-speed box to slow down with if necessary. The box really was good, and I do not think a drop from 5.25 to 7.96 (I speak from memory) is unduly large for the size and type of car. Anyway, I could always wipe the floor with Ford Eights and Tens on a local "one-in-niner," which brought me down to third, but Dagenham products to second !

The aluminium body was roomy and well equipped, if somewhat queer in appearance, and altogether, if I was offered the choice between a "Junior" and any other semi-vintage small car, I should not hesitate to choose the former.

I am, Yours, etc.,

Wolverhampton. J. COOMBES.

* * *

LENIN'S CHOICE

Sir,

It might be of interest for you to know that I have recently come across two extremely fine examples of vintage Rolls-Royce in Russia. I saw them in the garage attached to Lenin's country house at Gorki, near Moscow (now a museum).

One was a summer *voiture de grand tourisme*, delivered before the Revolution of 1913 vintage. It has a yellow body and an inverted V-shaped cockpit. Though unable to examine it closely I was told it had a six-cylinder engine and was in perfect running order.

The second one was a black coupé and looked of a much earlier date. The rear wheels had been removed and caterpillar tracks fitted, with skis over the front wheels. Evidently a winter vehicle.

Both cars have a large metal star soldered over the radiators. These cars were apparently used by Lenin till his death in 1926.

I am, Yours, etc.,

Raymond Kelly.

London, W.1.

* * *

A WOLSELEY HORNET REGISTER ?

Sir,

Having read with interest the "One Make Club" portion of Club News in this month's MOTOR SPORT, I feel that it is time a Register or Club facilities were available to the many owners of Wolseley Hornet Specials.

During this summer, I have met a considerable number of "Specials" on the road, and there has always been a cheerful wave and some horn-blowing in recognition as we have gone our respective ways.

Those owners with whom I have managed to have a chat have all been very satisfied with their cars, but like myself rather worried about locating spares should the necessity arise.

I propose, therefore, during the winter months to try and compile a "Hornet Special" Register, and if sufficient support is forthcoming, we may be able to branch out next summer (?) to the Club stage.

So if any "Hornet-owning" readers of MOTOR SPORT are interested I should be pleased to hear from them.

I am, Yours, etc.,

3, The Bungalows, JOHN L. MACARTHUR.
Hook Road,
Ampfield,
near Romsey, Hants.

* * *

THAT GRAEF AND SIFT

Sir,

It is a pity that Mr. McGildowny has noticed the *umlaut* on the Gräf of Gräf und Stift, and has therefore decided that the word cannot mean "Count," because whereas *das Stift* does mean "monastery," etc., as Mr. Scott-Moncrieff suggests, *der Stift* means a "rivet," or colloquially, a "little man," and "Count and little man" would have provided a delightful parallel to de Dion Bouton, as anyone will realise who is familiar with photographs of the Comte de Dion and Monsieur Bouton together in the early days of that firm.

I am, Yours, etc.,

"BALADEUR."

THE GARDNER M.G.

Sir,

Reference your report on my recent Class J records, I think you might be interested to know that the design and preparation of the 2-cylinder engine I used was carried out by the M.G. Car Co., Ltd., under the personal supervision of Messrs. A. S. Enever and R. C. Jackson of that company.

I am, Yours, etc.,

A. T. "GOLDIE" GARDNER, O.B.E., M.C.

Croydon.

[We are glad to learn that the Nuffield Organisation once again backs "Goldie" Gardner's very effective record bids—ED.]

* * *

THE GOOD OLD DAYS!

Sir,

I have just finished reading Mr. Karslake's article on the 1909 Napier and would like to thank you for this, to me, extremely interesting reading.

As a boy I worked in the old Napier factory at Acton Vale in 1903, and saw some interesting things there, including the big racer for the Gordon Bennett in Ireland, the wheels which were made for Charles Glidden's 16-h.p. They had locomotive flanges and were used by him to drive the car over the American railroads. Of course I saw the first or some of the first six-cylinder jobs. I worked on the 12-h.p. erecting bench and the six-cylinder erecting bench or space was next to ours. You will understand that the whole factory was housed in one building and on one floor. There were no interior walls or divisions, and the erecting bays were set out on the floor and consisted of benches set up against the walls and on which the fitters had their vices, and behind them were the spaces on which stood the chassis which were in course of production, the men engaged in the various operations going from chassis to chassis. The completion of the whole vehicle from the wooden chassis, or frame rather, to the finished article was a very interesting performance. Every part was fitted by hand and it involved a very great deal of hard work for everyone concerned, and the whole job took several weeks. For instance, on our 12-h.p. job the frame was made of ash, on the sides of this were fitted two plates, one inside and one out, on each side member, cut to shape and drilled with holes for $\frac{5}{16}$-in. countersunk screws, the inner plate being tapped. These plates were of $\frac{1}{4}$-in. steel plate and when fixed in position the edges stood proud of the wooden frame by about one-sixteenth of an inch; this proud metal was filed down flush to the wood, by hand, about six feet of it top and bottom both sides, a sixteen-inch bastard file was used and I can assure you it was hard work. I know.

All the cars made in my time were chain driven, the ignition distributors were on the body side of the dash and chain driven from the engine, and some of the sixes had a chain-driven pump on the gearbox, which I think looked after the oil in the box. We worked a fifty-four hour week, 7 a.m. till 12 noon and from 1 p.m. until 6 p.m., no tea time and you took breakfast before you left home in the morning. I had an hour and a half's journey across London and used to turn out at 4.30 a.m. and drew the princely wage of one penny farthing per hour with time and a half for overtime, but I learned something.

With regard to the body on Mr. Barker's car, I had a 45-h.p. Mercédès in 1910 with a similar body except the front screen and the roof was in one piece and came away from the body when the retaining screws were removed. Also, the body was hinged to the chassis by two strong steel hinges at the back, and underneath were two pairs of telescopic tubes; these were attached at one end to the body and at the other to the chassis and inside them were two very strong springs, the body had a very large and strong hook and pin on each side, also a lifting handle, the screen and roof were removed, the hook unfastened and the whole body could be swung up clear of the chassis, being held up by the action of the two very strong springs inside the tubes. It enabled any work on the chassis to be carried out entirely unhampered by coach-work, the work finished, the two handles were pulled and the body dropped gently back in its appointed place. I believe it was called the Thomas Body Elevator. I have a photograph of the car but not with the body swung up. This car belonged to Mr. W. R. Lenanton, an uncle of John (Mathis) Lenanton.

I claim to be one of the first to drive a car for use by the Press, for the delivery of newspapers. In 1902 I worked at the Euston Motor Co., in Euston Road, and on Sundays we sent three cars out to take Sunday papers round London to augment the newsagents' supplies. I drove one of these cars. We had two-cylinder Panhards, with tube ignition, single-cylinder Darracqs with steering-column gear-change, V-twin Aders (Ader, not Adler), also with steering-column gear-change and cars of similar types. We carried *Lloyds Weekly News*, *News of the World*, *Referee* and *Weekly Despatch*.

I have trespassed too long on your valuable space and patience but you know what occurs when one looks back over the years, what visions are conjured up and stores of happy memories dived into. I have a photograph of the first fleet I took charge of—two Leon Bollés, a Mass and a Clement-Talbot with open rear entrance body, *sans* screens, *sans* hood, and with low-tension ignition. I took these over in 1907, the two Bollés being new ones just out of the coachbuilders and what beautiful cars they were.

I am, Yours, etc.,

London, W.11. H. YOUNG.

* * *

MESSENGER SPECIALS

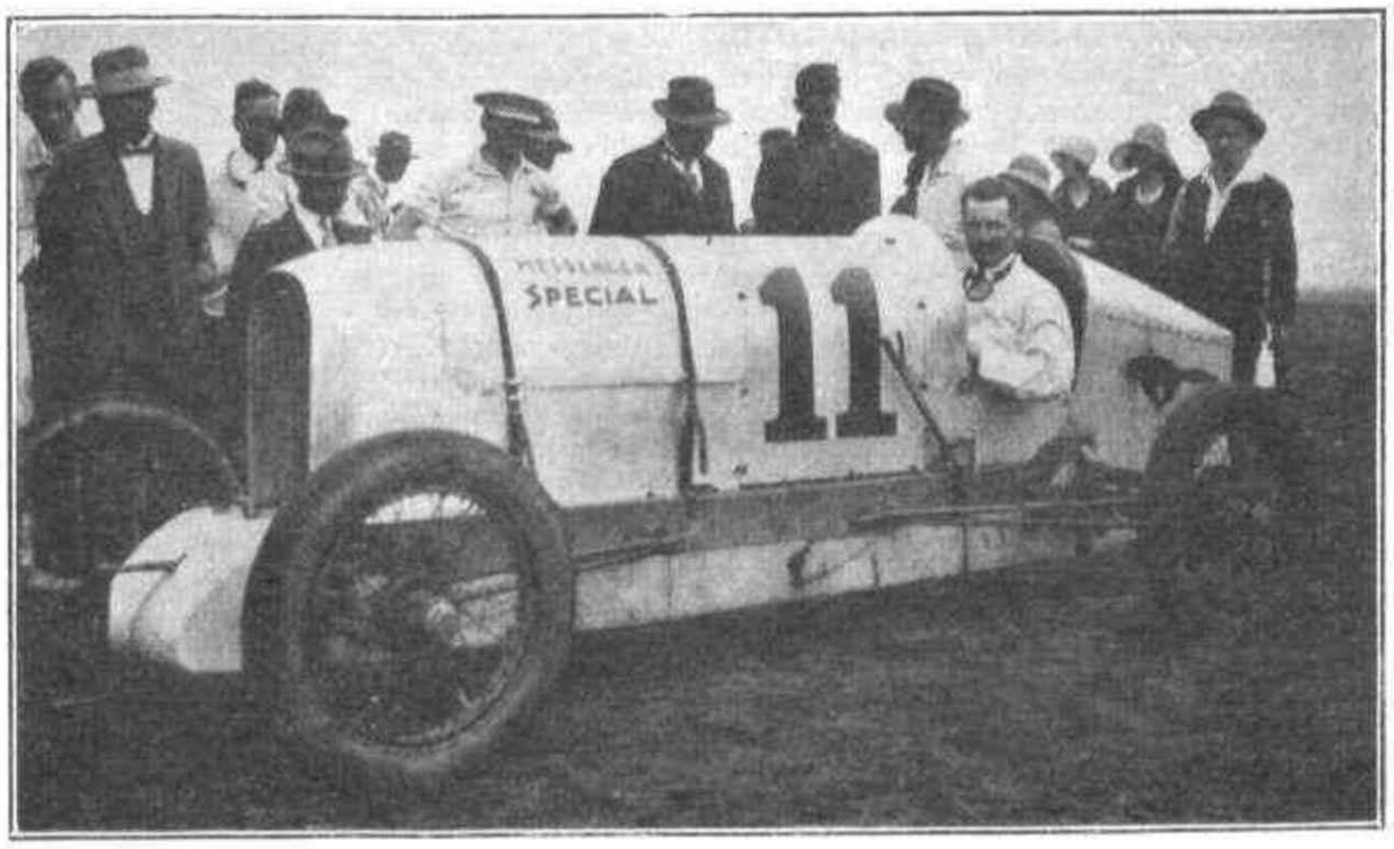
Sir,

As the possessor of a not very usual name, a life-long follower of an equally unusual sport, and quite a number of years ago a builder of several Messenger Special racing cars in succession, I was rather astonished to read from the pages of your journal that there is apparently another Messenger in the world who has been bitten by the bug, and built a racing car. I, of course, refer to the "500" which ran at Silverstone as reported in your issue for June.

I would like to contact my namesake in England, if only to wish him well, although we have a common interest to write about. My cars were naturally much larger than his and all had a common source for many of the components—model T Ford. Various alterations to the mechanical details, including the addition of overhead valves, induced them to go much quicker than their original maker intended, though perhaps not so reliably. The last "Special," of which I am enclosing a photograph taken in 1930, was constructed in 1928-29 and had a special all-welded frame, circular web crankshaft, special connecting rods, pistons and camshaft, also a four-speed close ratio transmission with direct drive on third gear. The compression ratio of 10 to 1 was quite high for those days, but it developed sufficient power to attain over 100 to 110 on a hard beach, and would accelerate from a standstill to over 90 m.p.h. in under 15 sec., while turning the curve of a flat dirt track. The body looks strange now; it was the narrow single-seater of the period, rather high on account of sitting over the tailshaft. This car is still in existence, and is now being reconstructed by a new owner after lying idle since I crashed it up a bit in 1931. See picture below.

I am, Yours, etc.,

Auckland, C.1. R. E. MESSENGER.



AUSTIN SEVEN MATTERS

Sir,

Replying to Mr. Woodbine re the o.h.v. conversion head for Austin Sevens, the conversion was known as the L.A.P. head, which was reputed to be of French design. These were fitted to the Boyd-Carpenter super sports model, together with a different camshaft, and were in production up to 1932. A top speed of 70 m.p.h. was claimed by that concern for this model. Although the head does give a better performance it has its drawbacks, and these are that the head gaskets supplied with the head are of the C and A type and blow frequently as head studs were not used, but long bolts, which did not help, also the rocker gear was lubricated from a pipe which was taken from the oil gauge main pipe and, owing to the low pressure on the Austin, when hot the rocker gear was starved of oil and caused tappet wear, which required constant attention. These were the faults I found on fitting a new conversion set in 1932 but after modification it was fairly reliable, but did not improve the top speed by any great margin. In my opinion the side-valve scores from the maintenance point of view. As to producing an o.h.v. head for the market, the design is out of date and not a good one at that, as the ports were very crude, apart from the very heavy weight of the head as a unit. An o.h.v. head in high-duty alloy with shrunk valve inserts and 90-degree valve angles, with push-rods and a single down-draught carburetter centrally mounted might be more in keeping with present-day demands.

I am, Yours, etc.,

Kew Green. L. M. WILLIAMS,
Cambridge Eng. Works.

* * *

ABOUT THE PALLADIUM

Sir,

I was interested to note the references in your September issue to the Palladium although your correspondent's recollections do not quite tally with my own. Cars built before the 1914-18 war may have had Chapuis Dornier engines; the air-cooled flat-twin with the friction drive which appeared at the 1919 show did not go into serious production, and I think that most of the cars turned out during the 1920-1925 period were fitted with Dorman engines, as also were the lorries. The four-seater sports model to which your correspondent particularly refers was certainly handsome even if the performance was not exceptional; this model almost certainly had a Dorman 69 by 100-mm. engine (type 4MV ?), with inverted cone clutch and Dux four-speed gearbox having a vertical gate. It was usually turned out in a smart two-colour finish and the make performed quite well in trials, one of them being driven by a Mr. A. F. Smallwood, who is now I believe connected with Dormans. At one time the old works in Felsham Road, Putney, were occupied by Andre (Components), Ltd., and may still be.

Regarding the Rolland-Pilain cars entered for the 1923 Grand Prix, also mentioned in your September issue: can any of your readers elaborate on these? I believe they were originally designed with a positive valve-closing mechanism using involute cams—known by some weird name like "desmodromique"—which had to be hastily scrapped and substituted by something more orthodox for the race, in which none of the cars finished although Albert Guyot got the farthest of the team.

I am, Yours, etc.,

Crawley Down. G. ARNOTT.

[Desmodromique valve gear was once featured on the Bignan. The Palladium used to boast four of everything—cylinders, speeds, brakes, doors and passengers in M.C.C. trials.—ED.]

* * *

B.R.M. TRANSMISSION

Sir,

I am dropping you a personal note to tell you that Mr. Walter Hill of the British Motor Racing Research Trust has agreed to issue a statement to the effect that no proprietary components were used in the B.R.M. transmission.

In view of the standard fitting of the Hardy Spicer universal joint and propeller shaft on nearly all makes of British and European cars, our clients, Messrs. Hardy, Spicer & Co., Ltd., are anxious that it should be made clear that it was not a Hardy Spicer universal joint which failed, but one of the British Motor Racing Research Trust's manufacture.

I am, Yours, etc.,

London, W.C.2. ERNEST GODBOLD.

* * *

FEMININE PIONEERING

Sir,

On the subject of the first lady competitor in motor-racing, Mr. Scott-Moncrieff asks if there is any further advance on Madame Walter (1902). I do not think she was by any means the first. Gerald Rose records that a Madame Laumaillé rode a de Dion tricycle in the Marseille-Nice race of 1898. At the end of the first day she had made the best motor-cycle time. On the second day torrential rain fell, almost flooding the roads. In addition, Madame Laumaillé was delayed by trouble with her pedalling gear. Nevertheless, she finished fourth in her class.

I am, Yours, etc.,

Windsor. M. VAUGHAN.

* * *

SOME MORE FROM THE VINTAGE POSTBAG

Sir,

Your remarks in "Vintage Veerings" this month on the subject of insurance are all too true. I had considerable difficulty in getting my 1923 Talbot "8/18" accepted, two well-known companies flatly refusing to have anything to do with it.

However, Messrs. Robert Crawford eventually came to the rescue and issued a cover note on the spot. The policy I have now have gives third party cover for any driver and does not require me to meet the first part of a claim myself.

This is an R. B. policy at Lloyds, and my first annual premium is £12 6s. 4d. (this includes 100 per cent. charge on the car's age).

It may interest you to know that this car has just completed an 850-odd mile tour of Devon and Cornwall without a single "off moment" and has well and truly "shot up" several moderns, much to their owner's dismay. I am now on the look-out for a second string to keep me occupied during the winter evenings.

Perhaps I could, through your columns, appeal for a twin-carburetter manifold for the Talbot? I believe there was a car so modified, called a Talbot-Simmons and used quite a lot for trials work.

I am, Yours, etc.,

London, N.8. R. M. RUSSELL.

* * *

Sir,

I feel it may be of interest to readers of your exeellent journal to hear about a very good specimen of a 1922 "Bull-nose" Morris Cowley tourer which my brother and I were fortunate to obtain a short while ago.

The car is in good mechanical order and possesses a Hotchkiss engine; 30–35 m.p.h. is attained with ease and the car is capable of nearly 60 m.p.h., although of course, we keep it at a steady thirty.

The body is in a sound condition and the seats, although slightly worn, are well set up and comfortable. Extra comfort is obtained through the rear springs which are in themselves a form of shock-absorber.

The excellent vision from the driver's seat makes it a pleasure to drive this wonderful and reliable old car, with its smooth gears. The rear wheel brakes are very efficient. The speedometer is driven off one of the front wheels.

The carburetter is a Zenith but we do not know if this type was the original make as fitted.

Many appreciative types have stopped to admire the car and have been surprised to learn that it is a 1922 model, as they have guessed it as a 1925 or later design.

We have been endeavouring to obtain an instruction book for this car but so far without success. If any readers can assist in this direction, we should be very grateful.

We are still keeping our 1931 Cowley saloon as one becomes attached to these good old-timers which keep going strong and will still be giving good service when the modern tin-ware has rusted away.

I am, Yours, etc.,

W. Worthing. D. STINSON.

CHAIN CHATTER

—*continued from page 505*

prominence, for they are essentially a winter pastime and a more enjoyable and healthy form of winter exercise is hard to find for the ordinary fellow who has to work all the week.

Making electrical equipment compulsory in this year's Six Days Trial is one of the best ideas yet, for electrical components on English bicycles are far from satisfactory and the number of English machines in Continental use fitted with Continental electrical equipment bears witness to this fact. In local trials in this country the first thing a rider does is to move all traces of electricity from his bicycle, not so much because he will not need the equipment but he knows that a day amid dust, water, and mud will mean that nothing will operate correctly afterwards, should any of the fitments be still attached to the bicycle. Trials may not prove very much, but one thing is certain and that is that any component not securely attached in the original design will soon part company with the machine.

BOOK REVIEW

"ROADS—THE NEW WAY" *by Harold Nockolds (British Road Federation, 55 pages, 2s.).*

This book conveys the B.R.F. plea for proper motor roads in this country. It is delightfully produced and excellent photographs of existing English roads are included—they never fail to please us—as well as pictures more necessary to the text, which looks to the future.

The enthusiast may say he isn't interested in long, straight roads, because he enjoys corners. It all depends what car he drives. We take a particular delight in motoring over the most insignificant roads we can find, yet sooner or later business overrides this hobby and we have to get from A to B in the shortest possible space of time. That means the railways are "out," but it also shows up the dreadful inadequacy of our main roads; A1 in many places is just laughable. So you should read what the B.R.F. preaches and back its efforts. On the other hand, you are a taxpayer, and you should define between good new roads and unnecessary messing about with existing ones. A case in point, or so it seems to us, is the roundabout system which now disfigures the west side of Staines Bridge. It must have cost a lot of money, and is that really justified? We claim to know the spot pretty well. From London you go through the particularly unfortunate bottleneck of Staines itself, rendered the more trying if the smell of new linoleum is in the air, and you turn left over Staines Bridge. Coming off the bridge you used to turn slightly right to continue your way along A30. On your left were two turnings, one into a large square with a bottleneck outlet at one end to Chertsey, the other a minor one going round the back of Egham. We have driven up both these roads and crossed the westbound A30 traffic to go over Staines Bridge. We had to wait for a while usually, and to use care in making this manoeuvre because the hump of the bridge somewhat obscured vehicles approaching from it. Once, on a summer Sunday, we recall a slight traffic jam on the bridge, probably caused by a car crossing from one of these roads. But usually London-bound traffic didn't use these side turnings, and local motorists who did, coming out of Staines, could nip down either of them without interrupting the main traffic flow. So, on the face of it, there didn't seem any need for a roundabout at this spot. Yet for nearly a year manpower and materials were used to create a vast, ugly roundabout beside the factory where one's Lagondas were built. The thing was for a long time unfinished and unlit at night, but all westbound motorists now have to negotiate it, going so far from the old route of A30 that at first it is difficult to believe that one is not arriving in Chertsey itself. Now perhaps this is an unfair bicker. Presumably a traffic census proved that sufficient traffic comes from Chertsey on to A30 to justify this outsize in roundabouts? Perhaps accidents happened here to make this modern earthwork necessary? (N.B.—We used the road twice daily at one time and never saw one.) Can the authorities confirm this? If so, we will gyrate cheerfully in future as we quit Staines. But wait. What is going on ahead? Why, the three-quarters of a mile or so of road from Staines Bridge to the Egham arterial is apparently being made into another arterial road. Now it was always reasonably wide and well lit. It was also a built-up area, so you couldn't speed along it. Now it will presumably be de-restricted—and will be a fast stretch when the changes of surface-level, roughness and stray obstructions have been removed. But we are curious to know whether it will eliminate that rather nasty right-hand bend at the Egham end? And how much time the thing will really save?—remembering that you have to go round the new Staines earthwork at a crawl, probably behind a lorry—waiting until it has pulled back on to its own side before you pass, for the turn is a sharp one—and then in under a mile have to take another, very tight roundabout. Even if you improve your time along the new "four-track" and keep it up along the three-quarter mile of Egham arterial (alas, single track again here!) you will lose all on the grind up narrow Egham Hill. So does this new road really justify its existence? It provides a fine new way in which the factory workers who once made Lagondas can walk at "coming out" time, as we discovered the other evening, whereas when they were confronted with traffic going both ways in the same lane they respected the footpaths. Our guess is that this expensive bit of "modern highway" has been built for the benefit of lovers of horse-flesh. Every so often, after an Ascot meeting, the whole of this mile-long section used to be jammed with vehicles, because race traffic fed into it from A308 when A30 was itself heavy with such traffic, and none of it could get clear because Staines is such a bottleneck. Police used to stand in the middle of the road to ensure a passage for city workers hurrying homewards from London against the on-coming stream. Now a few islands dot this for them—and at least Staines and Egham residents should suffer fewer burglaries in consequence. But the very thought of this expenditure on a mile of road brings us back, in sympathy, to Nockolds' book demanding proper new motor roads for Britain—not haphazard "improving" of existing roads.

Whether or not we shall like the new motor roads when we get them is another matter! The Winchester by-pass, illustrated in Nockolds' book, we always find boring, and we sometimes get lost on its feeder roads. The Dorking by-pass to us is preferable, but this one *isn't* illustrated. The Kingston by-pass surely isn't as black as it has been painted, and it is of obvious usefulness.

Nockolds does not seem to refer to road lighting. It is as important as any other aspect of road-planning. Reverting to A30 again, it's a pretty shocking example of what not to do in this respect. Going on to the arterial bit at Chiswick you have patchy but mostly adequate lighting along it as far as the roundabout-junction with A4. Thereafter you come on to the dreary single-track bit to East Bedfont, and are soon plunged into utter blackness, on a road, moreover, carrying much dazzling approaching traffic, countless unlit bicycles, and suffering wheeled and pedestrian onslaughts at sundry minor cross-roads as workers from London Airport hasten to a meal and the missus. Then, braving the four-junction (no roundabout here!) crossing at the end of this 3¾ miles of home-going agony, matters improve somewhat for the next 2½ miles, until you are in Staines. Thereafter, if you *avoid* the Egham arterial, you are on decently-lit road as far as the top of Egham Hill, when the main highway to the west suddenly, and without warning, plunges you once more into abysmal blackness. It wouldn't be so bad if Mr. and Mrs. Fug-Box practised driving on their side lamps only on the better nights (ever tried this?) so that eventually they would be able to dim their two blazing headlamps and dazzling spotlight and give on-coming travellers a chance. And we want to put in a plea that street-lamps of the old-fashioned "glare on a stick" sort be erected by the *wall* instead of by the *kerb*. They would still illuminate whatever pedestrians want illuminated and perhaps not present quite such a black-spot to a motorist who is trying to get along without a ship's searchlight on the front of his car.

We are glad that Nockolds dismisses Class III and unclassified roads in a column. We feel they should be left altogether alone. Such roads are for farmers and motoring enthusiasts—and farmers and motoring enthusiasts are not baffled by their hazards. There is a danger of town and country planning being carried very much too far and we greatly deplore anything which unnecessarily alters the countryside. If you motor along A287 from Farnham to Odiham you come to a cross-road marked by a square brick-built pillar-box. The road to the left goes to a delightful village, so does the one to the right. We like both of them so, selfishly, we won't name them. But were you to turn left at this point and go to one of these villages you could find two very minor roads leading beyond it. The lesser of these marked "Unsuitable for Motors," really leads to the same place as its fellow, which is to a little hamlet of half-a-dozen houses many miles from the townsman's idea of anywhere in particular. At one point, after passing several farms, it goes between steep banks and up a hill beneath a tunnel of overhanging trees, so naturally we always use it in preference to the other road.

We have done so winter and summer and met perhaps two farmers' cars in the past two years. We have bumped over loose stones on the hill, but have never got stuck even in bad weather. Yet last autumn a steam-roller was brought many miles, spoiling the hedgerows as it came, to spend several days rolling flat the stones up that hill. What a pity, and why? Here, again, the money and energy expended would have been better spent on building motorways, which Nockolds tells you about in the latest B.R.F. publication.—W. B.

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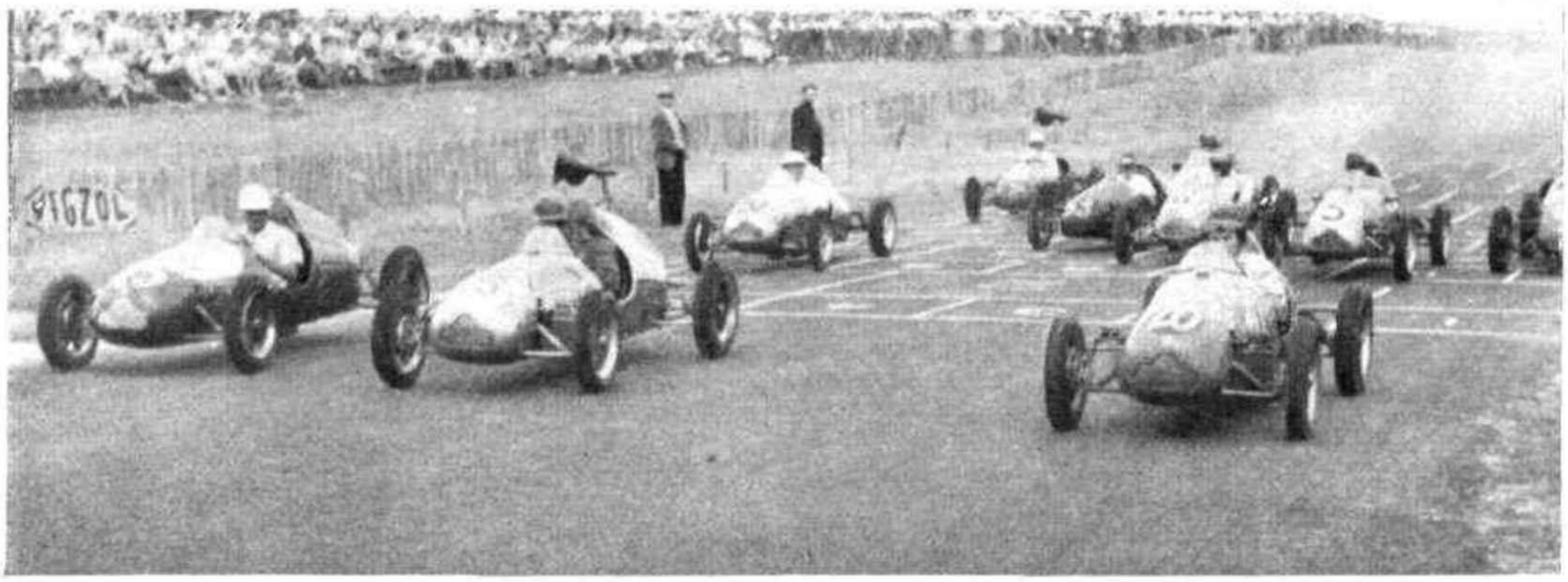
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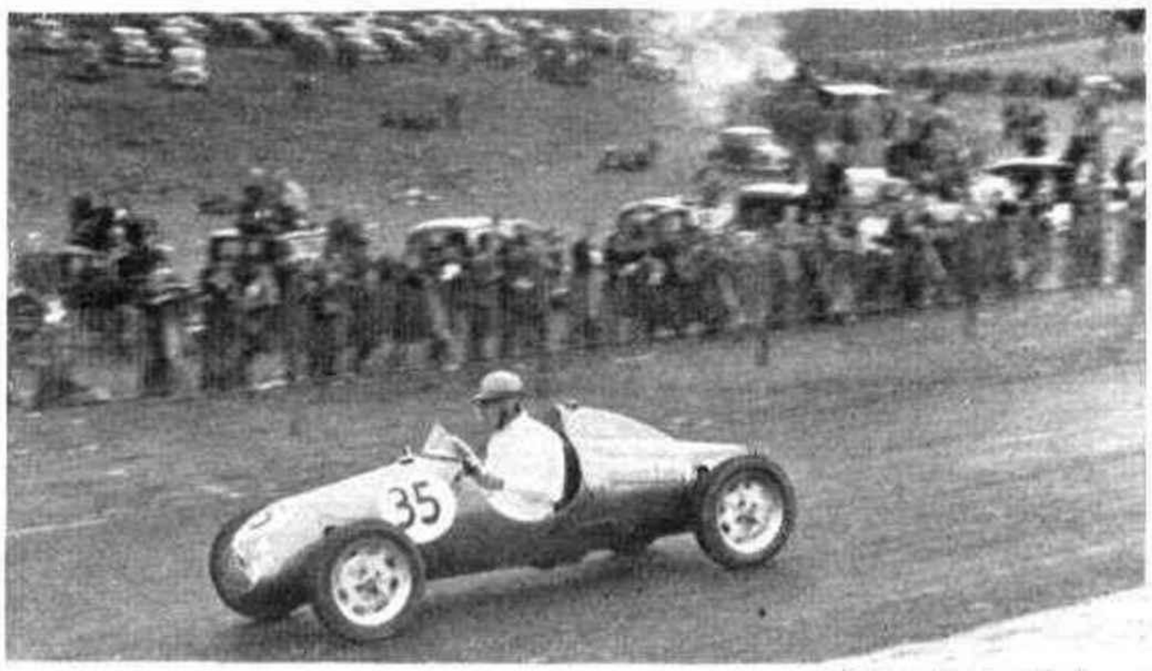
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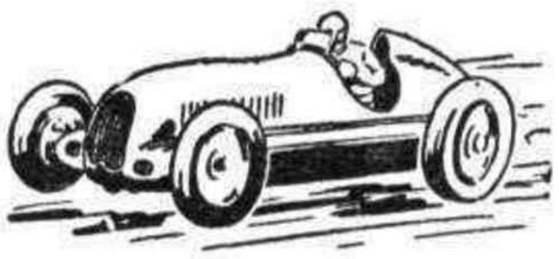
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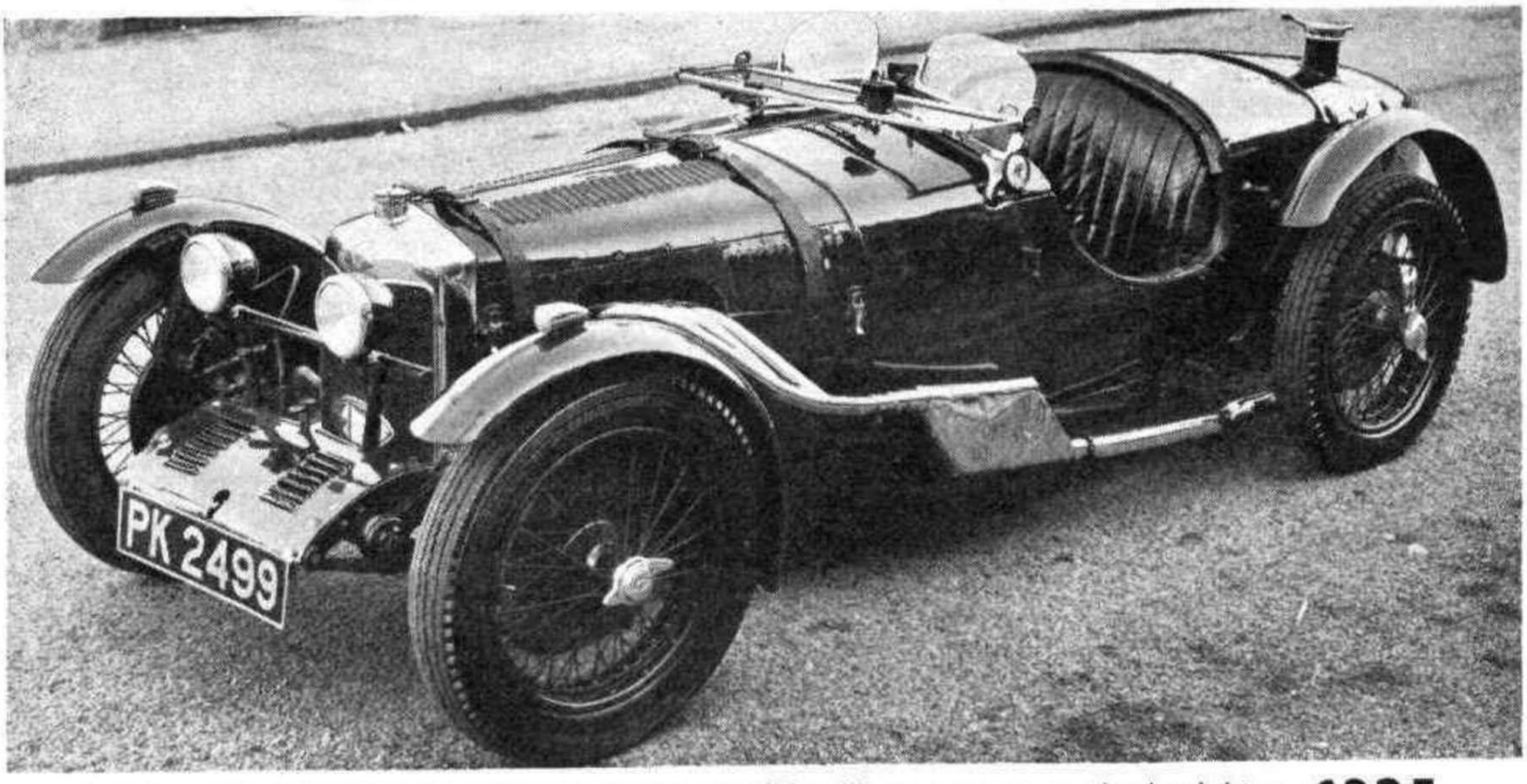
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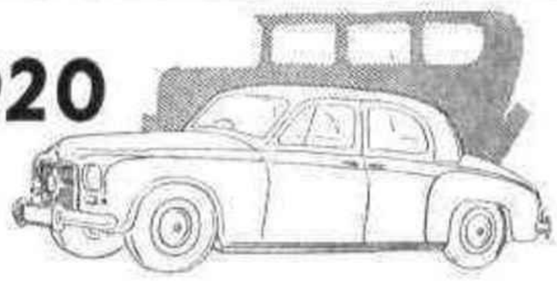
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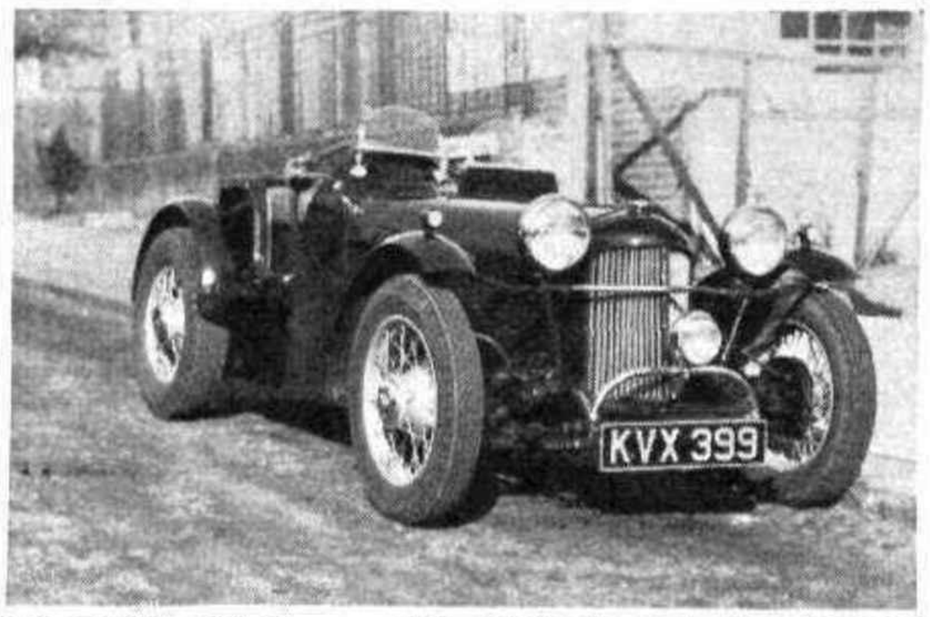
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Morris "10/4," 1934. Fixed head coupe. An amazing example of loving care and attention. Almost faultless condition throughout. Taxed end of year ... **£175**

We urgently require SPORTS CARS. Get our offer first! Write, 'phone, or call, for immediate attention. Immediate insurance, hire purchase any date car; 50 per cent. down up to 1938. One third from 1938 onwards.

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FOR SALE

PARRY-THOMAS "FLAT-IRON" SPECIAL. This famous 1½-litre car now fitted with new Mercury engine, Scintilla magneto, twin outside "Brooklands" exhausts. Special 2.5 axle, giving 50, 85, and 117 m.p.h. at 3,500 r.p.m. New low-pressure Rudge wheels and tyres. Polished axles. First registered July, 1950; £10 tax. Road-equipped. £385. Kemp Place, Evergreen Service Station, Stanway, Essex. Tel.: Colchester 2600. [1866

FAIRLEY SPECIAL. Tuned Ford Ten engine, raised compression, double valve springs, etc. Austin chassis with i.f.s. Winner of numerous awards. Conforms to R.A.C. regulations. Extras include close-ratio gearbox and two sets rear wheels and tyres, 400 by 15 and 450 by 17. Nearest offer to £175. Also unused supercharger for Ford Ten, complete with drawings, £50. R. D. G. Smith, 179, Millhouses Lane, Sheffield, 7. [1867

M.G. "M" CYLINDER HEAD, crankshaft, chassis, numerous other spares. Offers. Hodge, 16, Sherrards Way, Barnet, Herts. [1869

M.G. L-TYPE 4-seater, excellent condition (£100 recently spent). Exchange for larger 10/12 h.p. or sell, nearest £225. Greytiles, Sandyleaze, Westbury-on-Trym, Bristol. [1871

TRIUMPH GLORIA, 4-seater sports, fitted with Dolomite "14/60" engine, rebuilt; re-registered 1947 (£10 tax). Twin spares, good hood and tonneau. Fast, attractive and reliable. West London area. £285. Interested in F.I.A.T. 500 or similar temporary economical transport. Box No. 510, MOTOR SPORT, 15, City Road, E.C.1. [1873

FOR SALE—*continued*

ALVIS FIREFLY, 1933 chassis, 1947 open sports body, black-red, beige hide. Engine resleeved, new valves, guides, seatings. 32 m.p.g. Fram, Oilcoil, radio, chrome lamps, new chrome Notek, five spare tyres. Photo. £200, near offer. Clough, 20, Crown Street, Birkenhead. [1872

BAMFORD MARTIN 2-seater, fitted "12/50" Alvis engine. Rebored; axles overhauled; brakes relined. Clutch now dismantled for reline. Quick sale essential. Offers. Penrose, Bubbenhall, Warwickshire. [1874

E.N.V. SELF-CHANGE GEARBOX—intended for "2.3" Bugatti—unused since maker's check. Twin S.U.s, magneto and pair B. & D. dampers—for Bentley Six. Lagonda 2-litre and "16/80" engine spares. Clark, 48, Bridgegate, Retford, Notts. [1875

BENTLEY "4½ BLOWER," November, 1930. Sports foursome coupé, black. Excellent and original condition throughout. Mark IV Villiers blower. Available for immediate delivery. Offers around £100 per litre invited. This magnificent wagon has had a cushy life and is confidently recommended. All genuine inquiries welcome. Box No. 511, MOTOR SPORT, 15, City Road, E.C.1. [1876

"BRITISH CARS 1950," by Peter Chambers. A pictorial Motor Show—114 photographs 36 makes—64 pages—specifications. Post free, 6s. 6d. P-C Publications, 7, Newhall Street, Birmingham. [1878

ARNOTT SUPERCHARGER, suitable for a 3-litre car upwards, in excellent condition, £45. 1932 drophead Sunbeam, 3½ litre, in remarkable condition. Seen by appointment. £250. Type 135 1937 drophead coupé Delahaye car, in excellent mechanical condition, £650. Apply: Pippbrook Garage, Dorking. Tel.: Dorking 3891/2/3. [1879

ALVIS CRESTED EAGLE, 20 H.P., 1938. Recent £500 overhaul at Alvis works. In really good condition. Owner just had delivery of new car. Price £700, or offers. Inquiries to be made to: Transport Manager, John Fowler & Co. (Leeds), Ltd., Hunslet, Leeds, 10. [1880

INVICTA 4½-LITRE. Private owner will pass on information about spares and repairs. Can also supply unused new engine. Box No. 550, MOTOR SPORT, 15, City Road, E.C.1. [1882

HORNET SPECIAL ENGINE, ex-"Daytona," 1933, less camshaft oil pump. Fair condition; stripped. £15, O.N.O. Buxey, Locksheath, Southampton, Hants. Tel.: Locksheath 3234. [1887

FOR SALE—*continued*

MOLYNEUX & WEST LIMITED.—Lagonda gearbox, 4½-litre, with cross-members (will fit any model), silent third; 1/1, 1/1.25, 1/2, 1/3.2; £20. Andre telecontrols, front and rear, and brackets for M.G. T-series, fitted to a car but never used; £15. 4½-litre Bentley block, sleeved, 16 valve inserts, £15. Pair Marchal headlamps, 10 in., £15. New Lagonda crown-wheel and pinion, 10/41, suits all models from 3 to 4½ litre, £15. Talbot Ten aluminium cylinder head (welded and machined), fits Hillman Minx, £4. The Automobile Engineers of Urmston, Manchester. Tel.: Urmston 2648. [1881

MORGAN "4/4," 1938, 4-seater, red. Coventry Climax engine; good tyres, luggage grid; hood fair. Clean condition throughout. £315. Photograph available to genuine inquiry. Walker, 20, Eversley Crescent, St. Leonards-on-Sea, Sussex. [1883

3½-IN. DRUMMOND M-TYPE, LONG BED LATHE, perfect condition, complete with stand and treadle, also countershaft and electric motor. Full range of accessories. Also bench drill, vices and numerous general hand tools; forming complete amateur motor mechanic's workshop. Dismantled and stored since 1940. Seen by appointment, Oxford, Saturday mornings. The lot £50. Box No. 513, MOTOR SPORT, 15, City Road, E.C.1. [1884

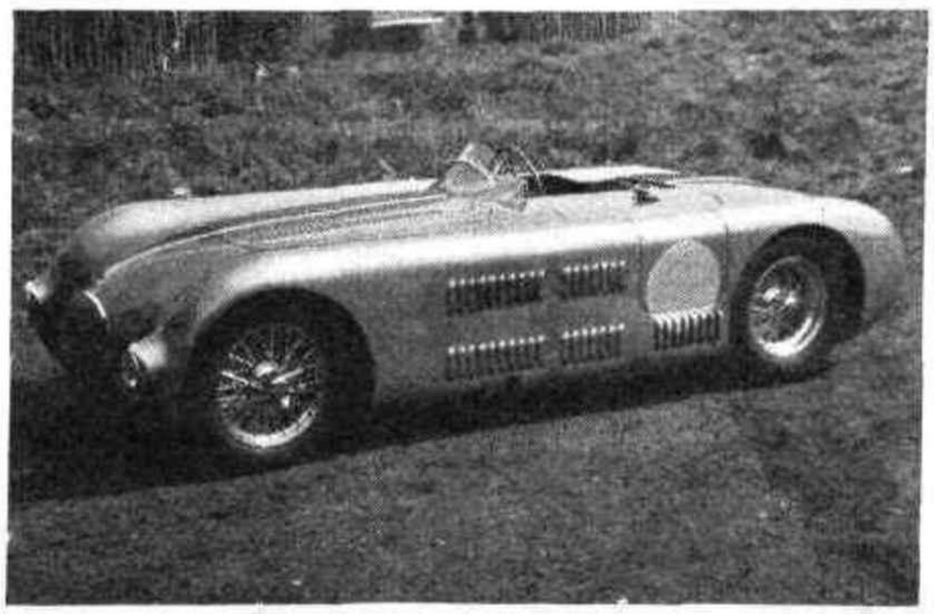
"23/60" VAUXHALL open 4-seater. Good engine and chassis. Rest reasonable. £75. "Greystones," Mizen Way, Cobham. Tel.: Cobham 3217. [1885

"BROOKLANDS" RILEY, 1929, completely overhauled. Fitted 1936 "Imp" motor, 28-mm. bronze S.U.s, B.T.H. magneto, water pump. Two new tyres, others good; body fair; new springs, shackles, king-pins; brake drums resleeved, etc. Offers. 13, Heath Close, Hemel Hempstead, Herts. [1886

LANCIA DILAMBDA, 1929-30 series, Weymann saloon. Considerable sum spent at makers on chassis; bodywork moderate; £175 or near offer. Also Augusta saloon, 1934 series, 1936 mods, complete history, in very good general condition; large sum spent in last 18 months; reconditioned engine; £375. Box No. 514, MOTOR SPORT, 15, City Road, E.C.1. [1888

MARSHALL SUPERCHARGER for "TC" M.G., with fittings for high-pressure boost, including 1¾-in. diameter S.U. and twin pulleys with steel belts. Over 90 b.h.p. as stage 5 of M.G. "tune" book. Cost £110 (receipts shown), accept £55. Owner bought "Silverstone" Healey. N. D. Yates, 130, Park Avenue, Enfield, Middlesex. [1909

H.W. ALTA



Specially built in 1947 for either road or track. Special modified frame. Independent suspension. Hydraulic brakes. 2-litre unsupercharged engine modified to Grand Prix standard. E.N.V. 110 gearbox. High and low compression pistons. Two or four carburetters. Alternative axle ratios. Fitted with road equipment—one or two seats.

Car has just been stripped and overhauled after finishing seventh in Paris 12-hour sports car race.

£1500

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Tel.: 783 and 1437



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. 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. **£695**

See write up in August "Motor Sport"

"17/50" GRAN-SPORT ALFA-ROMEO. Ex-George Eyston World Records holder, 113 miles in the hour, new 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 two-seater body with dummy tank at back, new Dunlops, hood and battery, requires slight clutch modification. **£115**

V.W. DERRINGTON LTD. KINGSTON 5621/2

159, LONDON ROAD, KINGSTON-ON-THAMES

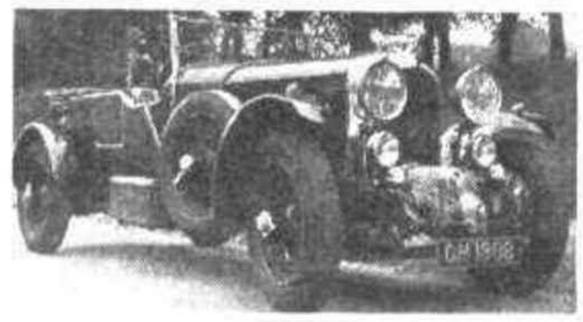
SIMMONS of CROYDON
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Offers the following selection of fully guaranteed thoroughbred sports cars from stock



HISPANO-SUIZA (1936/7) Sport Sedanca de Ville by Saovtchik of Paris ; 37.2-h.p. Cu. No. 15064. Reputedly the ex-Mme Lupescu Hispano. As a compelling example of the supreme excellency of French taste and craftsmanship this imposing and superbly classic carriage is without a peer. The interior is unmarked and is fitted with folding occasional seats, full winding division and dual radios. The incidental fittings include recessed boudoir mirrors and a fitted vanity case. Mechanically this vehicle is near-perfect, having completed only 51,000 miles since new and having undergone a complete checkover by an Hispano specialist prior to my purchasing it. The report, together with details of past overhaul, will be made available for inspection. Taxed year. **Guaranteed for three months against any mechanical defect whatsoever.**

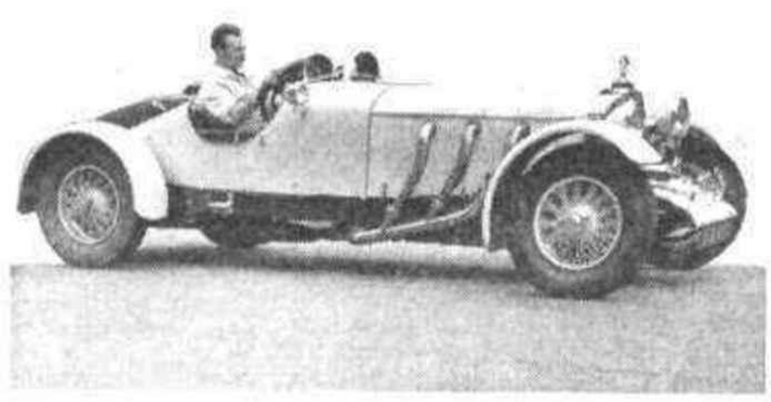
£475



BENTLEY BLOWN 4½-LITRE (1931) 4-seater tourer by Van den Plas. Chassis No. 3906 S.M. Previously the property of a well-known North-country sportsman to whom we have since sold a Rolls Phantom drophead. This Bentley was completely rebuilt by this gentleman from scratch and is in absolutely mint condition, being indubitably one of the finest blown 4½'s in this or any other country. A full history of overhauls, owners and mileage, etc., is available. New hood, good tyres, new battery, etc. Taxed year. **Guaranteed for three months against any mechanical defect whatsoever.**

£525

MERCEDES-BENZ S.S. (1930). **The ex-Wemyss Arbuthnot works car.** Chassis No. 35958. This exceedingly rapid Merc. was modified and tuned by the works at UNTERTURKHEIM during the middle thirties, and has only completed a nominal mileage since, having been only intermittently used until 1938 and stored, untaxed, from that date until 1949 when it was purchased by me. It has since undergone a complete rebuild, the full mechanical particulars of which are too numerous to detail in print, but which are obtainable from the office on request. The coachwork has been slightly modified and re-cellulosed Merc. white, and five rebuilt 6.00 by 20 wheels fitted complete with new rubber



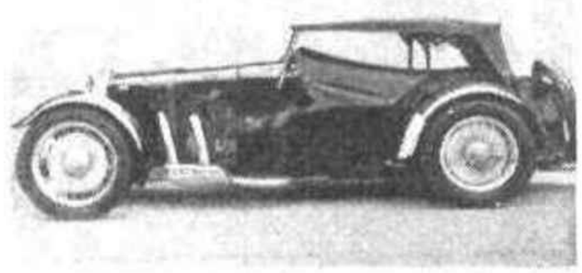
" Goodyears " ; 100 m.p.h. + a lot more is readily obtainable on Pool together with literally incredible acceleration. With performance and handling qualities remaining unimpaired, and even unchallengeable after two decades, this Mercedes is truly representative of the finest products of a world-famous marque, and a regrettably nearly forgotten craft. A full, detailed, and comprehensive report by Mercedes-Benz (Gt. Bt.), Ltd., who have known the car intimately throughout its life, will be made available upon request. Taxed year. **Guaranteed for three months against any mechanical defect whatsoever.**

£525



In addition to the advertised cars a selection of Astons, Frazer-Nashes and Bentleys is continuously available at

£200 to **£300**



ALFA-ROMEO, 1,750-c.c. supercharged, short-chassis, twin-cam Zagato 2-seater. First registered December, 1934. Completely stripped and rebuilt last year. Details of work include complete engine and blower rebuild, including grinding and balancing crank, sleeving and boring to standard, cams, valves and springs, etc. The Zagato coachwork was re-cellulosed at this period in Alfa red and all chrome parts were triple plated. The six road wheels were rebuilt and six new " Michelins " fitted and the car was completely reupholstered. This Alfa has only just completed 3,000 miles since rebuild and is in exceptional all round condition. Peaks at around 5,000 r.p.m., cruises at 75 m.p.h., and is tractable enough to give 22 m.p.g. in city traffic. Taxed year. **Guaranteed for three months against any mechanical defect whatsoever.**

£475

ALVIS SPEED TWENTY (1934). At present undergoing complete overhaul in our workshops including rebore, grinding crank, etc., new valves, springs, rockers. All road springs have been re-cambered and drop-arm and track-rod ends renewed and the brakes relined. The coachwork is being recellulosed French grey with red wheels and a red silk mohair hood and tonneau cover will be fitted. The interior of the car is faultless. When completed this Alvis will be an excellent example of a very reputable marque and will be taxed for the year and **Guaranteed for three months against any mechanical defect whatsoever.**

£350

ASTON-MARTIN (1934) 1½-Litre short-chassis " Le Mans " occasional foursome. This Aston has been fitted in our workshops with a Laystall reconditioned Mk II engine and new gearbox. The transmission has been completely overhauled and all road springs have been re-cambered and tempered. The Bertelli coachwork is recellulosed black and five new Michelins are fitted. The hood and tonneau cover are in red silk mohair. Taxed year. **Guaranteed for three months against any mechanical defect whatsoever.**

£400 Two more Astons are arriving this month.

ISOTTA-FRASCHINI Type 8A (1930). Fixed head coupe by Phillips. This really beautiful and imposing sports coupe has only actually completed 9,000 miles since brand new and was not taxed or used from 1931 until 1947 when it was fitted with a new (1943 manufactured) 4½-litre Meadows engine and re-registered at £10 per year flat rate tax. Less than 500 miles have been run since that date and the original Isotta engine (8,500 miles) is offered with the car. Unfortunately the lateness of the hour has precluded the preparation of a block so that it has proved impossible to publish a photograph, because this Isotta has beautiful lines and really requires seeing. It is hardly necessary, in the circumstances, to add that it is taxed for the year and is **Guaranteed for three months against any mechanical defect whatsoever.**

£425

At the time of going to press I am negotiating for two " Le Mans " Astons, another Isotta, a " 38/250 " S.S.K. Merc., a 4½ Invicta f.t.d. Prescott and a 1927 Rolls Twenty.

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.

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FOR SALE—*continued*

BENTLEY SPARES : Speed Six front axle, steering column, crankshaft, con.-rods ; 8-litre dynamo ; 3-litre dynamo, half-shafts, brake drum, large type sump, wheel puller, P.100 headlamps, hub cap, exhaust manifold, hand-brake lever, brake and clutch pedals and cross-shaft, bottom bevel box. Wanted : D-type gearbox, 8 or 6½-litre crown-wheel and pinion, high ratio, about 3 to 1. 39, The Newlands, Wallington, Surrey. Tel. : Wallington 7114. [1890

BUGATTI " GRAND PRIX MODIFEE," TYPE 35A. Twin Solex and racing Scintilla. Unused 12 years. Seen London. £300 or nearest. Box No. 515, MOTOR SPORT, 15, City Road, E.C.1. [1891

1933 S.S. COUPE, 9 H.P. New tyres, condition fair, taxed December. Offers ? Details of 2-litre Lagonda tourer welcomed, under £100—purchase or exchange. Box No. 516, MOTOR SPORT, 15, City Road, E.C.1. [1892

£18 FOR 1924 HUMBER 11.4-H.P. i.o.e. tourer. This is an enthusiast's machine and very potent. Body home-made but strong. Hardy, 2, Clorane Gardens, N.W.3. Tel. : Hampstead 4203. [1893

1930 M.G. TRIALS CAR. Camshaft ; twin carburetters ; all alloy body. Good condition. What offers ? 17, King's Road, Windsor, Berks. [1894

AUSTIN SEVEN ENGINE—rebored, crank ground, new pistons, partly assembled, with gearbox, starter, dynamo, needs dynamo armature. Price £20. 4/5, Northwood Hall, Hornsey Lane, N.6. [1895

1933 FORD V8 short-chassis sports tourer. Excellent condition. £175. Dr. Wood, Cropwell Butler, Notts. [1896

£20—" BROOKLANDS " RILEY NINE BODY. Talbot " 14/45 " chassis frame and springs, cellulosed red, short wheelbase model, front axle converted to Lockheed brakes, complete Lockheed system for converting to complete installation, splined hubs and 550 by 17 wheels ; ideal basis for competition car ; £50 complete. Talbot engine, suitable for above chassis, all as new and not run, £25. 1934 Austin Seven, less body but complete with scuttle, bonnet, front wings, lamps, very good tyres ; good running order, no smoke ; offers ? Rolls-Royce Silver Ghost, fitted streamlined breakdown body, front part original touring body ; very attractive car, mechanical condition perfect ; £37. Talbot " 14/45 " crankshaft, reground on all journals, as new, £4 10s. 1936 Auburn supercharged 5-seater drophead, colour grey ; Columbia two-speed axle ; very fast ; £150. Swandean Garage Ltd., Worthing. Tel. : Swandean 100. [1898

MERCEDES 1½-LITRE " TARGA FLORIO," supercharged ; modern 2-seater body, full road equipment ; engine overhauled. Aston-Martin side-valve, supercharged 2-seater, completely overhauled, fully equipped, new wheels, tyres ; i.f.s. Large quantity spares for early side-valve Aston-Martin cars. Blagdon Engineering Co., Blagdon, Seaton Burn, Northumberland. [1897

OFFERS WANTED. Late director of private limited company, going concern, toolmakers and precision engineers, for 1,000 £1 shares, recently valued by chartered accountants at 27s. 6d. Box TM, c/o W. H. Smith & Son's Bookshop, Weybridge. [1900

VAUXHALL SPECIAL. Aluminium body very light 2/3-seater on Vauxhall Twenty chassis. New carburetter, petrol pump, battery, and four brand new tyres. Very fast and has great possibilities. Bank balance will not allow finishing off to my liking. £275 or good offer. Photos available. J. R. Carley Badingham, Woodbridge, Suffolk. [1901

BARGAIN, £250.—Trials special, 1,300 c.c., o.h.c., first registered 1950. Twin carburetters, Scintilla magneto, light dural body, 6 ft. 10 in. wheelbase, large rear tyres, i.f.s., hydraulic brakes, numerous spares. Mileage 100. Owner abroad. 77, Cotton Lane, Moseley, Birmingham. [1902

EXCHANGE—ALVIS FIREBIRD, 14 H.P. Complete engine and clutch overhaul 6,000 miles ago. Body and upholstery good. Wanted : Morris Eight or Ten, Series E, or 1938-39 Ford Eight or Ten. Pearcy, 4, Cumberland Court, Hatfield, Herts. Tel. : Hatfield 3065. [1903

20-H.P. V8 STANDARD engine and gearbox complete, in excellent condition, £30. Reply : Skindles Garage, Maidenhead. Tel. : Maidenhead 886. [1907

1938/9 3½-LITRE JAGUAR 4-door saloon. All seats and dash, windows, damaged by fire, otherwise a very clean sound car. Tyres, wheels, wings, radiator, lamps, bumpers, in very good condition ; £150. Offers.

B. J. WHITE, MILE CROSS LANE, NORWICH. Tel. : Norwich 26514. [1910

M.G. " TC " BODY, 1949. Complete except for electrics, windscreen and seats. Angmering Garage, Angmering, Sussex. [1911

ALVIS " 12/50 " ENTHUSIASTS ! I am dismantling a 1931 " 12/50." All parts are for disposal at reasonable prices. Engine needs boring and crank grind (fully dismantled). One brand new half-shaft, sound radiator, gearbox, axles, etc. Inquiries to : Jack R. Collinson, 150, Moorside Road, Eccleshill, Bradford, Yorkshire. Tel. : Bradford 37771. [1912

FORD 10-H.P. ENGINES, 1944 models, about 500 miles since new. Complete with dynamos, carburetters, manifolds, etc. ; £37 10s. each.

1944 MODEL FORD CANADIAN 32.5-H.P. engines, complete with dynamos, distributors, starters, carburetters, clutches, gearboxes, about 500 miles since new ; £25 each.

1934 ALVIS 20-H.P. complete sound engine, gearbox, front and rear axle, wheels, chassis, etc.

1934 SINGER " LE MANS " engine, gearbox, front axle, differentials, axle-casing, axle-shafts, con.-rods, cylinder head, steering, etc.

1931 RILEY 9-H.P. engines, gearboxes, front and rear axles, crown-wheel and pinions, axle-shafts, hubs.

1935 16-H.P. S.S. complete sound engine, also front and rear axles and gearbox, steering, prop-shafts.

ALSO WE HAVE THE FOLLOWING COMPLETE ENGINES : O.H.V. Delage, 1926 ; 1933 Lagonda Sixteen ; Riley Redwing 10 h.p. ; Rover 20 h.p., 1931 ; 1938/39 3½-litre Jaguar ; Lanchester Ten, 1934 ; M.G. Seventeen, 1932 ; Hudson 22 h.p., 1937 ; Citroen Twelve s.v., 1934 ; Chrysler Twenty, 1934 ; Humber 12 h.p., 1926 ; Singer Sixteen, 1934 ; Vauxhall Twelve, 1940 ; Talbot Eighteen, 1934 ; Vauxhall 24 h.p., 1932 ; Wolseley Twenty-one, 1936 ; Minerva four and six-cylinder engines. All cheap ; sound. Free from cracks or welds.

B. J. WHITE, MILE CROSS LANE, NORWICH. Tel. : Norwich 26514. [1910

4½-LITRE INVICTA SPARES for disposal : Cylinder head, £10 ; twelve valves (new), £10. 10s. ; thirteen valve springs (new), £2 ; three sets rockers, £1 ; twelve push-rods, £2 ; ten valve caps, twelve cotters, eight valve spring caps, £1. Sutton, " Corner House," Fletsand Road, Wilmslow, Cheshire. [1913

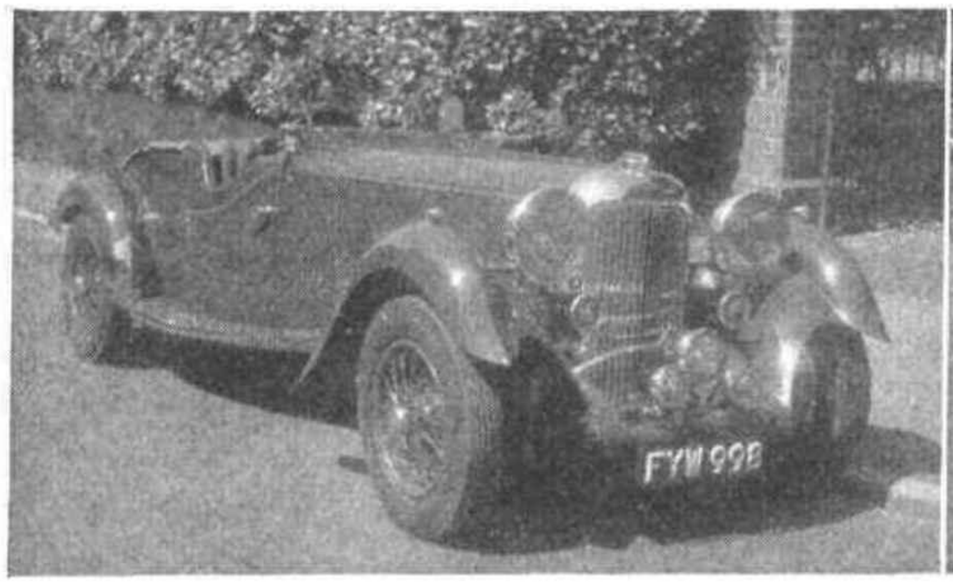
3-LITRE LAGONDA pillarless saloon, re-registered 1947, £10 tax. Engine just overhauled by Davies Motors, also general body check-over, respray, new roof, etc. Tyres nearly new ; two good extra spare covers available if wanted. Offers around £350. Stark, 47, Park Town, Oxford. [1914

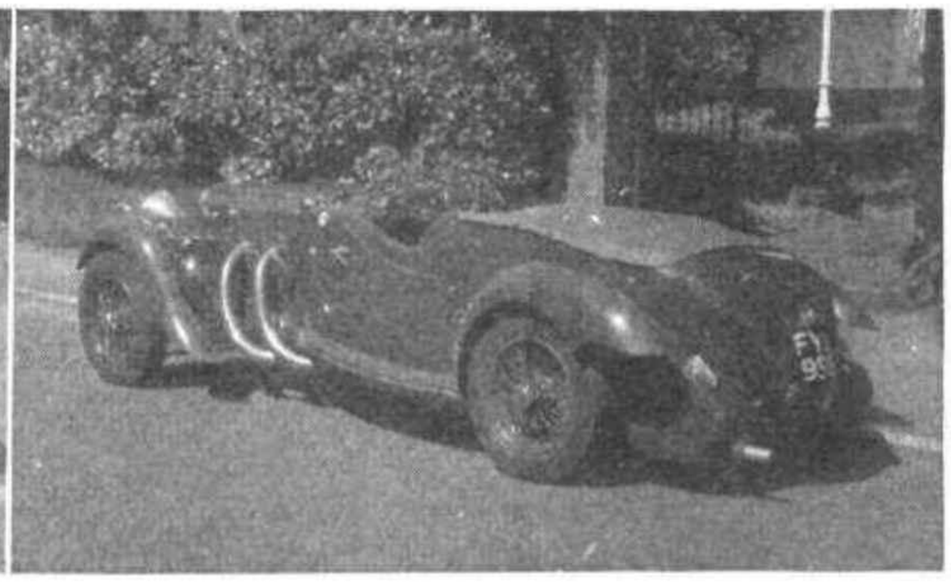
3-LITRE BENTLEY engine, 1924. Trial offered to genuine inquirers. 17, Kensington Park Gardens, London, W.11. [1915

BENTLEY, 1929, " 4½ " chassis, Red Label engine, V.D.P. 4-seater, black. Tyres, battery, good ; aero-screens, large tank, hood, screens, tonneau. £350. Bruce Watt, 100, Church Street, Inverness. [1916

FOR F.I.A.T. 1,100, set of Simca/Gordini h.c. pistons, 7.2 to 1, o.s., special 10 cx alloy, £7 10s. Champion, 43, Uplands Way, N.21. [1922

1937 4½-Litre LAGONDA Rapide





This is one of the finest examples of this model in existence to-day, and it is with regret that I must offer the car for sale, purely for medical reasons.

The car has an L.G.45 Meadows Engine with Twin Scintilla Magnetos and Twin S.U. Carburetters, which develops about 140 b.h.p. and gives a maximum of well over 100 m.p.h.

Newton shock absorbers have been fitted, and steering and road-holding are now excellent.

The car was laid up throughout the war, and the cellulose, chromium and upholstery are all in first-class condition as borne out by the mileage which is only 37,000 odd.

Hood and sidescreens are completely weatherproof and draughtproof, and when not in use stow neatly into the back of the car.

All tyres are quite recent and the spare is still unused.

No expense has been spared to maintain the car in first-class condition and there is no reason why a thoroughbred such as this should not give many miles of fast, trouble-free motoring. Taxed to the end of the year.

Price complete with many extras, **£1,050** or will consider part exchange small saloon.

Williams, 471, Kensington Close, Wrights Lane, London, W.8. *Tel.: Western 8170, Ext. 471. (After 6.30 p.m. please).*

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SPORTS CAR EQUIPMENT :—Slab Petrol Tanks, Mudguards, all types, Chrome Sports Luggage Carriers, Aero-Screens, Lamps, Stoneguards, Gadgets, Fittings, Wheels, Tyres, Clocks, Meters, Mascots, Radiator-Badges, Club Badges.
New, Secondhand, and Dismantled Parts RECONDITIONED, Hub Caps, Rev.-Counters, Gauges, Speedometers, Shock-Absorbers, Brake Cables, and Flexible Drives.
GOODS SENT C.O.D. OR QUOTATIONS BY RETURN
Any parts accepted for Chromium Plating.
Materials for Special Builders
M.G. and Singer Parts New and Secondhand
Removing to New Premises. Callers by appointment for the moment. Telephone available shortly.
ANYTHING BOUGHT FOR CASH

GEORGE A. FINAL,
15, Nashleigh Hill, Chesham, Bucks.



1926 BENTLEY 3-LITRE RED LABEL

Short-chassis, 15.9-h.p. tourer. Black, green wheels, A-type box, 3.5 back axle, 20-in. wheels, twin S.U. carburetters, twin M.L. magnetos. In beautiful mechanical condition. A genuine 80 m.p.h. motor ready for any journey. **£350** or near. Box No. 531, Motor Sport, 15, City Road E.C.1.

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£140. Singer Nine open 4-seater. Good all-weather equipment. Very sound mechanically. A really good performer.

£110. Lagonda 3-litre fabric saloon. A well-*preserved example.*

£95. Wolseley Hornet special open 4-seater. Large instruments, fold-flat screen. A remarkably good, cheap car.

£55. Austin Seven saloon. An amazingly reliable little runabout. Another similar model **£50.**

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FOR SALE—*continued*

SUNBEAM, 1930 MODEL, 20 H.P., Weymann saloon, sliding roof. In perfect condition. Genuine mileage 25,000. Servo brakes, dual ignition. Untaxed and used approximately 11 years. A real genuine motor car. Any trial; only needs seeing. £150, or consider exchange offers. E. J. White, 13, Abington Grove, Northampton. Tel.: Northampton 2358. [1917

CHRYSLER 34-H.P. STRAIGHT-EIGHT, 2/3-seater tourer. New modern hood and screens. New engine, gearbox, rear axle. Resprayed, etc. Guaranteed mechanically perfect. Advertiser second owner. Engine 1935. Definitely vintage class appearance. Any trial. £235. Greer, Veterinary Surgeon, Leigh, Lancs. Tel.: Leigh 200. [1918

"12/50" ALVIS, mixed vintage. Pistons, bearings, radiator, hood, tonneau, seats, new 2000 miles ago, when car was completely rebuilt. Electrical equipment new or rewound. Special light 2-seater aluminium body. £160. B. E. H. Jupp, 51, Revell Road, Coombe Lane, Kingston, Surrey. [1920

4-LITRE NEALE SPECIAL. Regular. (Photograph—July, 1949, MOTOR SPORT.) Perfect condition; make wonderful sports car! Also, 2-litre, 2-seater sports car in excellent condition throughout. D. W. Neale, Shelsley House, Stamford Bridge, Worcs. [1921

ALVIS "12/50." Complete "TG" chassis less engine; with or without truck body. Also "TJ" engine, complete with all auxiliaries. Evetts, Kingscote House, East Grinstead, Sussex. [1923

BENTLEY RED LABEL 3-LITRE, short chassis, 3-seater body with a bench seat, new hood. Clutch, brakes, cooling system, universal joint and steering just overhauled. Tremendous performance from a fine car. £275. Box No. 520, MOTOR SPORT, 15, City Road, E.C.1. [1924

1934 "105" TALBOT sports 2-door saloon, in exceptional mechanical condition, recently repainted and rechromed. This car has an unusually good performance and been personally maintained and cared for. £350. H. J. Greenland, Radlett, Herts. Tel.: Radlett 6135. [1926

PAIR OF MATCHED ZENITHS, 36 V.H., inlet manifold, air inlet manifold and filter, all pipes and fittings, for 1½-litre Riley, 1935 to 1938. Nearest £10. A. Bromwich, 276, Myton Road, Warwick. [1928

8½-LITRE BENTLEY. Opportunity to buy from private owner who has spent over £600 on this car recently. Detailed accounts and authentic history of the car are available. 1928 open 2/5-seater, green. Chassis PR 2321. A lovely car in splendid order which speaks for itself and can be seen Essex, one hour from London. To be sold together with another complete car of the same model bought as a spares insurance. The pair for £450. No offers can be entertained. Box No. 522, MOTOR SPORT, 15, City Road, E.C.1. [1929

LANCIA LAMBDA, 6TH SERIES, tourer; 8th Series brakes. Rebored, crank reground 2,500 miles ago. Spares include crank, rods, gearbox and rear axle. £150. Wanted: Riley Nine saloon, 1930-34. Box No. 551, MOTOR SPORT, 15, City Road, E.C.1. [1931

1914 D-TYPE VAUXHALL chassis, engine complete except magneto, otherwise runner; tyres excellent, twin rear wheels. Space wanted. £12. Write: 1, Boyne Road, Lewisham, S.E.13. [1932

AERO MORGAN, 1927, 1,100-C.C. J.A.P. New countershaft, carburetter and battery; two new retreads. In current use. Price £50. Box No. 552, MOTOR SPORT, 15, City Road, E.C.1. [1933

PAIR 12-IN. ZEISS long-range headlamps. Chrome finish. £15. Churton, Maplestone Farm, Broad Oak, near Rye, Sussex. [1935

HORNET SPECIAL. Reconditioned engine July. Includes new mains, big-ends, reground crank, new valves, springs, guides, camshaft bearings; relined clutch; rewired, etc., etc. Bills shown. Not yet run in. £150. Stout, Blacknest, Reigate Road, Reigate, Surrey. [1936

1938 B.M.W. MODEL 328, recently overhauled, in excellent condition. Reasonable offer accepted. Box No. 269, W. H. Smith, 4, High Street, Stratford-on-Avon. [1937

VAUXHALL 10-H.P., 1938-9, o.h.v. engine, less accessories. Good working order. £15. Wharfdale Garage Ltd., Bournemouth. Tel.: Westbourne 64497. [1938

FOUR INTERESTING CARS at low prices: Humber Nine saloon, 1929; every detail works; tyres new; finish somewhat rough; £55. Sunbeam Dawn 12-h.p. saloon, 1935; excellent economical medium car; fine roadholding (i.f.s.); power to spare; £190. Austin Arrow 4-seater sports; new hood and side-screens; first-class mechanical order throughout; £80. Talbot 14-h.p. 1933 sports saloon; almost everything on this car has been reconditioned in the last six months, nevertheless the engine has just developed a chronic noise; best offer accepted. Complete 1927 Humber "14/40" engine unit with accessories; ex-specimen car damaged in collision; £12. Capt. J. B. M. Adams, The Cottage, Great Gidding, Huntingdon. [1941

FOR SALE—*continued*

LAGONDA RAPIER fixed head coupé. Very attractive car; 38 m.p.g. Taxed. £250. 30, Edinburgh Avenue, Leigh-on-Sea. [1939

BEADED EDGE TYRES, 730 by 130, 740 by 140, one of each, £2 10s. each. Holden, 85, Ashley Road, Walton-on-Thames. [1944

1923 ARIEL CAR, 9 H.P., open 3-seater; stored since 1925; believed only 1,500 miles. £65. Box No. 524, MOTOR SPORT, 15, City Road, E.C.1. [1946

ALVIS "BEETLEBACK," 1930, SILVER EAGLE. Triple S.U.s, close-ratio box. Chassis also drilled for "12/50" engine and radiator (at present fitted; new Solex, Scintilla). Bodywork chassis perfect order. Spare 4.77 axle ratio. £200. Require D.H. coupé for young family. Holden, Parkview Cottage, Chobham. [1983

ENGINES FOR SALE: 3-litre Red Label Bentley complete with accessories and clutch, but less one magneto and water pump, £30. 1932 S.S. 29-h.p. engine and gearbox and all accessories, recently reconditioned, £28. Wolseley Hornet, single carburetter-type, engine and gearbox, complete with all accessories, £28. Single-cylinder Tangye 3½-h.p. two-stroke diesel, with or without 110-volt generator, £15. Alpha Garage, Westergate, Aldingbourne, near Chichester, Sussex. [1958

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£675 1937 "4.3" Charlesworth 4-door sports saloon. Impeccably maintained throughout.

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£325 1934 Speed 20 4-door open 4-seater tourer, all-over tonneau, very good condition.

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FRAZER-NASH-B.M.W., 1937/8, rare 2-litre "329," close-coupled drophead. Condition and lines admired everywhere. Engine and chassis first class. New Dunlop "Forts." Economical. £475. Tel.: Walton-on-Thames 4949. [1984

ESSEX SUPER SIX 17-H.P. saloon, 1928. Sound. Good runner. £40, or consider swap with post-1924 character car, up to 12 h.p. Cunningham, 45, St. Margaret's Avenue, Luton, Beds. [1947

1933 HORNET SPECIAL Abbey "Alpine" 2/4-seater. £200 overhaul and other work. 31 m.p.g. over 40 miles in the hour normal. Sell £210 or part-exchange cheap transport pending completion of special. Bell, Flying School, Rochester. [1948

M.G. MK. III (TIGER) CYLINDER HEAD, camshaft, etc.; unused. Wanted: pair 30 F.A.I. Solex carburetters. 174a, Streatham High Road, S.W.16. [1949

1950 (JUNE) MANX NORTON, 500 C.C. Italian alloy rims, conical alloy hub, short-rod motor. Only 200 miles since new. Genuine 115 m.p.h. on 70-75 octane. A super machine at out-of-season price. £255. Phillip Brown, Overdale, Greenhill Road, Timperley, Altrincham, Cheshire. [1950

LAGONDA 2-LITRE SPEED MODEL 4-seater, low chassis, 1931. Green. Good all round condition. Seven good tyres. A good home, please. £250, o.n.o. Daniel, 61, Livingstone Road, Gillingham, Kent. Tel.: Gillingham 5710. [1951

HISPANO-SUIZA SPARES and service: G. Briand, 47, Tamworth Road, Croydon. Tel.: Croydon 1742. [1961

FOR SALE—*continued*

RAYMOND MAYS SPECIAL, designed and built at E.R.A.'s in 1939; 8-cylinder, 2½-litre drophead coupé. Just had £250 overhaul. Goes like a gun. Been fussed over by one owner. Perfect condition. £850. Glegg, Wildcroft, Coombe Park, Kingston, Surrey. Tel.: Kingston 9188. [1952

DE DION REAR AXLE. Ford V8 differential (3.55 to 1 ratio). Inboard Lockheed brakes incorporating cable handbrake. Hardy-Spicer universals in half-shafts with hub carriers located by a twin tubular beam, very light and very strong. Steel wheels fitted with 16 by 550 Michelins. Track 4 ft. Also a 22-gallon petrol tank, baffled, and divided in half, each half having its own snap filler, tap, and electric gauge. Box No. 526, MOTOR SPORT, 15, City Road, E.C.1. [1956

BARGAINS.—Two 19-in. M.G. wheels, tyres and tubes, £6 10s. each. 15-gallon shaped tail tank, £5. C-type E.N.V. gearbox, fit J or P-type, £12. C-type bonnet covers complete, £2 10s. Pearce, Corona Café, Wood Street, Stratford-on-Avon. [1957

AUSTIN TWELVE UTILITY, 1935, enthusiast-maintained. Rotoflos, various extras; no sluggard. £160 or swap 4-seater open sports. 29, Sunningfields Road, N.W.4. Tel.: Hendon 2304. [1960

1938 F.I.A.T. 1,100 C.C., MODEL 508C saloon. Wings and running-boards a bit "tatty," but good battery, tyres, glass, and leather. Has great possibilities either to renovate or as basis for potent special. Nearest to £165. Barnes, 61, Kenton Road, Harrow. Tel.: Byron 1818. [1962

FRAZER-NASH B.M.W., TYPE 55, 4-seater, 4-door pillarless saloon. 2,000 miles since complete rebuild, body and chassis, inside and out. Special engine. Whole car as new; total mileage 35,000. Performance, appearance, unexcelled. £375. Blight, Chequetts, Callington, Cornwall. [1965

HYPER LEA-FRANCIS, 1929. Blown, roller bearings, built-up crankshaft, beautiful "Meadows," close gears (noisy). Extensive overhaul, resleeved standard, 2,000 miles ago. Ex-"Ulster," "Le Mans," converted to stark 4-seater. Winner, Crystal Palace. Vivid performance. Reason disposal, family. £150 or nearest. Box No. 528, MOTOR SPORT, 15, City Road, E.C.1. [1966

RILEY NINE, Alvis "12/60" and Scott: Quantity of valuable new and used spares for disposal, including cylinder blocks, heads, magnetos, cranks, manifolds and carburetters, back and front axles, etc. Arbenz, Kingswood, Packhorse Lane, Hollywood, near Birmingham. [1971

F.W.D. ALVIS, supercharged, 4-seater, good condition, host of spares. £125. 29, Trentvale Road, Rylands, Beeston, Notts. [1972

"12/50" ALVIS chassis complete, only requires body, etc. £35. 29, Trentvale Road, Rylands, Beeston, Notts. [1972

PRE-WAR CAR RADIO, Philco 5-valve "Transitone" model, medium wave only. Good working order. Offers to: Oswald, 104, St. Mark's Road, Enfield, Middlesex. Tel.: Enfield 0447. [1973

FORD FIFTEEN GREYHOUND sports 4-seater, superb condition, special equipment, spares available. "Twenty-four" or "Thirty" engine fits. £165. Townsend, 3, Linden House, Clumber Road West, Nottingham. [1974

F.I.A.T. 500. Complete chassis, slightly damaged, pair wishbones, brake back-plates, shoes and drums, two rear axles, set shock-absorbers and brackets. Numerous "dirt" Douglas engine spares. Box No. 529, MOTOR SPORT, 15, City Road, E.C.1. [1976

BENTLEY 3-LITRE RED LABEL engine, 1926, No. RE 1382, recently reassembled after complete overhaul but not yet run; complete with all accessories, £70 or near offer. 1924 long chassis complete, less body and engine, Red Label radiator, six wheels with 600/20 tyres, differential cage damaged; reasonable offer accepted. Toll House Garage, Slinfold, Horsham. Tel.: Broadbridge Heath 129. [1977

STUDEBAKER, 1935, PRESIDENT close-coupled saloon, mechanically excellent; recellulosed black, all chrome replated, new battery, four new tyres; £200. Toll House Garage, Slinfold, Horsham. Tel.: Broadbridge Heath 129. [1977

ADLER 2-seater super streamlined sports. Beautiful condition throughout; 10 h.p. Taxed year. Bargain. Jack Leeson & Partners, Brook Street Garage, Stourbridge, Worcs. [1978

TRIUMPH EIGHT 2/4-seater sports in first-class condition. Complete all-weather equipment. Only wants seeing. First £95. Jack Leeson, Brook Street Garage, Stourbridge, Worcs. [1978

AUSTIN SEVEN 2-seater sports "Gordon England"; all-weather equipment. A lovely little car. Bargain, to clear. £85. Jack Leeson & Partners, Brook Street Garage, Stourbridge, Worcs. [1978

MORRIS MINOR 2-seater sports. Excellent economical little car. Clean and sound. £85. Jack Leeson, Brook Street Garage, Stourbridge. Tel.: Stourbridge 58081. [1978

BENTLEY 3-LITRE drophead coupé. Full 4-seater, completely rebuilt. New pigskin interior. Resprayed. £550. Small saloon part exchange considered. Photos available. Box No. 530, MOTOR SPORT, 15, City Road, E.C.1. [1982



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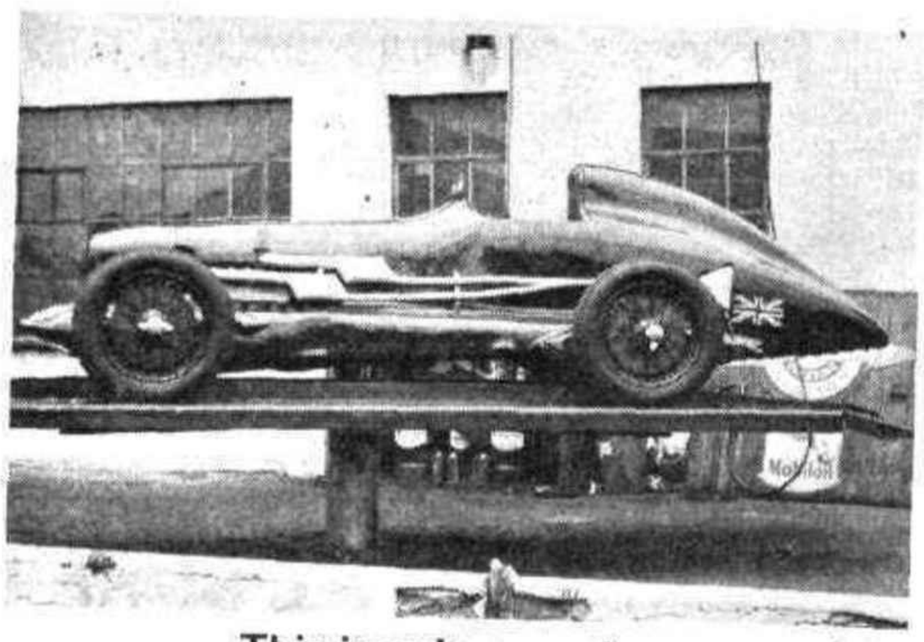


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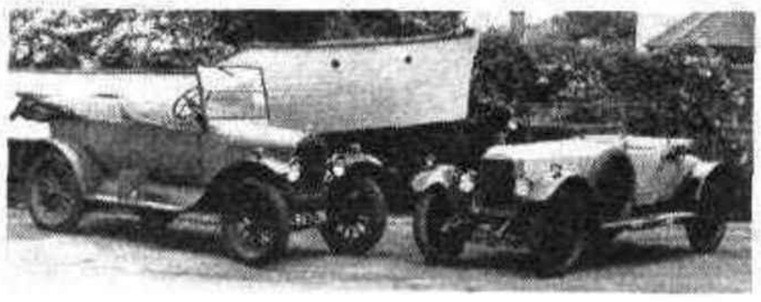
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£40.—1924 HUMBER EIGHT 2-seater, doing 50 miles daily carrying two heavyweights. Tyres as new. New magneto and battery. Lights and dynostarter excellent. Body good, hood only fair. Or would reluctantly exchange for larger and higher powered job in order to re-establish diplomatic relations with family. Maywood, 42, Park Road, Peterborough. Tel.: Peterborough 3333, between 9 a.m. and 6 p.m. [1979

UNUSED ALTA ALUMINIUM CYLINDER HEAD for Austin Seven. D. M. Pettitt, " High Trees," Bear Wood, Bournemouth. [1980

CORD. 1936 black saloon. Smart, clean car with 1950 look. £350 or near. Tel.: Evenings, BOW 7510, or Mountview 8998 (London). [1981

LEA FRANCIS, 1931, "12/40" F/H coupe, with dickey, engine just been overhauled, tyres V/9. *This car is in superb condition, having had a lot of* money spend on body. £200 or offer. Box No. 537, MOTOR SPORT, 15, City Road, E.C.1. [2023

1937 ALVIS "4.3" saloon in fine condition. Box No. 532, MOTOR SPORT, 15, City Road, E.C.1. [1986

AUSTIN SEVEN. High duty alloy cylinder heads suitable for both sports and all standard model engines. Combined exhaust and inlet manifold to *take a downdraught carburetter ready to fit.* Straight through silencers from stock. Dropped axle and spring sets exchange system. Ulster and Nippy valves. Reconditioned standard model engines exchange service. Reconditioned radiator blocks all models exchange. Steering wedge to lower steering rake. Ready shortly, windscreen end swivel arms to convert your screen to fold flat. S.A.E. lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [1987

8-LITRE BENTLEY SHORT CHASSIS specially built just prior to war, unused since. Owner also offers elegant Long Chassis 8-litre close-coupled saloon, low mileage, showroom condition throughout. Reasonable offers invited. Box No. 533, MOTOR SPORT, 15, City Road, E.C.1. [1988

ALFA-ROMEO. 8c. 2.3 supercharged open 4-seater. F.A.I. regulation body by Phipini. This car was built for the 1933 Le Mans factory team, confirmation being available here by letter from Guidotti. First registered in 1937, and has only two private owners who have never seriously raced it. Very recently stripped and in absolutely mint condition, with full road equipment, hood, tonneau, etc. Photographs available to genuine enquirers. £1,250. Also 2-litre unblown monoposto racing car, originally the " Attenborough," modified to single-seater at cost of £1,200 in 1946-47. Fitted Aston-Martin " Atom " unblown 2-litre engine, self change gearbox, hydraulic brakes. Extremely fast and most reliable for Formula II racing or club events. £500. Alton Garage, " The Alvis People," *17, Brook Mews North, Craven Road, Paddington.* Tel.: Paddington 3952 and 4710. [1989

THIS IS IT. 1935, 2½-litre, S.S. convertible 4-seater coupé. Late property doctor. This is the most attractive body built on this chassis, super condition and original in every detail. Possibly the finest example in existence. Taxed, insured. Inspection by appointment. Accept first reasonable offer, or exchange for any other interesting model for a change. 15, Nashleigh Hill, Chesham, Bucks. Tel.: Cholesbury 360 (evenings). [1990

1935 WOLSELEY HORNET, four-door de luxe saloon. In very good condition. Interior exceptionally clean, everything original, complete and working, and thoroughly reliable. Taxed, insured. Accept cash offer, but prefer exchange for open 2 or 4-seater. 15, Nashleigh Hill, Chesham, Bucks. Tel.: Cholesbury 360 (evenings). [1990

DELAGE D8 fixed head coupé. A most excellent engine. Clean body inside and out. Tyres nearly new, two spares. Ideal car for oil engine convertion. £130. Bentley 4-litre saloon. Stored 10 years. £285. Service Motors, In, High Road, Balby, *Doncaster. Tel.: Doncaster 53494.* [1992

FOR SALE—*continued*

CONTINENTAL CARS OFFER. Maserati 2.9 monoposto, ex-" Bira." Raced this season. £2,000. Maserati 2.9 monoposto. Excellent condition. £1,250. Maserati 2.9. Ready for 2-seater body. £600. Many spares available. 3.3-litre supercharged Bugatti, ex-Brian Lewis. Works Team Grand Prix car. Road equipped. Bugatti blue. Absolutely faultless in every detail. Portsmouth Road, Send, Surrey. Tel.: Ripley 3122/3. [1991

RARE VINTAGE THOROUGHBRED. Bargain for enthusiast. 5-litre Straight-Eight Sunbeam. £70 overhaul. Very fine condition. Owner posted overseas. £200. *Seen Bromley, Kent.* Box No. 534, MOTOR SPORT, 15, City Road, E.C.1. [1993

MARSHALL BLOWER TO FIT " TA " M.G. Complete with carburetter, boost gauge and all fittings. First rate condition throughout. £38. Eastwood, Euston Road, Morecambe. [1994

LAGONDA 3-litre Ricardo special series engine inlet over exhaust. Standard for 4½-litre chassis. Complete with Borg and Beck clutch twin S.U.s, A.C. pump, magneto, dynamo and starter, no gearbox. Offers around £40. Wing Commander Fazan, R.A.F., Andover, Hants. [1995

RILEY NINE or Twelve-four open sports or Kestrel saloon. Not earlier than 1934. Full details and price. Box No. 535, MOTOR SPORT, 15, City Road, E.C.1. [1996

AUSTIN SEVEN magneto-type (pre-1929) car. Minus (or with Ropey) engine, gearbox and body. South England. Lieut. C. M. Robinson, R.N., H.M.S. " Indefatigable," c/o G.P.O., London. [1997

M.G., 1939, T.A. DROPHEAD COUPE. 10-h.p. Engine completely reconditioned and new hood fitted September. Beautiful condition all round. £390. F. Griffiths, 10, New Street, Kingswinford, Staffs. [1998

ROLLS-ROYCE 25-h.p. 4-seater Mulliner saloon. September, 1930. Beautiful mechanical condition; 20 m.p.g. Body requires a little attention to bring it back to Rolls standard. £350, or exchange quality open sports or small modern car. Griffiths, 1c, New Street, Kingswinford, Staffs. Tel.: Kidderminster 3228 (business hours). [1999

LOOK ! Alvis TJ " 12/50 " sports saloon. Mechanically good. Oil consumption negligible. Body requires attention, but weathertight, comfortable, newly painted. £100. Also TJ windscreen in frame. Perfect. Some engine spares, TG radiator. Lancaster, 15, Whitehaven Gardens, Didsbury, Manchester. [2000

1929 SUNBEAM SIXTEEN WEYMANN SALOON. Excellent. £85. Smaller car considered in exchange. Tel.: Arondel, Popesgrove 2972, weekend or evenings after six. [2001

F.I.A.T. 500 DROPHEAD. Engine and front suspension completely reconditioned. Battery replated. Excellent condition throughout. Any trial. £235. 218, Sheen Road, Richmond, Surrey. Tel.: Richmond 3259. [2002

HUMBER, 1933, 12-h.p. 4-seater. All-weather equipment. Engine in excellent condition. Would *exchange for smaller 2/4-seater sports, or would* sell. Bowley, Strachur, Liss, Hants. [2005

1938 HUMBER SNIPE black saloon. Original immaculate condition throughout. Exchange for really good TB M.G. or similar. Argent, Laindon Common, Billericay. [2006

SCINTILLA MN 4-Z 4 clockwise. Impulse start. Perfect. £9 or offer. Knightbridge, Aldbourne, Wilts. [2007

4CV RENAULT (RHD) available early 1951; negligible mileage; better than new following most careful running-in; standard saloon. Offers please—high ones, as lack of lucre is reason for selling voiturette. Box No. 566, MOTOR SPORT, 15, City Road, E.C.1. [2008

1929 ROLLS-ROYCE TWENTY, Barker landaulet. Original condition. Engine overhauled. Suit vintage enthusiast. Ring Acorn 3,000, after 7 p.m. [2017

FOR SALE—*continued*

ROLLS-ROYCE 20-h.p. SHOOTING BRAKE (new oak body). Many extras. Excellent mechanical condition. £250. Swanmore Garage, 1,176 Christchurch Road, Boscombe. Tel.: Southbourne 1022. [2011

MORGAN 4/4, AUGUST, 1949, 2-seater, 10-h.p. Very carefully maintained. Fram fitted. " Cestria," Fatfield, Washington, Co. Durham. [2012

AUSTIN SEVEN DROPPED AXLE CHASSIS, less engine, gearbox. Clean, sound. Also 2-seater body for same. £20 the lot. Small lathe wanted. Humphreys, 58, Wellington Gardens, Battle, Sussex. [2013

TALBOT " 65," 1934, 14-h.p., drophead by Carlton. Black. Total mileage 45,000. Engine rebored, sleeved, crankshaft reground. Wilson gearbox reconditioned. Coachwork and paintwork very good. Well shod. Mid-Sussex area. £285. Box No. 567, MOTOR SPORT, 15, City Road, E.C.1. [2015

M.G. MAGNA. Registered 1934. 4-seater drophead coupé. Body by Abbey. Car in reasonably good condition, but needs enthusiast's care. Nearest £150. Jack R. Collinson, 150, Moorside Road, Eccleshill, Bradford, Yorkshire. Tel.: Bradford 37771. [2016

4½-LITRE INVICTA. 100 m.p.h. chassis Mayfair Coupé. Complete overhaul 3,500 miles. Clutch, brakes, sleeved and high compression pistons fitted, etc. Twin magneto ignition. *Good tyres and* batteries; 95 m.p.h. readily, 19 miles per gallon; 0/75 m.p.h. in timed ¼ mile—18.5 sec. This dual personality motor-car is in excellent condition throughout and all spares are obtainable at ridiculously low cost. Four awards in five events entered. Blandford Hill-Climb 38.3 sec. Great Auclum 25.8 sec. Gosport 18.5 sec. £475, or near offer to: Shutler, Burley, near Ringwood, Hants. Tel.: Burley 2106. [2018

HILLMAN AERO MINX 4-seater tourer. Maroon 9.9 33 m.p.g. 1935. Three owners. Engine, gearbox, brakes overhauled. New hood, sidescreens. Magnificent condition. £265. Tel.: Emberbrook 2698. [2019

CASH WAITING for reasonably priced M.G., Riley or similar sports car. One requiring repairs considered. Box No. 568, MOTOR SPORT, 15, City Road, E.C.1. [2020

LANCIA AUGUSTA 12-h.p., 4-door saloon. Engine completely reconditioned April, 1950. A very smart little car. Painted two shades of grey with red leather upholstery. Tyres are good. Taxed year. Best offers over £360 secures. *Whinney, Mapleton* House, Four Elms, Edenbridge, Kent. Tel.: Four Elms 267. [2021

F.I.A.T. BALILLA 1,100 c.c., 1935, four-door pillarless saloon. Engine recently overhauled and in perfect condition. New carburetter; 35 m.p.g. No oil. Excellent throughout. Nearest £210. Carter, 18a, Milton Road, Wallington, Surrey. Tel.: Wallington 8053. [2022

BRICK GARAGE AND BRICK WORKSHOP. Each 16 ft. 6 in. by 9 ft. Engine hoist, bench, etc., with small detached three-bedroom house for sale. N.W. Kent area. First offer around £2,000 secures. Box No. 538, MOTOR SPORT, 15, City Road, E.C.1. [2024

£72 10s. Attractive little sports car. Rover Ten. Open sports 4-seater. Good hood, battery and upholstery. Lively motor. Barnes, 36a, Leigham Avenue, Streatham. [2025

BENTLEY 6½-LITRE, fitted 1938, 4-light touring saloon with division. Black. Immaculate condition. Fawn hide front, cloth rear. Chassis delivered December, 1926, to member Royal Family. Maker's 1928 modifications; 1929 engine fitted. Shuttered radiator and hydraulic dampers. Mechanically excellent throughout. £550. Frank, The Lodge, Pickering, Yorks. [2031

TALBOT FOURTEEN SALOON. Coachbuilt. New tyres. Immaculate coachwork, faultless mechanical condition, traffic clutch, automatic pre-selector. May, 1935. Low mileage. £250. Campbell, 29, Courtfield Gardens, London, S.W.5. Tel.: Kensington 9441. *Extension 286 (business hours).* [2037

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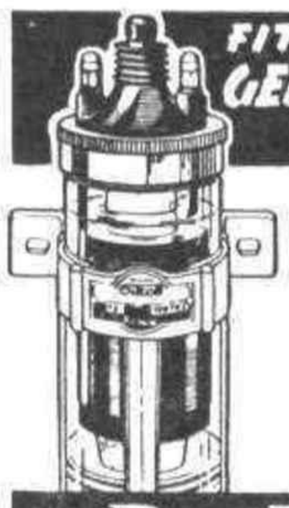
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FOR SALE—*continued*

£50. Rolls-Royce "Silver Ghost" saloon, 1923. Original instruction book. Good runner. Barnes, 36a, Leigham Avenue, Streatham. [2025

RILEY NINE, 1929, MONACO. Partially dismantled. Body rough. No magneto, chassis excellent. Ideal rebuilding proposition. £40. J. Kingdon, 39, Newquay Road, S.E.6. [2032

DELAGE D.I.S.S. 14-h.p. TOURER. Fast and reliable. Completely overhauled. £190, or exchange for faster competition car. Spiers, 30, Fairfield Road, Bristol, 6. [2033

4½-LITRE BENTLEY, 1928, 2-seater. Exchange for smaller. British brake, utility or van considered. No Fords. Mechanical repairs not objected to. Manchester area. F. A. Taylor, 27, Bollin Drive, West Timperley, Altrincham, Cheshire. [2034

RILEY NINE SPECIAL. Reconditioned engine, four new amals. Morris Minor chassis. Rebuilt wheels fitted new 16 in. Dunlops. M.G. front axle, 12 in. brakes. 2-seater body. Car complete with many spares. Details and photo on request. Price £85. Radford, Broomhill Mews, Hucknall, Nottingham. [2036

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. [2040

JOHN BLAND, TALBOT SPECIALIST can now supply water manifolds for "75." Also water pump castings for "75," "90," "95," "105." Exchange radiator in stock for short chassis "75." 27, Southfields Road, S.W.18. Tel.: Vandyke 1012 [2038

JOHN BLAND offers on behalf of clients 1901-2 Sunbeam-Mabley, rebuilt by well-known enthusiast. Requires period carburetter and complete. £135. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [2039

ALVIS "SILVER EAGLE," 1930, 4-seater tourer. 3,000 miles since engine overhaul. Further information and photos on request. £135. G. A. Auty, 139, Victoria Road, Swindon, Wilts. [2042

£32 10s. Austin Seven sports 2-seater. Body rather amateurish, but mechanically excellent. Good tyres and battery. c/o Barnes, 36a, Leigham Avenue, S.W.16. [2043

LEA-FRANCIS "14/40" twin o.h.c. saloon, 1928. Superb and original condition throughout. Taxed one year since 1935. Available late October. £145. Venning, Vicarage, Takeley, Bishops Stortford. [2044

LEA-FRANCIS, 1948, 1¾-litre streamlined 2/4-seater sports. Well shod spare unused. Brakes and clutch just relined. Fitted modified gears and sportscoil. 30 m.p.g.; 90 m.p.h. Nearest offer £795. Tel.: Finchley 1398. [2045

RILEY "GAMECOCK" 9-h.p. twin carburetters and camshafts. Engine overhauled, new clutch, new hood, resprayed B.R. green. Best offer over £175. Parenthood necessitates reluctant sale. Richardson, 45, Green Park Avenue, Halifax. During office hours: Tel.: Leeds 30845. [2046

ALVIS "12/40" s.v. monoblock, crankcase, camshaft, flywheel; "12/50" crankshaft, four new 69 mm. pistons, 2-litre Lagonda engine less head—dismantled. New Simms four-cylinder S.R.M./32 magneto—suitable Lagonda. Senogles, 58, Radcliffe New Road, Whitefield, Manchester. Tel.: WHI 3350. [2047

AUSTIN SEVEN, special 2-seater, new body, modified chassis and steering. New carburetter. Reconditioned engine. New back axle. Nippy and economical. Offers over £125. L. V. Walsh, 33, Palm Grove, Birkenhead. [2048

1934 MODEL "23.8" SUNBEAM limousine chassis. No. 8022/S. Excellent condition throughout, except (1) clutch (new) slipping, (2) jumps out of top gear on over run. Still cheap at £145. Daniel, Doll's Cottage, Ivybridge, South Devon. Tel.: Ivybridge 63. [2049

"BROOKLANDS RILEY," 1,100 c.c. road equipped. Fast, economical. Offers around £200. 82, Harrow Road, Middlesbrough, Yorks. [2050

TWO 4.00 by 16 DUNLOP CENTRELOCK WHEELS, unused, taking 6.00 by 16 tyres, for M.G. TC. £9 the pair. Ridley, 14, Albert Crescent, Bury St. Edmunds. [2051

3-LITRE 'BLUE LABEL" SPARES. Magnetos, clutch, camshaft, crownwheel and pinion, etc. Offers to: Ivens Garage, Acocks Green (0200), Birmingham. [2052

MAGNETTE N-TYPE SPECIAL. Built and registered 1949. £10 tax. Fitted professionally. Built aluminium 2-seater body, slab tank, cycle guards, etc. Cellulosed racing green. Weight 13¼ cwt. Built as sprint and trials car. Outstanding performance. Family increase compels sale. £380. 34, Strafford Avenue, Barkingside, Essex. [2053

70 M.P.H.! 45 M.P.G.! Genuine vintage 9-h.p. Amilcar Surbaise model, 2-seater sports. Rebuilt in original condition. £60 just spent on it. Taxed and insured, with spare gearbox, cylinder block, etc. £155, or exchange good saloon. Cox, Quarry Nurseries, Bursley, Glos. [2059

FOR SALE—*continued*

1924 BENTLEY 3-LITRE "BLUE LABEL" 4/5-seater Cabriolet by Arnold, Manchester. Unmodified in every respect. One previous owner, 1924-50. Mileage 39,000; 25 m.p.g. Oil nil, original tools, handbooks. Perfect condition throughout. £235. 14, Cranley Gardens, Wallington, Surrey. [2054

1921 LANCIA 5-litre 30-h.p. four-cylinder "Kappa." One owner. Perfect original condition; 18 m.p.g. £85 or exchange. 14, Cranley Gardens, Wallington, Surrey. [2055

LARGE WILSON PRESELECTOR, complete, £20. Rover gearbox with free-wheel and remote control. £10. Both as new. Rudd, 31, Heyworth Street, Derby. [2056

RAILTON SALOON, 1939, 16.9-h.p. Good condition. Taxed and insured. £300 or offers. Ross House, Ellesmere Park, Eccles, Manchester. [2061

RILEY NINE TRIALS BODY. Exchange 2-litre engine and gearbox, or similar. 5, Leighhall Road, Leigh, Essex. [2062

BENTLEY, 1929, LONG CHASSIS 15.9-h.p. SALOON in good order. Must sell immediately. First £170 secures. Box No. 571, MOTOR SPORT, 15, City Road, E.C.1. [2063

LEA-FRANCIS "12/40" 4-seater tourer, 1928. Restored to original condition. Five new tyres, rewired throughout, etc. £145. Good selection of Leaf spares in stock. Holmesdale Garage, South Norwood, S.E.25. [2064

WHEELS. 5 R/Whit. wire wheels, 88 by 2½ mm. spline for 450 to 525 by 18 tyres. Fit Triumph, Jaguar, etc. Holmesdale Garage, South Norwood, S.E.25. [2064

VALE SPECIAL 8-h.p. 2-seater. Rebored, new crankshaft, kingpins, battery and hood. Good tyres and bodywork. What offers? Smith, 29, Fernhill Court, Forest Road, E.17. [2066

1922 3-LITRE BENTLEY tourer. Taxed and insured. Reliable. £150. Wortley, Fairfield, West Runton, Norfolk. Tel.: 104. [2067

PACKARD, 1939, SALOON. Column change. Overdrive. £10 tax. New tyres. £550. Also Bench seat, Bedford cord. £10. Box No. 541, MOTOR SPORT, 15, City Road, E.C.1. [2068

BENTLEY, 1927, 3-litre "Red Label," Weymann fabric saloon. Mechanically perfect. Re-wired, new battery, bodywork in exceptional condition. Taxed. One of the nicest saloons in existence. £375. Heinrich, 201, Streetsbrook Road, Shirley, near Birmingham. Tel.: Shirley 1251. [2069

1929 HUMBER 8-h.p. TOURER. Good all round condition. Offers near £50, or exchange for another interesting piece. 531, Wherstead Road, Ipswich. [2070

H. KEMP-PLACE offers his 4½-litre Bentley, special short chassis 2-seater. Completely rebuilt, modified and lowered 1948. D Box, 3.3 axle. Meticulously maintained. One of the fastest and most handsome of Bentleys. Evergreen Service Station, Stanway. Tel.: Colchester 2600. [2072

O.M. 2-LITRE. Two gearboxes, front axle; other spares. Two R.A.G. 31 mm. carburetters. Smith, 10, Station Road, Littlethorpe, Leics. [2073

M.G. M-TYPE. Mechanically sound. New aluminium body, recellulosed, rewired, etc. Photograph. J. Bayley, Highway Cottages, Lyde, near Hereford. [2074

BUGATTI TYPE 40. Faultless condition, mechanically and bodily. Large sum spent on rebuild this year. Regretfully selling, but altered circumstances necessitates sale. Taxed. 69a, Stafford Road, Cannock, Staffs. [2075

LAGONDA RAPIER, 1935, open 4-seater. Excellent condition, new tyres. Mechanically perfect. Nearest £300. Lowes, Little Sutton, Cheshire. [2076

BUGATTI TYPE 43 open G.P. gearbox. Type 55 clutch. Well shod, spare unused. Easy starter and very fast. £395. Box No. 543, MOTOR SPORT, 15, City Road, E.C.1. [2080

M.G. "J2." Beautiful condition, rebored, sleeved, crank reground, new bearings, clutch, carburetters and tyres. £235. 39, Lancaster Road, London, N.4. [2133

JAEGER 5-in. rev.-counter up to 6,000, 37s. 6d.; Smith's 5-in. speedometer 0-100 m.p.h., 37s. 6d. Baxter, Clare's, Llandudno. [2136

LEA-FRANCIS "12/40" coupé 1927. Meadows 4ED. Completely rebuilt original specification, not used since; 28-30 m.p.g. Taxed, insured. £250. Stanley Lipscombe, 6, Castle View Terrace, Boveney, Windsor. [2137

HOTCHKISS 1939 Grand Sport 3½-litre short-chassis saloon. Excellent condition throughout. £850. Aprilia wanted. Doyle, Tel.: Welbeck 0711. [2138

HANDPAINTED HEADSCARVES. Any type, cars, motor-cycles to order. Customers own material. 15s., £1. Details from 37, Fieldside, Ely. [2139

TALBOT 105 Continental sports saloon. Not yet run-in since £96 overhaul by Talbot specialists, receipts available. A very fast, reliable car, beautifully painted and open to any examination. £275. Leathby, Place Farm, Firle, Sussex. Tel. Glynde 345. [2143

FOR SALE—*continued*

MORRIS MINOR, 1931, open 2-seater; four-speed gearbox; o.h.c. engine completely overhauled. Oil 60 lbs. hot, petrol 45 m.p.g. Brakes re-lined. Tyres good. Aluminium body fair. Offers over £55. Venning, 89, Mt. Ararat Road, Richmond, Surrey. [2077

QUICK SALE, 1930, Riley Nine spares. Magneto, overhauled March, £6. Gearbox, £7 10s. Five wheels with tyres, two new. £18 lot, or nearest offers. Viewed Petersfield, Barnsley. 71, Ladbroke Road, W.11. [2078

RILEY "14/6 ALPINE" saloon, 1931. Really good condition. Top overhaul just complete. New batteries. £105. Would consider decrepit vintage seven as part payment. Aldridge, 71, High Cliff Drive, Leigh-on-Sea, Essex. [2079

LANCIA LAMBDA, 6th series, 1926, tourer. Completely rebuilt. Mechanically perfect. Ribbed brakes, good tyres, re-upholstered. Resprayed green. New windscreen. Good batteries. £120 o.n.o. Scott, Meadows, Clay Lane, Chichester. Tel.: Chichester 3174. [2081

4½-LITRE BENTLEY CHASSIS and engine less block. Excellent condition. Can be towed. £85. Also V.D.P. body to fit. £30. Box No. 572, MOTOR SPORT, 15, City Road, E.C.1. [2082

RILEY FALCON saloon, 1935, 12-h.p., four-cylinder. Good condition. £235, or exchange 9-h.p. Harman, 83, Quarry Hill, Tonbridge. Tel.: Tonbridge 3539. [2083

RAILTON 1934-35 eight-cylinder engine unit. Complete. Steering, rear axle casing, half shafts, etc. 18, Park Avenue, Solihull, Birmingham. [2084

LANCIA Artena engine and gearbox. Offers. V8 or Allard Vertex magneto. £10. Lagonda V12, Bentley 3½-litre, Speed 25 manuals. £1 each. Box No. 573, MOTOR SPORT, 15, City Road, E.C.1. [2085

ELTOS REMOTE GEAR CONTROLS. Rigid polished alloy units giving smooth positive "changes" from the right position. Models available for Ford Eight's and Ten's. Austin Seven 3 and 4-speed boxes. Slab tanks. M.G.-type, 10 gallons capacity. "Enats" griptight quick action filler caps. Price £6.10, plus carriage. Satisfaction guaranteed. S.A.E. L. Thomas, 80, Chaffcombe Road, Sheldon, Birmingham, 26. [2086

M.G. "PA" in superb condition, having been stript and rebuilt regardless of expense. Resprayed, reupholstered, new hood, screens, new tyres. Crank reground, mains, big-ends renewed. High compression head. 60 m.p.h. 3rd, 80 m.p.h. top. Black and chrome, twin spots, twin windtones. £275. 83, Robin Hood Lane, Birmingham, 28. [2087

TYPE 40 BUGATTI engine parts, except crank and pumps. Lightened flywheel, fair camshaft, good guides. Will exchange high ratio axle. Windsor, 17, Hough Green, Chester. Tel.: Chester 24814. [2088

WOLSELEY HORNET special, 1934. Modified engine. Re-sleeved. New bearings; 5/16 in. big-end bolts. Large dumb-iron mounted oil radiator, increasing oil capacity. Phosphor bronze valve guides; 7 to 1 compression ratio. Rewired throughout. New voltage control regulator. All circuits individually switched. Four new tyres. New hood and tonneau; 2/4-seater March body. Extremely fine specimen. Domestic reasons necessitate accepting highest offer. Callers evenings. Marlow, c/o 8, Elms Road, Leicester. [2089

LEA-FRANCIS "12/40" 4-seater sports coupé. First registered 1935. Laid-up five years. Very low mileage. Original condition. £150, or offer. Tel.: Hoylake 3573, or Box No. 544, MOTOR SPORT, 15, City Road, E.C.1. [2091

PAIR S.U. CARBURETTERS for M.G., £3. 12v. 5 valve Superhet Midget car radio, £8. Stoneguards, rev.-counter and other odd spares for P and J M.G., etc. S.A.E. for list. Box No. 546, MOTOR SPORT, 15, City Road, E.C.1. [2093

F.I.A.T. 500 body, wings, doors, front cowl, hood fittings. £6. Austin chassis, 1931, front axle, back axle, steering column springs. £5. Three 19-in. Austin wheels, £1 each. One low pressure wheel with tyre and tube, £1. Carriage extra. Also many other spares. J. Taylor, 622, Inglemire Lane, Hull. [2094

SUNBEAM, 1925, "20/60" tourer. £90. Whole car perfect. Good hood. Taxed, insured. Owner emigrating. Also Indian twin cylinder motor-cycle. As new, recellulosed; 8,000 miles. £100. Both seen week-ends. Goodale, The Gables, Chequers Lane, Walton-on-Hill, Tadworth, Surrey. Tel.: Tadworth 2052. [2095

VINTAGE, 1927, WILLYS KNIGHT tourer. Absolutely as new and complete in all respects. £260. K. N. Rudd, Ltd., Ivyarch Road, Worthing. Tel.: Worthing 4635. [2096

VINTAGE WOLSELEY TEN 2-seater in good running order. 1923. £47 10s. K. N. Rudd, Ltd., Ivyarch Road, Worthing. Tel.: Worthing 4635. [2096

S.S. JAGUAR "90" 2½-litre 2-seater. Very clean condition. Offers around £385. Wanted i.f.s. for special. J. Weber, 18, Clyde Road, Bristol, 6. [2097

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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 **40s.** Duralumin **20s., 37s. 6d.** Other gauges, angles and mouldings stocked. Best quality black or brown duck or heading 54 in. **25s.,** 72 in. **28s.** Lighter quality **17s. 6d.** Rexine, all colours, **12s. 6d., 20s. 6d.** per yard.

SUPERCHARGERS. Large stock, all makes. Largest Zoller, new, for E.R.A. or Magnette, **£60** ; 2¼ 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.** Powerplus No. 9, **£16.** Powerplus 8A, set for M.G. dumb-iron mounting, fittings for M.G. 1⅞ in. racing S.U., **£32 10s.** Boost gauges— 10 lbs., and 25 lbs., **25s.** Radiator thermometers **27s. 6d.** Large stock Marchal, Grebel, P.100, Lucas, Notek, head and spot lamps, speedometers, Windtone 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, **£14,** suitable Allard, new B.T.H. vertical, our-cylinder, **£6.**

ALUMINIUM CYLINDER HEADS give greatly increased power and performance, together with better economy.

"ALTA" AUSTIN SEVEN, £5 10s. "SILVERSTOP" 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.

OPEL 12-h.p. spares, engines, blocks, rods, crankshafts, axle shafts, dynamos starters, no suspension, gearbox or back axle parts.

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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FOR SALE—*continued*

750 c.c. SPECIAL TWO-SEATER SPORTS. Rebuilt 1950. Aero shell body. High lift cams, Aero screens. Photo available. £150 offers or exchange large h.p. sports saloon Talbot, S.S. or similar ; condition immaterial. 8, Carnarvon Drive, Hayes, Middlesex. [2099

2-LITRE LAGONDA tourer, 1926. Engine No. OH 266. Chassis No. 8521. *Has done 15,000 miles* since engine rebored and crank reground. Good tyres and mechanical condition. £90. Drew, 189, Boldmere Road, Sutton Coldfield, Warwickshire. [2100

1923 VAUXHALL OE "30/98" 4-seater. Two new tyres, new battery ; 4,000 miles since rebuild at over £500. Chrysler headlamps. New hood. Kigas starting. Many extras. £200. No offers. Any trial. Box No. 547, MOTOR SPORT, 15, City Road, E.C.1. [2101

HORNET SPARES, 1932-1933. Camshaft, oil pump, oil cooler. Carbs, balance pipe, mixing boxes, one float chamber damaged. Gearbox shell and perfect gears. Oilcoil. £12. Dawson, 14, Leighton Crescent, N.W.5. [2102

RILEY NINE sports 4-seater, May, 1933. Good appearance and order throughout. Two owners. £145. Bowhill, 6, Newland Street, Witham, Essex. Tel. : Witham 3348. [2103

ALVIS, 1935, "SILVER EAGLE" 16.9 sports saloon. Clean condition. Good tyres. D.W.S. permanent jacks. £260, or offer. Write : Kay, Almere Farm, Rossett, Wrexham, North Wales. [2104

1939 MERCEDES-BENZ 25.3-h.p. full 5-seater Cabriolet saloon. Immaculate throughout. Continental steering. £595. Exchange Land Rover. Peter, "Glebelands," St. Michaels, Liverpool. 17. Tel. : LAR 1007. [2105

LAGONDA "16/80" Pillarless saloon, 1933. P100's spotlight, etc. All new tyres. This car is in most excellent condition throughout. Photograph can be supplied on request. Nearest offer to £300. Apply : D. Cowan, 17, Grays Road, Stockton-on-Tees. [2106

AERO HILLMAN TEN, 1934, 4-seater tourer. Reconditioned, resprayed. Sell or exchange 1½ or 2-litre. 8, Stonefall Drive, Harrogate. [2107

HEADSCARVES! (Squares). Featuring leading British and Continental racing and sports car motifs in appropriate colours, 30s. Vintage or veteran selection, 35s. Any make to order, 40s. Ties, 21s. Finest quality. Post paid. E. W. J. Rich, Steelgreen, Millom, Cumberland. [2108

B.S.A. SCOUT 10-h.p., 1939. Good condition. Exchange for saloon car good condition. Cash adjustment either way or sale outright, £280. Jones, 9, Woolifers Avenue, Corringham, Essex. [2109

TRIUMPH front axle, knock-on hubs, Lockheeds. Wanted Lancia "Augusta" front suspension. Box No. 548, MOTOR SPORT, 15, City Road, E.C.1. [2110

THREE AUSTIN SEVEN WHEELS 17 in., new., £2 17s. Time and stop watch, £9. M.C.D., 321, Petersham Road, Ham Common, Richmond, Surrey. [2111

1939 FORD EIGHT gearbox. Overhauled, £8 ; 1948 6v. Pye car radio with aerial. Perfect, £10. 3p, Grove End House, London, N.W.8. Tel. : Cunningham 5047. [2113

RILEY NINE BODY, fabric saloon, 1929. Good condition throughout. New triplex. £15. Bishop, 78, Roxeth Green Avenue, South Harrow, Middlesex. [2114

ROVER SPEED 20. Reconditioned throughout. Resprayed, etc. Immaculate. Must be seen to be appreciated. £375. The Cottage, Gordon House Road, N.W.5. Tel. : Gulliver 1506. [2115

BENTLEY unique sedanca coupé. Built 1939 ; 6½-litre engine, 4-litre chassis. Recent complete overhaul. Excellent condition. £600. Also Railton drophead coupé not quite run-in after thorough overhaul costing over £300 ; bargain at £450, or near offer. Curry, Dartington, Totnes. [2117

M.G. 12-h.p. 2-seater. Slab tank. Excellent. £170, or exchange saloon. 107, Chertsey Road, Twickenham. Tel. : Popesgrove 3341. [2119

NEW REPLACEMENTS FOR RILEY NINE. Six W. and D., £7 10s. Front springs, £2 5s. 6d. Rear £3 2s. 6d. Hartford shock absorbers, £4 set. Brake cable (¼ in. soldered either end), 7s. 6d. Valves 6s., guides 3s. 6d. Other S.H. spares. J. Turnell, 46, Corngreaves Road, Cradley Heath, Staffs. [2120

FRAZER-NASH (Chassels Special), 1933, T.T. Replica. New Mercury engine. Self change box, single Duplex, six final ratios 3.25 to 4.5. £10 tax. Full equipment. Exceptional performance. £300 or offers. Dr. Chassels, 42, Dalziel Drive, Glasgow, S.1. Tel. : Ibrox 1165. [2122

FRAZER-NASH twin blown Shelsley. In original condition. Just completely overhauled. Brakes relined, blowers (12 lb. Boost), new racing pistons, electrics, new chains, etc. Full details on application. £525 or offers. Dr. Chassels, 42, Dalziel Drive, Glasgow, S.1. Tel. : Ibrox 1165. [2122

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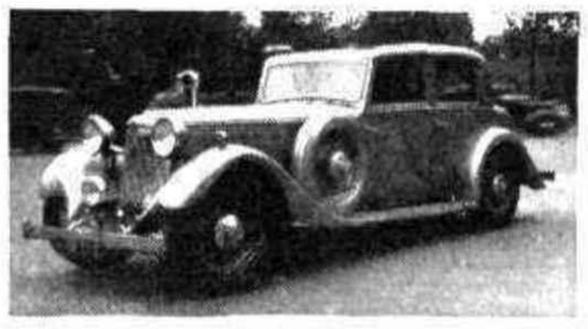
TALBOT "110" 3½-LITRE SPEED SALOON



1936, 24-h.p. Taxed end of year. Insured February. 17 m.p.g., uses no oil, very fast. Dual Windtone horns, P.100's, spotlights. In excellent order throughout. Bodywork, cellulose, chromium, almost as new. **£315**

"The Cottage," Ballards Chart, Limpsfield, Surrey.

Tel. : Limpsfield Chart 3165



ARMSTRONG SIDDELEY SPECIAL 30 h.p.

Registered 1950. £10 tax. Complete maker's overhaul. New Oversize Dunlops. New P80 headlamps. Spotlight. New chrome and glasswork. Built-in engine heater and charger. Large rear locker. Beautiful hand-built coachwork. O.H.C. Hidominium twin carburetter engine giving over 90 m.p.h. with ease. Preselector gears with overdrive. Folding armrests and tables. Complete with handbook. Any demonstration. **£475.** *Tel. :* Gerrard 8846

FOR SALE—*continued*

HERSTON MOTORS, the vintage and sports car specialists of the South, extend their apologies to their many patrons for the absence of an advertisement for September, trusting that no one was seriously inconvenienced, and now take pleasure in offering, for immediate delivery, the following:—Bentley 4½-litre sports tourer, body by Corsica, new, 1937, coach built and finished black and red. Full all-weather equipment, good tyres, new battery. Over £250 spent on this car last year (bills to prove). Complete engine rebuild, including H/C pistons, etc. £400. Bentley 3-litre "Red Label" speed model 2-seater, in good order. Good tyres, hood and battery. Very fast. £220. Bentley 4½-litre chassis only. Very good mechanical condition. Complete with bonnet, wings, etc. H/C engine, fitted with compression plate. £195. Bentley 8-litre chassis only. Complete with scuttle, bonnet, wings, etc. Ideal basis for rebuild. £85. Vauxhall "20/60" *Hurlingham sports 2/3-seater. Very nice car in good* order, good tyres and battery. £165. Lagonda 2-litre 4-seater sports tourer. Good order; £160 overhaul. Not yet run in. £200. Sunbeam 20 sportsman's coupé, full 5-seater; in good order. £110. Sunbeam "14/40" tourer in original condition and a very nice runner. £85. Mercury Nash T.T. Replica. Fitted new Mercury engine; 5,000 miles. Chassis completely overhauled and strengthened at enormous cost, the ex-Wescott car, Blandford 36 sec. Offenhauser heads and twin carbs., Duplex chains. Full all-weather equipment. Very fast, vivid acceleration. £450. 750 c.c. sprint car, basicly Douglas Drone, with modified heads and crank; 100 per cent. reliable. Prescott 53 sec. Blandford 38 sec. Eligible for vintage events; lashings of spares; ideal for beginner. The ex-Axel-Berg car. Bargain. £155. We also have for disposal, upon the instructions of a valued client, a Bentley 3-litre S.S. 100 m.p.h. engine. Completely rebuilt at tremendous cost and in as new condition. Can be seen and tried in the original chassis, here, by appointment. Offers around £110 will be considered. The above and the usual late arrivals are offered, subject to being unsold. Part exchange welcomed. Insurance and hire purchase. On the spot personal attention at all times. Thirsty monsters specially catered for at our excellent pub next door. Write, telephone or call at any time; we never close: Swanage 2730 for 24 hour service. Herston Motors, 409/411, High Street, Swanage, Dorset. [2121

1931 ALVIS "12/60" "Beetleback." First-class condition throughout. Engineer owned and maintained. £250 or near offer. Bryant, 95, Bushey Grove Road, Bushey. Tel.: Watford 7606 [2123

PROTOTYPE BRITISH SALMSON saloon 1931. Works maintained till 1937. Good chassis and engine, stored since 1938. Roof and interior shocking state, ideal rebuild or conversion. £30. Write only L. Newman, 8, Howitt Road, London, N.W.3. [2124

FRAZER-NASH 1½-litre "T.T. Replica" 1935, with Frazer-Nash single-overhead camshaft engine. Normally 10 to 1 compression but now detuned to 8 to 1 for Pool. Just completely overhauled by makers. New cellulose, engine stripped down and all parts checked for wear. Chassis is first-class throughout. Very, very fast yet exceeds 30 m.p.g. Steering and brakes match the performance and are unused. £350. Detailed specification, history, and performance figures from Major Hedges, 25, Moor Park Road, Northwood, Middx. Tel.: Northwood 695. [2125

TO THE GENTLEMEN who admired the turn-out and condition of my 1935 grey Lagonda 4½ saloon at Silverstone, the car is now for sale at £400. Breese, The Vicarage, Old Wolverton, Stony Stratford, Bucks. [2126

FORD V8 saloon. Reconditioned engine, piston-type shock-absorbers, radio, roof rack, leather upholstery; 21 m.p.g. Taxed; 1936 model. Any trial. £165. Nicholls, 396, High Road, Chiswick, London, W.4. Tel.: Chiswick 2866. [2127

1929 RILEY sports tourer Mk 4; 55 m.p.h. All tyres very good, body good inside and out, king pins done, transmission O.K. Rebored and sprayed. £100. Box No. 554, MOTOR SPORT, 15, City Road, E.C.1. [2128

RICHARDS AND BROWN (Sports and Vintage Cars) offer: Delage D.8 Chapron saloon 1931, £165; Alvis Silver Eagle tourer, one owner, £165; 500-c.c. special racing car with trailer, £120; M.G. 1,087-c.c. unblown single-seater racing car with full equipment to convert to road car, completely rebuilt this year; Scott 1911 motor-cycle, £20; Velocette 1946, 500-c.c. motor-cycle, good condition, £110. We urgently require Riley Nine, Alvis "12/50," 2-litre Lagonda, Ulster and Nippy Austin, also other good sports or vintage models. All enquiries dealt with promptly. 2, Ringers Road, Bromley, Kent. Tel.: Ravensbourne 7487. (Two minutes Bromley South station, off High Street.) [2129

AMILCAR Surbaisse 2-seater sports. Good condition. £65 or offers. Must sell. East, 40, Queens Avenue, Hanworth, Middlx. [2132

ALLARD. Body, close-coupled 4-seater, brand new and complete with Dunlopillo upholstery, bonnet, steel floor, carpets. Write full particulars, Box No. 555, MOTOR SPORT, 15, City Road, E.C.1. [2145

FOR SALE—*continued*

M.G. MAGNA "F2" 1932 for sale. £175. Mechanically in good condition. All-weather equipment. Four new tyres. New differential. Rewired throughout. Superb close-ratio straight gearbox. Owner taking delivery new car. Matthews, 28, Tedder Road, Hemel Hempstead. Tel.: Boxmoor 1373. [2140

TALBOT FOURTEEN, 1934. Excellent appearance, new tyres, £175. 12, Mount Pleasant Drive, Belper, Derbyshire. [2141

SUNBEAM, 1933, 20.9-h.p. dismantled all spares; Alvis "12/50," "16/9" and "19/8" spares. Large stock of R.W. k.o. wheels, no M.G. Riley Nine twin-carburetter manifold, £2 10s. Pair S.U. carburetters, ex-Aston-Martin, perfect, complete with links, etc., £10. 4.50 by 21 unused Dunlops, £4 each. India 30 by 3½ B.I.½, £4. Unused set Telecontrol shockers, complete less few pipes, £8 10s. Bagshaw, The Green, Bath Street, Belgrave, Leicester. [2146

ALVIS SPEED TWENTY. Open sports, late 1934. Original green cellulose unblemished, immaculate appearance, mechanically faultless, enthusiast maintained, i.f.s., Telecontrols, P 100s. Genuine 47,000 miles. Laid up during war. New tonneau and hood covers. Owner's death sole reason for sale. Taxed and insured till December. £750. Seen by appointment weekends. Plowman, "Wangaratta," St. Mary's Way, Gerrards Cross. Tel.: Welbeck 4600. [2147

1933 WOLSELEY HORNET. Body rough, engine sound. Rebored, crankshaft reground 1947/8. £80. H. Jones, 45, Princes Square, W.2. [2148

M.G. "J2" MIDGET. Fitted 1939 Standard 10-h.p. engine, giving M.G. performance with reliability and economy. Write, please, P. Thomas, 134, Wood Lane, Osterley, Middx. [2149

£37. 1923 ESSEX 16-h.p. Mechanically excellent, 4-seater body, good, magnificent hood, tyres original, vintage order. P. Hume Kendall, Mayfields, Linkway, Sutton. [2150

1932 LAGONDA 3 litre. Very handsome drophead. Exceptional mechanical condition. Over £600 overhaul of body and chassis by Barr's Motors three years ago. Stewart, 13, Woodthorpe, Oxford Place, Manchester, 14. Tel.: Rusholme 2298. [2155

£80 1930 SUNBEAM drophead coupé. Hood and Wings require attention, chassis and engine perfect. Must be sold. Seen Yorkshire. Box No. 559, MOTOR SPORT, 15, City Road, E.C.1. [2156

ALFA-ROMEO twin-cam, unblown 2-litre (1,950-c.c.), six-cylinder, pillarless four-door Farina saloon, First registered December, 1936. Carefully kept, completely overhauled T. and T. last year (bills shown) 26 m.p.g. £500 or nearest or consider exchange slightly smaller car with good luggage space (F.D.D. Citroen or similar) and cash. Or interested Rolls Twenty tourer. Seen London or Fergie, Leys, Adderbury, Oxon. Tel.: Adderbury 224. [2157

HOTCHKISS drophead 4-seater coupé, 3-litre but low rate tax. Recently fitted twin Autopulse oil/oil and downdraught S.U., and rebored. Petrol consumption excellent, oil nil, magnificent performance. £300 or consider smaller car and cash. Neil, 1b, Station Street West, Coventry. [2157

1931 SCHNEIDER sports 4-seater 12.8-h.p. Corsica body, two spare wheels, spare dynamo, starter and magneto. Car is in splendid condition, perfect order. Photo on request. £135. Brook, 2, Montague Mews South, George Street, London, W.1. [2159

1935 FORD V8 drophead coupé with reconditioned 15-h.p. engine. Nice condition throughout, with new hood, new tyres, new H.D. battery, radio. Very good performance with 24 m.p.g. £225 or exchange. 33, Sandhurst Road, Edmonton, N.9 evenings. Daytime, Tel.: Stamford Hill 4172. [2160

LAGONDA TOURER 2-litre Speed Model. Not used since 1938, but can be seen running. Best offer over £50. H. G. Thomson, Bridge Farm, Arborfield, Reading. Tel.: Arborfield Cross 280. [2161

MORRIS MINOR 1932 2-seater. Exceptional condition all round, s.a.e. for full description. £85. Many Morris Minor spares, Bowdenex cables. John Wrigley, 50, Kingsway, London, S.W.14. [2162

VINTAGE DAIMLER 1926, "16/55" boat deck tourer with two cockpits, rear fitted with fold-flat screens. Clutch recently relined and pistons fitted with new rings by Wellworthys. A fine old car in good condition. Spares available; 20+ m.p.g. In daily use, owner selling for business reasons. £125. Wood, "The Rectory," Blankney, Lincs. Tel.: Metheringham 205. [2163

RILEY NINE SPARES. SALES AND SERVICE. Most engine and chassis parts 1928 onwards, including *differential units, axle shafts, wheels, gearboxes,* heads, manifolds, road springs, etc. Reconditioned U.J.s on exchange scheme. Short-type exhaust camshafts. S.A.E. for quotation please.

NEW REPLACEMENT valves, 7s. 6d. each. Guides, 3s. 6d. each. Valve springs, 7s. 6d. set. Damper springs, 2s. 6d. pair. Gaskets, 16s. set. Speedometer cables, 25s. each, complete.

WELFORD BROS., OPAL STREET, LEICESTER. Tel.: Leicester 65903. Sales and service open till 10 p.m. weekdays, mid-day Sundays. [2165

FOR SALE—*continued*

ASTON-MARTIN 1937 2-litre tourer, taxed December, £475 or near, or exchange Alvis, Lea-Francis, Lagonda value around £100, cash adjustment. J. Lott, "Fairview," Lyminge, Kent. Tel.: 87292. [2166

£85 1928 VINTAGE "14/40" M.G. sports tourer. Original sound condition. New tyres, engine and clutch overhauled this month. C. *Arnold,* 8, Homestead Way, Northampton. Tel.: Northanpton 5001. [2167

NEW POWER-PLUS SUPERCHARGER, No. 9 with blow-off valve, etc., never been used. £35. M.G. Q-type 3.8 straight-tooth crown wheel and pinion, used only once. £10. Hallam, 15, Devonshire Avenue, Beeston, Notts. Tel.: Beeston 55965. [2168

DIESEL BENTLEY. I have now obtained a Perkins P4 24-h.p. unit complete and now offer my 1928 4½-litre Black Label V.D.P. 4-seater fully described last month complete with above engine ready to instal at £375. Unrepeatable opportunity for man to do own conversion. Or I can quote price for finished job myself. Regret that owing to dozens of enquiries for last month's Diesel Rolls some enquiries remain unanswered; the car was sold to first caller. Let me have your enquiries for sports cars. I travel 800 miles weekly seeking the more modern bread-and-butter cars, and can always put my hand on most vintage and sports vehicles generally at a considerable saving on current prices. Middleton, Automobile Engineer, 9, Alexandra Road, Balby, Doncaster. [2169

VERNON-DERBY, circa 1934. Attractive super-sports 2-seater. Excellent performer, suit young enthusiast Rather stark. £120 or offer. Akam, 14, Crossbeck Road, Ilkley, Yorks. [2170

750-C.C. J.A.P.-ENGINED AUSTIN, car-type gearbox, starter, low-slung 2-seater, taxed 6 h.p.; insured. £75. Graham Plumb, Queens Hotel, Herne Bay. [1731

AUSTIN SEVEN SPARES available. All major parts for models from 1923/37, including complete back and front axles, engines, gearboxes, steering columns, accessories, etc. 1950 detailed price list on application. Motor Car Spares, 201, Archway Road, Highgate, London, N.6. Tel.: Tudor 3691 and Mountview 1635. [1460

JAGUAR S.S.100, one of three specially built by Jaguar 1945, first registered Sept., 1945. In absolutely new condition, mileage only 19,350. Officially timed 126 m.p.h. £900. Coombs, Rawdon Hall, Holyport, near Maidenhead, Berks. Tel.: Maidenhead 667, before 9 a.m. [1606

SPEED SIX sports saloon, H. J. Mulliner. Really good. £500 or best offer. Ratcliffe, Mickledore, Rawtenstall, Lancs. Tel.: Rossendale 1421 or 805 after 6 p.m. [1595

BUGATTI TYPE 46, 5-LITRE. Ex-Colonel Sorrel. Black Weymann sunshine saloon with glass wind-up partition. A really beautiful example of unadulterated Bugatti. Price £850. J. E. Ellis, North Street, Scalby, Scarborough. Tel.: Scalby 483 and 158. [1566

22-H.P. CAR for towing Auburn, Cord, etc. Also 6 or 8½-litre Bentley chassis. Peters, 25, St. Catherines, Lincoln. [2190

1938 3½-LITRE JAGUAR 100. Low mileage, excellent condition throughout. Gun-metal with black leather upholstery. A genuine enthusiast's car capable of over 100 m.p.h. Photograph willingly sent on request. Any trial. £525 or reasonably near offer. Botterill, "Stoneypiece" Bozeat, Northamptonshire. [2191

LANCIA AUGUSTA. Engine sleeved and reconditioned; S.U. carburetter; front suspension overhauled; Rotoflos rear. Brakes, clutch, battery, renewed. All work recent. New Michelins. Car with good history. Cellulose and coachwork good. £350. Box No. 563, MOTOR SPORT, 15, City Road, E.C.1. [2192

F.I.A.T. 500 4-seater, 1939. Engine sleeved and completely overhauled in detail, receipts available. S.U. carburetter and pressure pump; Fram, Rotoflos, and many other genuine extras. This car is an exceptional example of the type. Offered for sale *by its second owner for family reasons.* £350. Box No. 564, MOTOR SPORT, 15, City Road, E.C.1. [2193

COIL AND WISHBONE I.F.S. UNIT, track 4 ft. 3 in., £25. Riley racing clutch (ex-E.R.A.), £10. "12/6" exhaust camshaft, £2; inlet manifold, £1; pump and shaft casing, £1. Special radiator element, 18 in. by 17 in., £10; another (needs cleaning), £3. Lucas dynamo (new), 12v. 26a., £6. Ford V8 crown-wheels and pinions, 37:9 and 43:9, £2 each. Chrysler Richmond wheel, £2. Bosch headlamp shells, £1 pair. Daimler spare wheel cover. Woodmilne foot-pump. R.A.F. altimeter, each 10s. Rotoscythe lawn-mower, £18. Baby scales, 30s. (Aldershot area.) Box No. 566, MOTOR SPORT, 15, City Road, E.C.1. [2194

1933 RILEY NINE LYNX. Twin exhaust cams, Scintilla, twin Zeniths, h.c. pistons, etc. Fast; 38 m.p.g. Extensively reconditioned, only snag hood rough but waterproof. £185, but would prefer exchange Kestrel, Alvis or other interesting saloon. Box No. 565, MOTOR SPORT, 15, City Road, E.C.1. [2195

FOR SALE—*continued*

"30/98," Engine E 165, completely rebuilt and extensively modified. £10 tax. Believed fastest example of this famous marque. Stark 2-seater body. Levers outside. Weight 1 ton. Crab track. F.W.B. Wheelbase 8 ft. 10 in. Chassis and radiator lowered. Martlet 7 : 1 pistons, KE 965 exhausts. Lightened flywheel; 2.95 axle; clutch stop; close-ratio gears. Less than 3,000 miles since rebuild. £300. Walker, 4b, Prebend Street, Leicester. Tel.: Leicester 59520 (business hours). [2172

ALVIS 1934 CRESTED EAGLE six-light saloon. Preselector gearbox, i.f.s. Coachwork sound, engine and chassis good. Beautiful runner; genuine reason for quick sale. Offers to: Wadia, 18, Parsifal Road, London, N.W.6. [2173

1921 A.J.S. 790-C.C., V-twin; running order, taxed; £15. 1924 Essex 17-h.p. saloon, partly restored, runner, £15. 1929 De-Soto 21-h.p. saloon, excellent running order; sound fabric body; nearest £45. Wade, Wares, Linton, Kent. Tel.: Hunton 85163. [2174

"2½" JAGUAR "100" 2-seater, giving brisk performance with reasonable economy. The road-holding and braking is excellent. Generally in very good condition, including hood, sidescreens, tonneau cover, etc. £425. Eccleston, 39, Rowlands Road, Birmingham, 26. Tel.: Acocks Green 2039. [2175

1928 SUNBEAM TOURER, 16.9 H.P. Two owners; 70,000 miles; all-weather equipment; tyres fair—one new. Original instruction book. Taxed year. Offers over £70. King, 18, Lindley Drive, Great Horton, Bradford, Yorkshire. [2176

M.G. "18/80" TOURER, MARK I. Renewed high-ratio differential, new forward coupling and tort tube, new clutch plates and thrust, relined brakes. Mechanically sound, appearance good; new hood. £200 or offers. Box No. 561, MOTOR SPORT, 15, City Road, E.C.1. [2177

CHASSIS PARTS FOR CHRYSLER 34-H.P. C.P. model. Also Alvis Speed 20 1932-1936, coupé or open. Curry, "Moorfield," New Milton, Hants. Tel.: New Milton 384. [1263

LAGONDA 2-LITRE (12.9 H.P.), low-chassis, Speed Model V.D.P. tourer, unsupercharged. New hood, batteries. £225. Lieut. (L) R. F. Bufvill, R.N. Barracks, Portsmouth. [2187

WANTED

MEADOWS 4.ED DEFLECTOR CYLINDER HEAD, urgent. Reply: Sargent, 1, Bloomfield Street, Nottingham. Tel.: Nottingham 44810. [1865

VINTAGE S.S. MORGAN. Hood essential. About £65. Photo appreciated. 6, Clifton Terrace, Winchester, Hants. [1868

AUSTIN SEVEN, saloon or sports, in good or repairable condition. Any age. Robinson, "Finisklin," Malden Road, Worcester Park, Surrey. [1870

SUNBEAM. Any type, up to 20.9 h.p. Cheap for cash. Box No. 512, MOTOR SPORT, 15, City Road, E.C.1. [1877

2-LITRE O.H.V. A.C. engine, 1930 or later; or Alvis "12/60." Davey, 14, Western Avenue, Riddlesden, Keighley. [1889

ASTON-MARTIN 1½-LITRE open sports. Must be in first-class condition throughout. Details and price: Box No. 517, MOTOR SPORT, 15, City Road, E.C.1. [1904

MORGAN "4/4" 2-seater sports, or 1½-litre pre-war B.M.W. 2-seater. Particulars and price: Box No. 518, MOTOR SPORT, 15, City Road, E.C.1. [1905

M.G. MODEL TA OR TB wanted for cash. Good condition essential. State price. "Journey's End," Chobham, Surrey. [1906

"2.3" 8-CYLINDER ALFA ENGINE with or without ancillaries. Reasonable price. Box No. 519, MOTOR SPORT, 15, City Road, E.C.1. [1908

"16/80" LAGONDA tourer, engineless, or Fourteen D.I.S. or D.I.S.S. Delage, similar state. Offers to Firs Farm, Gt. Eversden, Cambs. [1919

SINGER 1½-LITRE "LE MANS," 3-carburetter model: Cylinder head. Good price paid for head in sound condition. Also camshaft. Box No. 553, MOTOR SPORT, 15, City Road, E.C.1. [1925

M.G. 1½-LITRE coupé, 1938, instruction manual and other literature required. W. G. Wood, 29, Stanley Street, Warrington. [1930

ONE SET WOLSELEY HORNET HYDRAULIC BRAKES urgently required. Apply: Walker, 21, Coventry Road, Coleshill. [1934

BODY TO FIT B.S.A. SCOUT, condition must be reasonable. Maggs, "Clemstan," Main Road, Hawley, near Dartford, Kent. [1940

TWO WHEEL DISCS for 1937 22-h.p. Ford; also body for 30-h.p. Ford or Lincoln Zephyr; complete car with useless or minus engine considered. Box No. 523, MOTOR SPORT, 15, City Road, E.C.1. [1943

ALVIS "12/50" or "12/60" engine, must be complete, condition not important. Frazer-Nash steering box and column, radiator, and front axle beam. Alpha Garage, Westergate, Aldingbourne, near Chichester, Sussex. [1958

ENTHUSIAST OFFERS GOOD HOME to Alvis Firefly, Lagonda, Riley, or vintage motor of low h.p. Reasonable. Medina, 7, Lynton Avenue, St. Albans. [1953

TWO CARS REQUIRED. Lancia, F.I.A.T., Citroen, or similar saloon. Also open sports car. 100 per cent. condition essential. Box No. 525, MOTOR SPORT, 15, City Road, E.C.1. [1954

CRANKSHAFT WANTED for "Brooklands" Riley Nine, complete engine considered, condition immaterial. Reply to: Birrell, 3, Drylaw Gardens, Edinburgh, 4. [1955

WANTED—*continued*

PAIR OF FIRST-CLASS HEADLAMPS or odd lamp; also pair of good 6v. horns. Write, details, to: Ryder, 33, Elbury Park Road, Worcester. [1942

1929 HUMBER NINE DIFFERENTIAL or suitable complete rear axle (9 by 50), handbook. Smith, 3, Carrington Road, High Wycombe. [1945

A.C. ENGINE and gearbox, any condition. Inspect anywhere. W. Harris, 17, Lower Gungate, Tamworth, Staffs. [1959

AUSTIN SEVEN PARTS. Complete split axle, "Nippy" inlet, "Ulster" exhaust manifolds. Sports engine less accessories. Flat rear springs. Box No. 527, MOTOR SPORT, 15, City Road, E.C.1. [1963

AUSTIN SEVEN, 4-SPEED, CLOSE-RATIO GEARBOX ("Nippy" or "Speedy"). Also aluminium cylinder head and "Ruby" wheel centres. 44, Beech Drive, N.2. Tel.: Tudor 7123. [1967

B.S.A. CHASSIS, 4-wheel, **circa** 1935. Essentials are sound frame and rear wheel assembly. Bonnet, radiator, bulkhead, scuttle and folding-screen would be considered if in good condition. Full details to: C. D. M. Barnett, Bourton-on-the-Water, Glos. [1964

GEARBOX AND CLUTCH wanted for 1934 "23.8" Sunbeam, chassis No. 8022/S; also manual. Daniel, Doll's Cottage, Ivybridge, S. Devon. Tel.: Ivybridge 63. [1968

PRIVATE BUYER wishes to purchase pre-1938 Morris Eight tourer or Riley Nine similar. Geoffrey Pilborough, Park Cottage, Twinstead, Sudbury, Suffolk. [1969

RILEY NINE, 1932, Plus Ultra series instruction manual. Box No. 529, MOTOR SPORT, 15, City Road, E.C.1. [1970

MORGAN THREE-WHEELER, any age or condition, living or dead. Below £70. Fox, 24, Heygarth Road, Eastham, Cheshire. [1975

SPORTS COUPE, saloon, or drophead in good condition, required for cash. Singer, Riley, M.G., etc., not more than 10-h.p. Limit £180. Box No. 570, MOTOR SPORT, 15, City Road, E.C.1. [2057

HIGH-CLASS SPORTS CAR. Vintage or otherwise in good condition. Nash, Leaf, Riley, Bugatti, "18/80," etc. Also engine spares for N-type Magnette, or complete engine might suit if cheap. Box No. 540, MOTOR SPORT, 15, City Road, E.C.1. [2058

INSTRUCTION MANUAL urgently required for Bugatti Brescia (1924). News of any spares also welcome. Please write: R. Mann, 22, Streatfield Road, Kenton, Middlesex. [2065

TWIN CAMSHAFTS for 1,750 c.c. 10 million series supercharged Alfa-Romeo, interested in other spares. Box No. 542, MOTOR SPORT, 15, City Road, E.C.1. [2071

LANCIA LAMBDA wanted. Any series or condition. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520. [2090

COMPLETE ENGINE or any other spare parts for J or P-type M.G. Any condition. Also pair 19 in. wheels. Box No. 545, MOTOR SPORT, 15, City Road, E.C.1. [2092

M.G. "PB" OR RILEY IMP, in sound condition at a fair price. Scott, 4, Albert Road, West Bridgford, Notts. [2098

FOR VAUXHALL "30/98" OE 3-litre Bentley or Delage front axle, complete with brakes. Also counter-balanced crankshaft. Balmain, Rothley Lake, Longwitton, Morpeth, Northumberland. [2101

ROLLS-ROYCE open-tourer or sports saloon up to 25-h.p. Full details please, giving pros and cons. Photo if possible as I am in Germany and will buy on your word. R.E.M.E. Officer, B.A.O.R. Box No. 549, MOTOR SPORT, 15, City Road, E.C.1. [2112

OLD AUSTIN SEVEN TOURER, Morris Minor or similar. Must be cheap. Write: Dawson, 66, Elmsleigh Avenue, Kenton, Harrow, Middlesex. [2116

ENTHUSIAST needs cheap road worthy open 3/4-seater. Any age. For sale: 1950 Francis Barnett 198 c.c. Screen, Kingsbury, Tamworth. [2118

TWO-SEATER SPORTS COUPE. Condition immaterial, but post-1932. Under 12-h.p. About £100. Heron, Overslade Hostel, Rugby. [2003

SS.1 COUPE BODY. Reasonable condition. Slight damage not objected to. Skinner, Glengarron, Maldon Road, Danbury, Essex. Tel.: Danbury 350. [2004

FOR 1936, 1½-LITRE S.S. SALOON. 18 in. centre-lock wheel; also rear offside splined hub. Box No. 536, MOTOR SPORT, 15, City Road, E.C.1. [2009

HANDBOOK REQUIRED FOR ASTON-MARTIN INTERNATIONAL. One pair headlamp standards. One fold-flat windscreen. Box No. 569, MOTOR SPORT, 15, City Road, E.C.1. [2012

ALVIS "12/50" SPORTS FOUR-SEATER still wanted. Original body, etc., essential. T.G. preferred. G. D. Turner, Biscot, Mill House, Luton, Beds. [2013

SPORTS TWO-SEATER. Not over 12-h.p. Willing to pay up to £300. Brett, 43, Roxburgh Road, London, S.E. 27. Tel.: Gipsy Hill 1425. [2026

AUSTIN SEVEN FOUR-SEATER. Body condition immaterial. Must be really cheap. London area. Blacklay, 5, Harley Gardens, S.W.10. Tel.: Fremantle 4216. [2027

FRASER-NASH—B.M.W. TYPE 55. Layshaft or complete ZF gearbox. 6, Malvern Road, Surbiton, Surrey. Tel.: Elmbridge 8665 [2028

WANTED—*continued*

VINTAGE, POST-VINTAGE, or any old banger for temporary transport. 6, Malvern Road, Surbition, Surrey. Tel.: Elmbridge 8665. [2028

LANCIA APRILIA. Details to Taylor, Stoneroofs, Mizen Way, Cobham, Surrey. Tel.: Cobham 570. [2029

HORNET, MAGNA OR MAGNETTE 2-seater. Price according to condition. Grummitt, 222, Station Road, Beeston, Notts. [2030

MOTOR SPORT, VOLUME 5, required to complete collection. K. H. Downing, Sidway, near Market Drayton, Salop. [2041

MERCEDES. Type S or SSK, please, at reasonable price. Box No. 452, MOTOR SPORT, 15, City Road, E.C.1. [1680

ROLLS-ROYCE Twenty-One" 20/25" or Phantom, preferably drophead or open tourer not objected to. Box No. 453, MOTOR SPORT, 15, City Road, E.C.1. [1681

BENTLEY WANTED. Red Label preferred with 2-seater Corsica body or slab-tank effort would suit. Good mechanical condition essential. Box No. 454, MOTOR SPORT, 15, City Road, E.C.1. [1683

LAGONDA 2-LITRE drophead coupé. Must be in good order throughout. Box No. 455, MOTOR SPORT, 15, City Road, E.C.1. [1684

VINTAGE ROLLS wanted, please. Can inspect anywhere in Great Britain during latter part of September. Box No. 456, MOTOR SPORT, 15, City Road, E.C.1. [1685

FRAZER-NASH WINGS required for T.T. Replica 1932. All replies answered. Haselden, 17 Templars Avenue, N.W.11. [2130

ENTHUSIAST REQUIRES fold-flat screen approximately 3 ft. 1 in., Riley Imp radiator, 3-in. 1/1 rev.-counter, Riley Nine remote control, small Autovac and two cushions, approximately 1 ft. 2 in. square. Reasonable prices please. Lambert, 123, Crowshott Avenue, Stanmore, Middx. [2131

ALVIS "12/60" sports 1932 2/4-seater. Mayston, 68, Woodfield Drive, East Barnet, Herts. [2134

PAIR OF 6 or 7-inch Marechal headlamps wanted. 7, Shirehall Close, Hendon, N.W.4. Tel.: Hendon 1603. [2135

INSTRUCTION BOOK for 1928 17-h.p. Minerva. Returned if desired. Kirkpatrick, Kennet, Sevenoaks, Kent. [2142

INTERESTING CAR wanted by engineer enthusiast for rebuilding. Not over 2 litres. Cheapness more important than condition. Also head and 1 7/8-in. crank for 1928 Austin Seven. Full details to F. Dronsfield, 9a, Beaverbrook Avenue, Culcheth, Warrington, Lancs. [2144

1936 OR LATER 1½-LITRE SQUIRE sports 2-seater, blown or otherwise. Box No. 556, MOTOR SPORT, 15, City Road, E.C.1. [2152

SPEED SIX BENTLEY. Full particulars, engine and chassis nos., mileage if known, photo if possible. Box No. 557, MOTOR SPORT, 15, City Road, E.C.1. [2153

F.I.A.T. 509A 1927 spare parts in good condition or complete car cheap required. Box No. 558, MOTOR SPORT, 15, City Road, E.C.1. [2154

ANY GOOD SOUND sports car at a reasonable price considered. Particulars to P. Weaver, 12, Burton Road, Melton Mowbray. Tel.: Melton Mowbray 533. [2158

ANY RILEY 2-SEATER, Nine or 1½-litre, about £130. Near London or the North, Moran, 42, Fountainhill Road, Edinburgh. [2164

"12/40" LEA-FRANCIS, "12/50" Alvis, 2-litre Lagonda or similar, saloon or tourer, around £100. J. Lott, "Fairview," Lyminge, Kent. [2166

J-TYPE M.G., any condition, also Riley Nine, 1932–6. C. Arnold, 8, Homestead Way, Northampton. Tel.: Northampton 5001. [2167

F.I.A.T. 1,100-c.c. engine, 508c any condition or crankshaft only. H. H. Hallam, 15, Devonshire Avenue, Beeston, Notts. Tel.: Beeston 55965. [2168

SPORTS CAR urgently wanted; condition, age, distance and price unimportant. Box No. 562, MOTOR SPORT, 15, City Road, E.C.1. [2189

SITUATIONS WANTED

ENTHUSIAST, age 21, good fast driver. Keen to drive in competitions. Drive anything. No pay or commission wanted, just chance to drive! Box No. 521, MOTOR SPORT, 15, City Road, E.C.1. [1927

MECHANICAL ENGINEER AND DRAUGHTSMAN in Sussex with large well equipped workshop and small capital, seeks connection with appropriate person or firm prepared to "Farm Out" repair, manufacture or experimental work in connection with Automobile or General Engineering trades. Box No. 539, MOTOR SPORT, 15, City Road, E.C.1. [2035

YOUNG MAN, 28, very interested in racing and racing cars, seeks situation as mechanic. Willing to travel. Own tools. Box No. 560, MOTOR SPORT, 15, City Road, E.C.1. [2171

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F. & E. STONEHAM, booksellers to the motorist, will pay top prices for secondhand and rare books on motors, motoring and motor racing. Write, details: 1-3, Station Buildings, New Bridge Street, E.C.4. [1899

EXCHANGE 500-C.C. SUNBEAM engineer-maintained motor-cycle for car. Anything considered. Cash adjustment. Maguire, 41, Springfield Road, Leicester. [2151



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Published by The Teesdale Publishing Co., Ltd., 15-17, City Road, London, E.C.1, and printed by Tee & Whiten and J. Mead, Ltd., 21, City Road, London, E.C.1. Trade Agents: Horace Marshall & Son, Ltd. Temple House, Tallis Street London, E.C.4. Agents for Australasia: Gordon & Gotch (Australasia), Ltd.



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