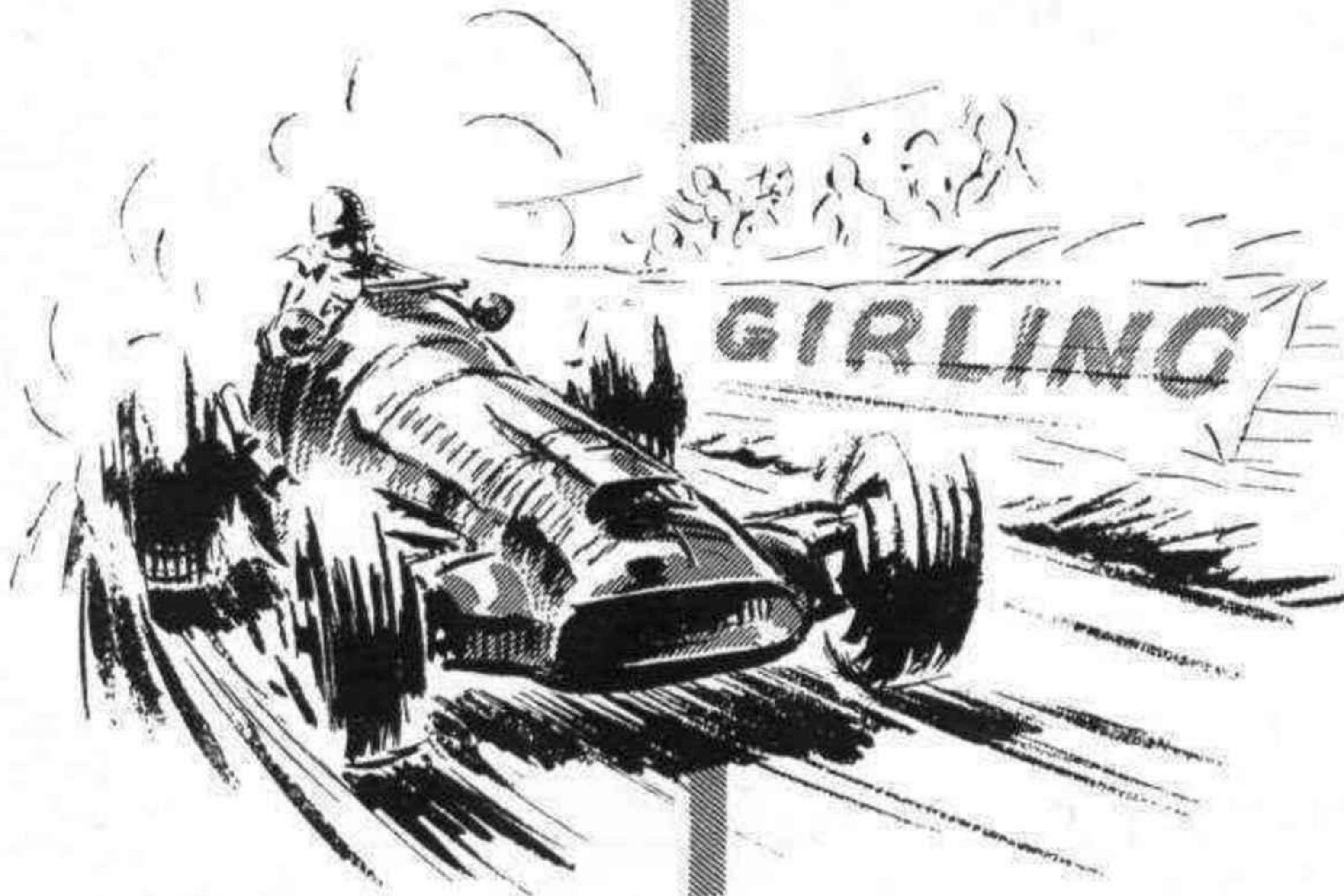


# MOTOR SPORT



**FERODO**  
**BRAKE LININGS**  
*The 'International' Choice*

# Once Again



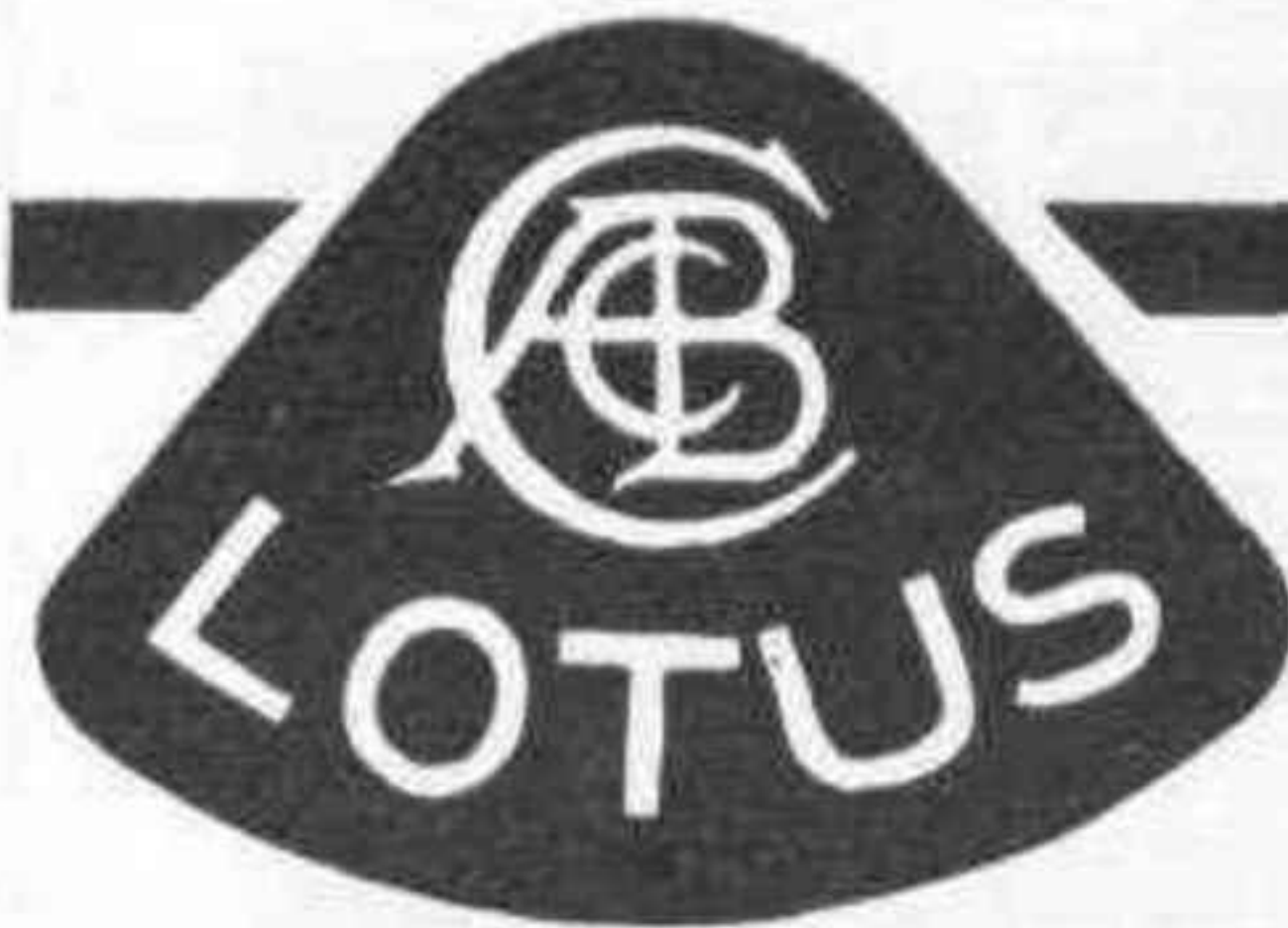
## **GIRLING BRAKES AND DAMPERS**

have proved  
themselves in another  
year of outstanding  
racing successes

# **GIRLING**



*ARE WAY OUT AHEAD* →



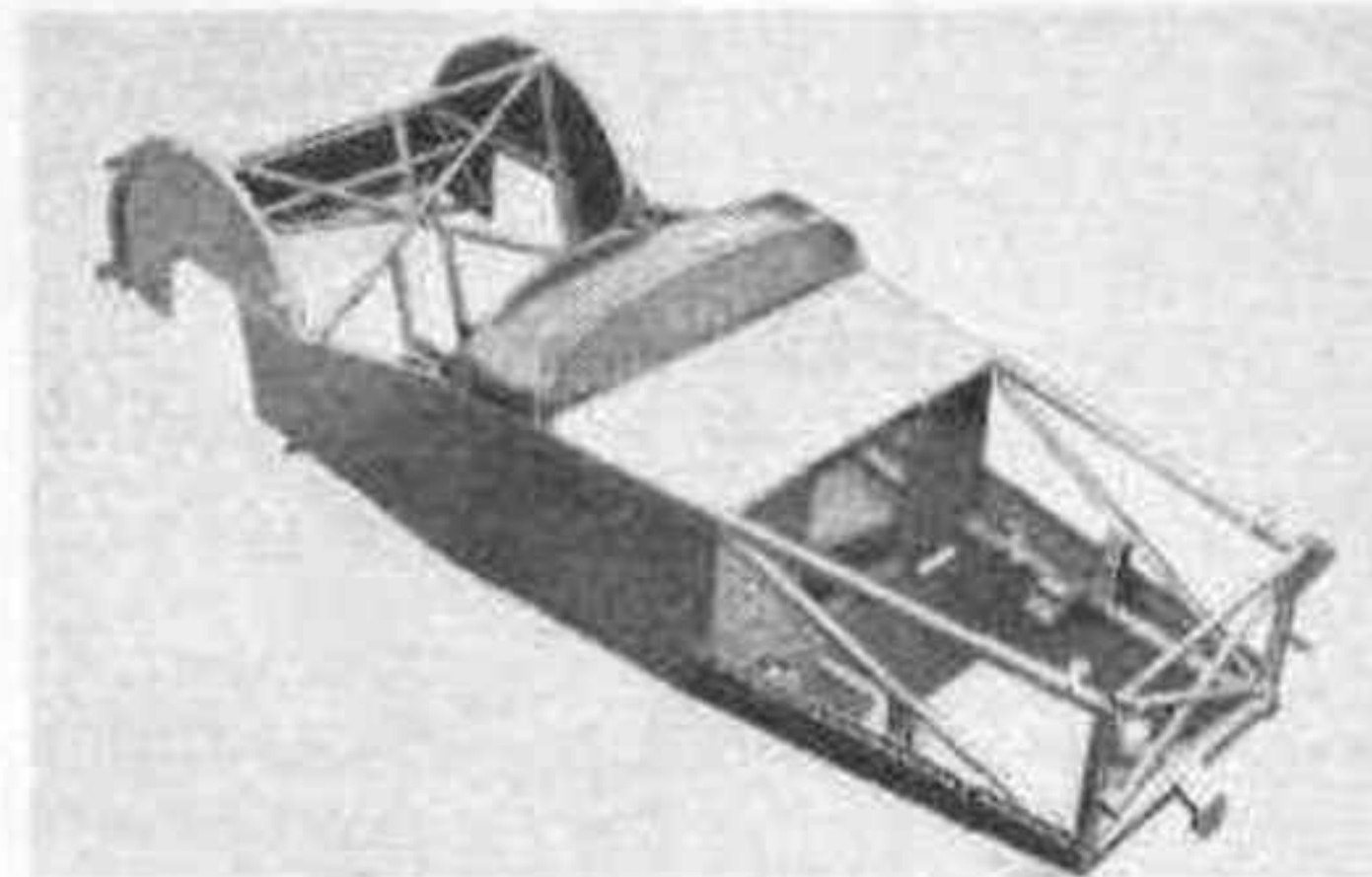
**LOTUS**

MOUntview 8353

**ENGINEERING Co. Ltd.,**

**BUILD YOURSELF A LOTUS  
REPLICA ON A LOTUS  
CHASSIS FRAME**

THERE IS STILL PLENTY OF TIME TO ASSEMBLE A CAR FOR RACING THIS SEASON AS THE LOTUS SPECIFICATION IS DESIGNED TO REQUIRE THE MINIMUM OF TIME AND TROUBLE



LOTUS MK. VI IN ACTION

THIS semi-monocoque chassis unit as shown above is being offered to help the enthusiast in his quest for a very high-performance but lightweight, economical and inexpensive sports car. It is designed so that the home constructor, without the use of welding plant or any extensive machinery, technical knowledge, or craftsmanship, can build for himself, by the addition of new or secondhand components, a "NEW" car at a fraction of the cost of a normal production unit. It is an original concept of integral chassis frame construction, comprising an inherently rigid system of triangulated 18 and 20 g. steel tubes, carrying stressed aluminium alloy panels as a means of combining the utmost strength with extremely light weight. These panels are an integral and permanent part of the chassis frame, which uses a large part of its great rigidity to the bracing thus provided. The design is based around the use of the relatively easily available and inexpensive Ford 8/10 Girling axle units but slightly modified to give outstanding roadholding and braking. Suspension is by coil springs and telescopic dampers all round. The engine compartment is fitted with lugs to accommodate either Ford 8/10, Ford Consul or T-type M.G. power units, to suit customers' performance requirements. This basic structure as shown and containing all mounting brackets and attachments for the engine unit, suspension systems, shock-absorbers, brake linkage, etc., forms the essential nucleus of a car, weighs only 90 lb. and costs ... .. £110

A comprehensive range of modifications, specialised components, etc., can be supplied to complete customer's requirements, and it is possible to complete the body as illustrated for approximately ... .. £75

WE are also able to supply a similar assembly to the above but expressly designed to the limits of the new R.A.C. formulae for trials cars. Although this will be a little more stark than the Sports-Racing unit, it will only weigh about 80 lb. and can use either normal, rigid, or swing axle front suspension system as preferred. Price £110

- ★ Other components to complete, such as upholstery, body panels, wind-screens, steering-columns, shock-absorbers, etc., can be supplied from our large stock of spare parts if required.
- ★ Weight of complete car with Ford Ten engine — approx. 8½ cwt.
- ★ 85 m.p.h. by moderate tuning.

- ★ Swing axle independent front suspension.
- ★ Panhard rod rear axle location.
- ★ Race and go to work with the same car by competing in the 1,172 formula.
- ★ The most inexpensive high-performance car to run.

**7, TOTTENHAM LANE, HORNSEY, LONDON, N.8**

**MOTORING BOOKS**

<b>NEW :</b>	Post free
MOTOR SPECIFICATIONS AND PRICES 1953 ... ..	21/9
BUILDING AND RACING MY "750" by P. J. Stephens ... ..	12/6
THE B.A.R.C. YEAR BOOK 1953 ... ..	5/6
THE BOOK OF TRIUMPH CARS (POST-WAR) ... ..	5/6
LUBRICANT TESTING by E. G. Ellis, B.Sc., F.Inst.Pet. ... ..	38/6
MICHELIN GUIDE TO FRANCE 1953 ... ..	20/6
COOPER CARS OFFICIAL YEAR BOOK 1953 ... ..	2/4
<b>REPRINTS :</b>	
DOWN IN THE SUMPS by W. H. Charnock ... ..	6/6
THE RILEY NINE MANUAL by J. A. Robson ... ..	9/-
THE BOOK OF THE RILEY ... ..	5/6
<b>OUT SHORTLY (middle of May) :</b>	
THE FORMULA III MOTOR RACING YEAR BOOK 1953 ... ..	6/6
<b>RECENT TITLES :</b>	
"THE MOTOR" YEAR BOOK 1953 ... ..	15/9
"MOTOR-CYCLING" YEAR BOOK 1953 ... ..	9/-
BRITAIN'S RACING MOTOR-CYCLES by L. R. Higgins ... ..	15/6
FORMULA II by Gregor Grant ... ..	13/-
EXPENSIVE NOISES by S. C. H. Davis ... ..	5/6
FIAT. A FIFTY YEARS' RECORD ... ..	52/-
THOSE BENTLEY DAYS by A. F. C. Hillstead ... ..	21/6
AUTO 1953—INTERNATIONAL ANNUAL OF THE WORLD'S PRODUCTION CARS ... ..	41/-
SPORTS CARS OF THE WORLD by Ralph Stein ... ..	53/6
<b>TECHNICAL :</b>	
THE MODERN MOTOR ENGINEER—5 Vols. by Judge... ..	Set 188/3
CARBURATION. Vols. 1 and 2 by Charles H. Fisher ... ..	Set 73/-
SERVICING GUIDE TO BRITISH MOTOR VEHICLES	
Vol. I	65/-
Vol. II	43/6

	Post free
<b>THE HIGH SPEED INTERNAL COMBUSTION ENGINE</b>	
by Sir Harry Ricardo (Revised and Rewritten 1953) ... ..	41/-
SPEED FROM THE SPORTS CAR by "Calculus" ... ..	16/-
THE SPORTS CAR ENGINE by "Calculus" ... ..	8/-
CAR DRIVING AS AN ART by S. C. H. Davis ... ..	11/-
<b>AMERICAN BOOKS :</b>	
KINGS OF THE ROAD by Ken Purdy ... ..	38/3
MOTOR HISTORY OF AMERICA ... ..	24/-
THE MODERN CHASSIS by Elfrink ... ..	16/-
SOUPING THE STOCK ENGINE by R. Huntingdon ... ..	16/-
HOW TO HOP UP FORD AND MERCURY V8 ENGINES ... ..	16/-
<b>"V" MODELS—Battery Operated :</b>	
MORRIS MINOR, 1/18 SCALE REPLICA ... ..	33/6
Packing & Postage	2/6
<b>"SCALEX" MODELS :</b>	
FERRARI 41-LITRE GRAND PRIX CAR ... ..	5/3
ASTON-MARTIN DB II ... ..	5/3
XK120 JAGUAR ... ..	5/3
<b>ROLLS-ROYCE MOBILE BOOKSHOP FIXTURES FOR MAY :</b>	
9. B.R.D.C. "DAILY EXPRESS" TROPHY MEETING, Silverstone.	
17. BUGATTI O.C. HILL-CLIMB, Prescott.	
25. B.A.R.C. RACE MEETING, Crystal Palace.	
30. WEST ESSEX C.C. RACE MEETING, Snetterton.	
<b>NOTICE TO OVERSEAS READERS :</b>	
It has been brought to our notice in various ways that there is doubt in the minds of certain of our potential overseas customers if the advertised prices apply to the territories in which they are and if the books can be ordered direct from us.	
The position is that our prices are POST FREE to all parts of the world and we welcome orders from wherever you may be.	

FREE STOCK LIST OF MOTORING BOOKS ON REQUEST

**F. & E. STONEHAM**  
(MOTOR BOOK DEPT.)

OF **79, CHEAPSIDE,  
LONDON, E.C.2**  
CITY 5316



**M.G. 1949 TC**

March, 1950 registration, mileage 12,000, in a really attractive maroon colour, unscratched and in very new condition. Engine and transmission very good; oil pressure good, tyres good with spare unused; battery excellent; petrol consumption approximately 30 miles per gallon. Original hood and sidescreens in very good condition with front screens fitted with special sliding windows. Car heater is fitted at foot level. This car has been very carefully maintained and serviced throughout its life; it has not been raced either on road or track, and to all intents and purposes is an excellent vehicle in practically new condition internally and externally.

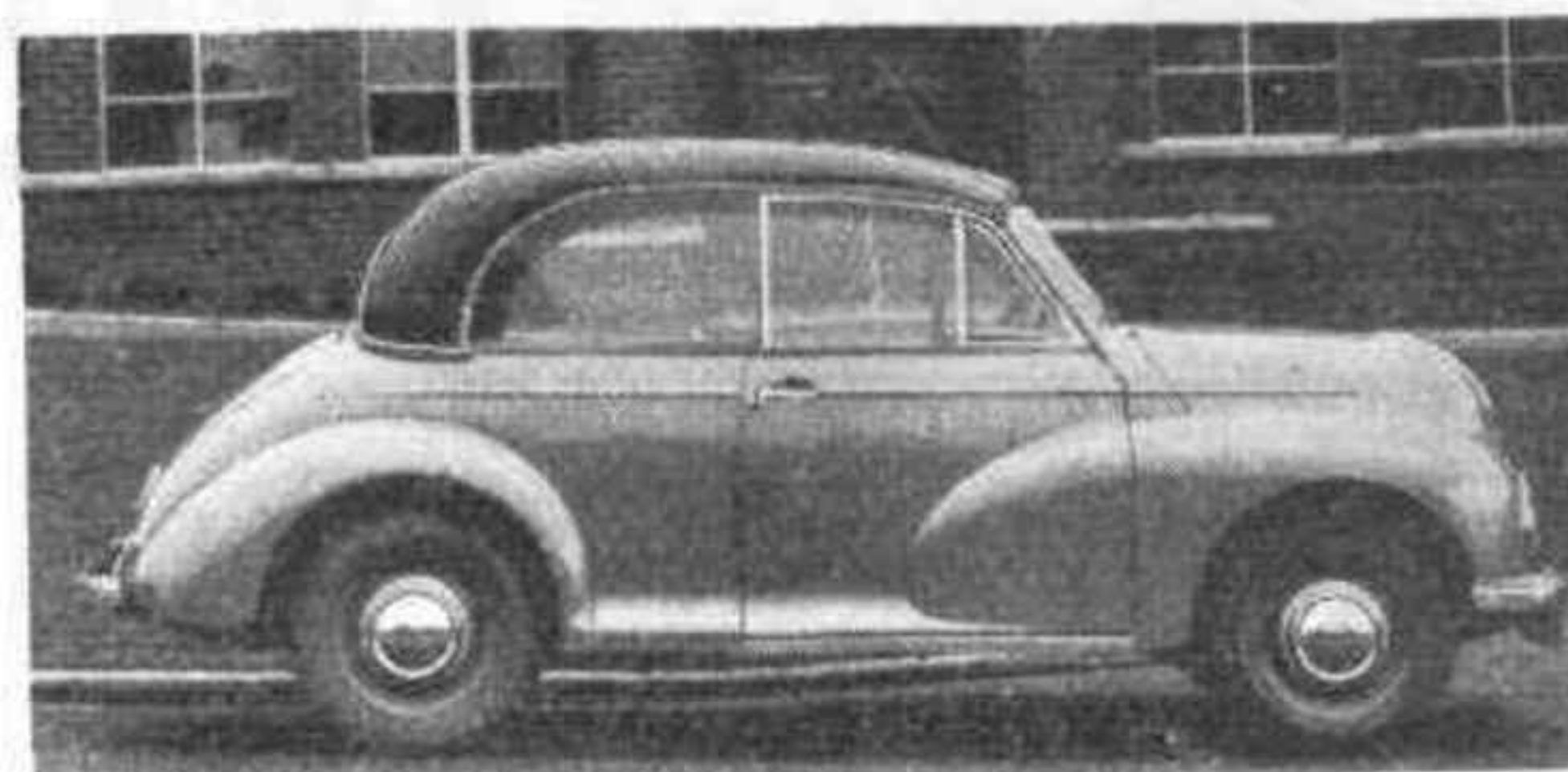
*Price asked is £680 or near offer*

12-volt Motorola car radio. Complete with aerial and fitting instructions. Offers:

M.G. set of TA brake drums and inlet and exhaust valves. Exhaust and flexible pipe assembly. Offers.

**R. S. SMITH**

Telephone: PERivale 1483 or SHEpherds Bush 1636



**DETACHABLE Saloon Tops  
in FIBREGLASS**

Convert your MORRIS MINOR TOURER to a SALOON in a few minutes.

Detachable tops also supplied for:

**£55**

JAGUAR XK 120

SILVERSTONE HEALEY

Complete saloon comfort. Draught-free — Thief-proof. Full width back window. Fitted with roof light. Extreme lightness (25 lbs.). In several colours.

M.G. Models TC and TD and other open sports cars.

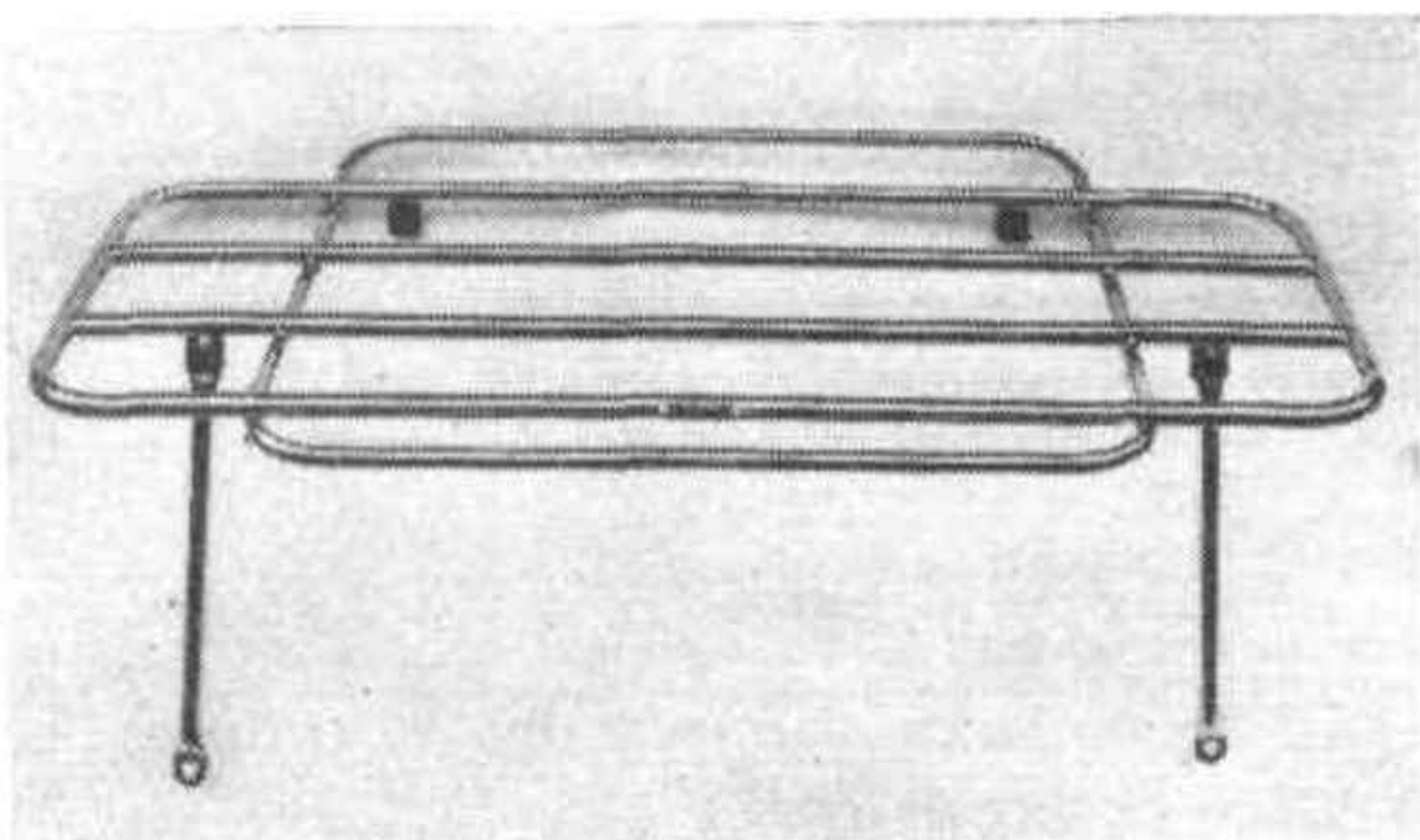
*Standard luggage carriers can be fitted to tops.*

**UNIVERSAL LAMINATIONS**

58 & 61, HOLLAND PARK MEWS, LONDON, W.11  
Telephone: PARK 4310

*Distributors for Scotland:*

W. McDermid and Co., 90/96, Dykehead Street, Glasgow, E.2



Registered Design No. 869613

**THE A.S.M.  
SPORTS-CAR LUGGAGE GRID**

*Suitable for all M.G. cars, etc.*

Made to the highest manufacturing standards. Heavily chromium plated on a copper/nickel base.

Fitted with an underframe comprising a forward luggage rest and rear strap rail.

*Special designs and attachments to order.*

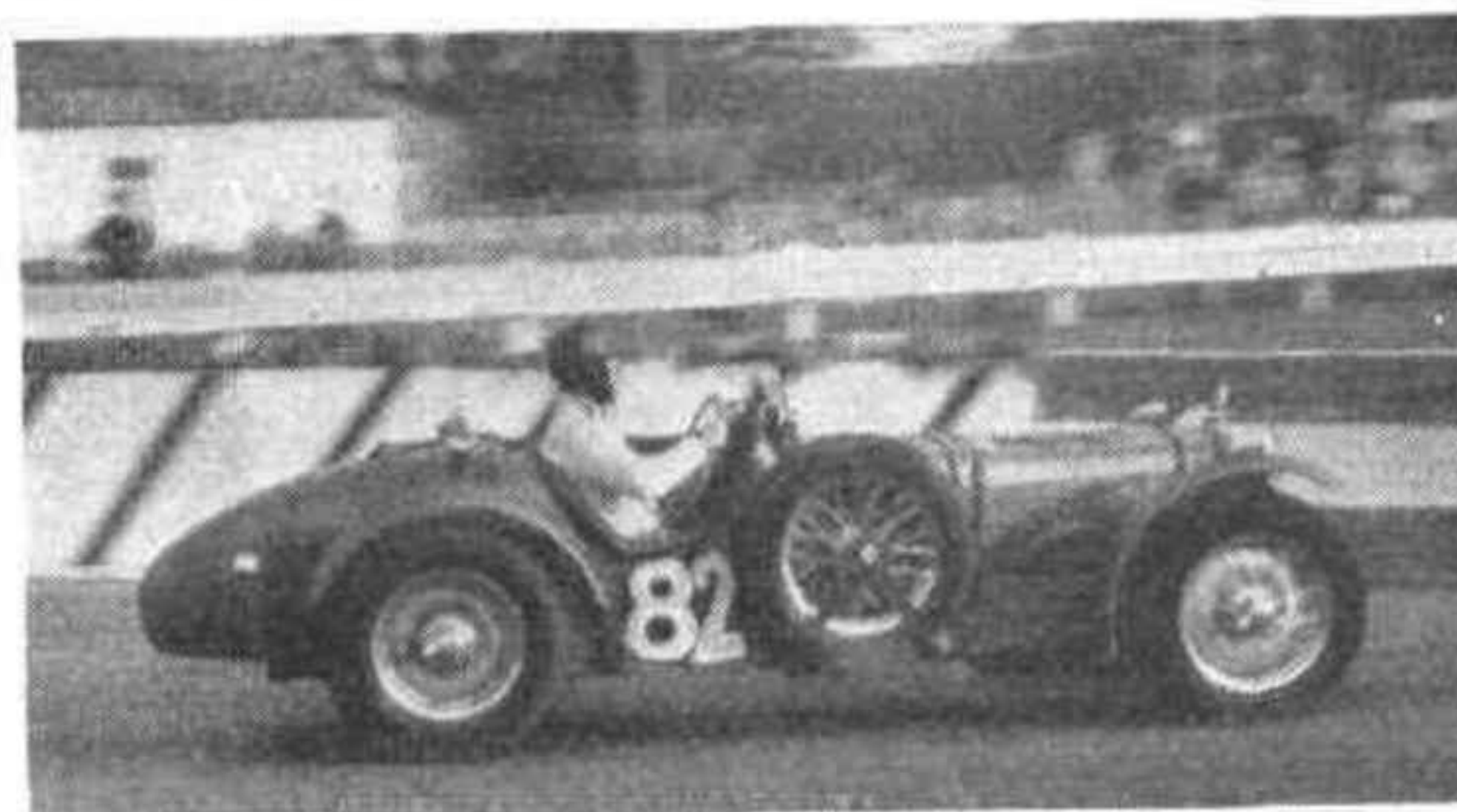
**Price £8.0.0**

*(Complete with all attachments.)*

Made by

**THE AUTOMOBILE & SHEET METAL CO.,**  
Percival Lane, Runcorn, Cheshire.

Makers of the famous A.S.M. roof-top carrier, ask to see one



**K3 M.G. MAGNETTE**

**Supercharged 1,087-c.c. Sports Racing Car.**

Completely rebuilt at a cost of over £900. Fitted with Laystall crank, special piston and rods. Twin master cylinder, hydraulic brakes, bonded brake drums, chrome wheels and E.N.V. racing gearbox. Also straight-tooth crown-wheel and pinion. This car is now ready to race and has been passed for 1,500-c.c. sports-car races. Whole vehicle in absolutely unmarked condition. Capable of well over 100 m.p.h. Further history of car on application.

**PRICE £450. Part exchanges welcome.**

**P. S. BAILEY,**

The Rectory Hotel, Stoneham Lane, Eastleigh, Hants.

Weekdays 9-7  
Sunday by  
Appointment

# CHARACTER CARS

Please enquire  
for  
Current Stock

INVITE YOUR INSPECTION OF THE FOLLOWING VINTAGE AND SPORTS CARS

- ALVIS**, 1934 Speed Twenty Vanden Plas saloon, black with brown leather, detachable aluminium wheel discs, twin pass-lights. Nearly new tyres; taxed for year. Paint, chrome and interior in excellent condition and mechanically very good. **£265.**
- ALVIS**, 1930, 16.9 h.p., delightful 3-seater with dickey. Beautifully maintained all its life, faultless mechanically and very fine in external condition. Good tyres, upholstery and weather equipment, fitted heater. This exceptional car offers years of trouble-free service for a most moderate outlay. **£150.**
- BENTLEY**, 1931, 4-litre tourer by Vanden Plas, dark blue with black wings and blue leather upholstery. Fitted new hood and sidescreens, full-width screen for rear-seat passengers, two rear occasionals, new tyres. Mechanically this car is superb, having completed only 60,000 miles since new, and is a fine example of the ultimate in "touring" cars of its period. **£275.**
- DARRACQ**, 1922, 12-h.p. 4-seater cabriolet. We sold this car three years ago and it has given yeoman service since, now being offered as its Service owner has been posted abroad. Astonishing performance and utter reliability for **£40.**
- M.G.**, 1938, 1½-litre drophead coupe, black with red leather upholstery. Recent new black hood and interior lining, fitted radio; good tyres; mechanically excellent; taxed. **£335.**
- MORGAN**, 1937, 10-h.p. A 2-seater in exceptional condition overall. Engine polished wherever possible, leather excellent; nearly new hood and screens, good tyres, including twin spares; spotlight and Fram oil-filter. Every indication of keen and knowledgeable ownership. First-class performance and 35+ m.p.g. at **£225.**
- S.S.**, 1935, 16/6 drophead coupe, black with brown leather. Complete engine overhaul costing £85 just completed; new hood; coachwork excellent throughout; recellulosed; brake drums skimmed and shoes relined; good tyres. This is no ordinary S.S. but one which is in first-class condition and which has the excellent "feel" and performance for which the car was noted when introduced. **£225.**

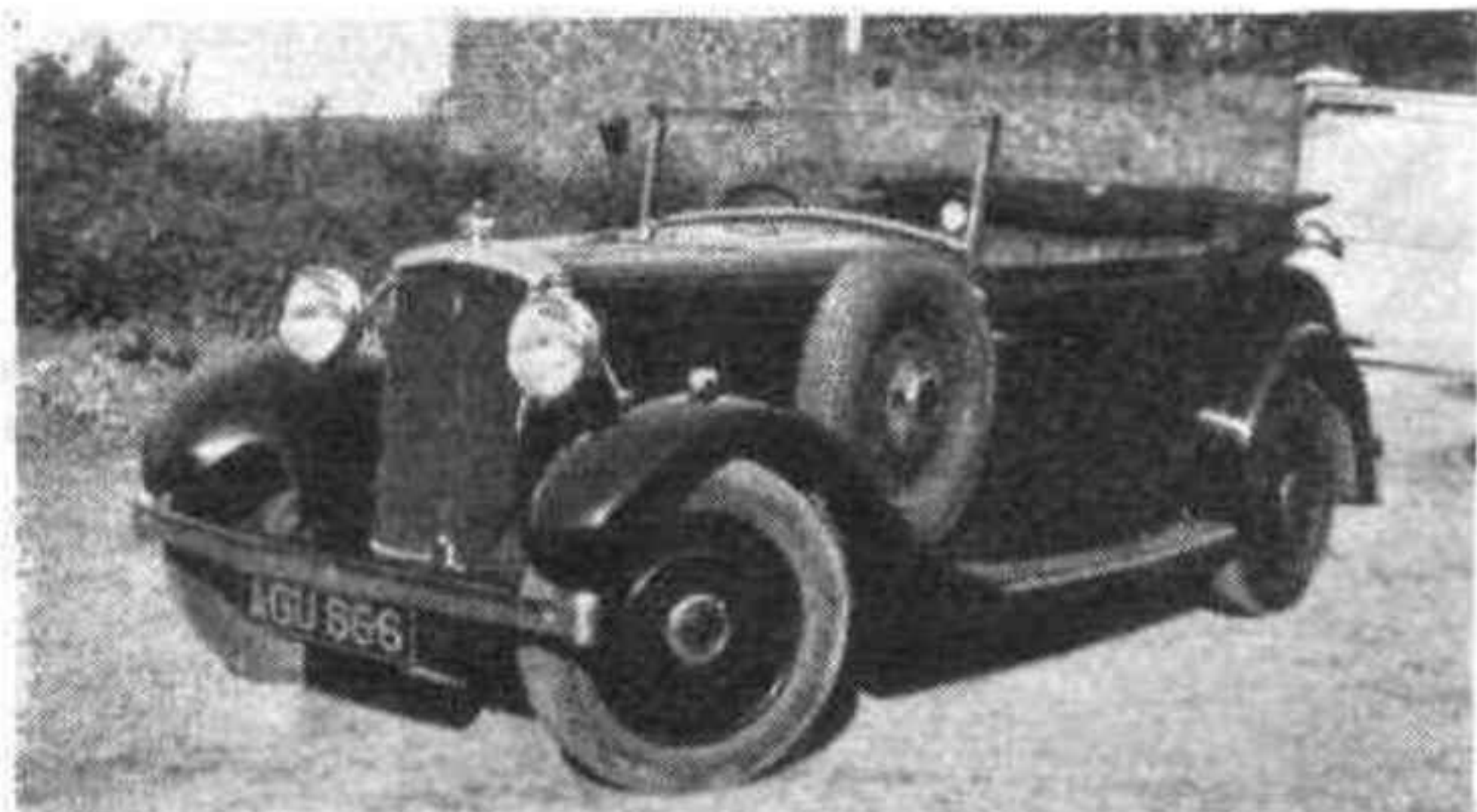
\* \* \* \* \*

AND OTHERS BY THE TIME THIS ISSUE IS BEING READ

**WELLESLEY COURT ROAD (off George St.) E. CROYDON**

Tel.: CRO 2555

**124-126, HAYDON'S ROAD, WIMBLEDON, S.W.19 Tel.: LIB 7677-8**



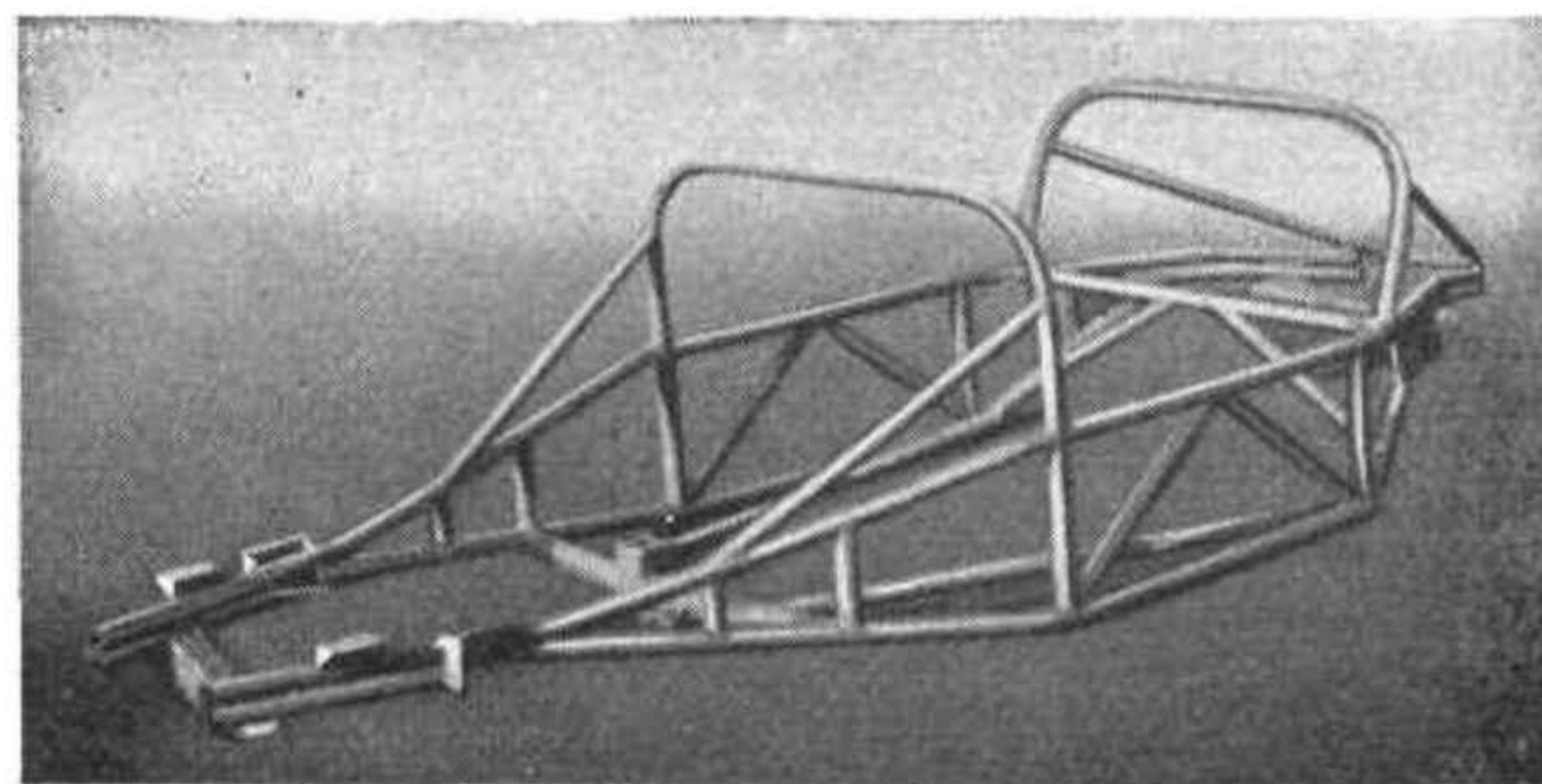
- DAIMLER FIFTEEN** (above). Drophead coupé, 1933, blue/black. 500 miles since engine overhaul, new hood, four new retreads, etc., etc. ... **£125**
- TALBOT 95**. 1933 saloon, blue/black. New roof and water pump now being fitted ... **£75**
- FIAT 500**. 1938 convertible, light blue. Engine overhaul last year ... **£165**
- BEDFORD 10-H.P. VAN**. 1939. Resprayed green/black. New floor, etc., etc. ... **£160**
- ROYAL ENFIELD 350-c.c. Motor-cycle**, 1932. Overhauled recently at a cost of £12 ... **£25**

**L. R. MOORE**

"CROWN GARAGE"

**ASHDON, Near SAFFRON WALDEN, ESSEX.**

## BUCKLER MULTI-TUBE FRAMES



Mark V Multi-Tube frame for Ford Ten Specials. (By courtesy "Motor Trader")  
Buy a Mark V frame and build your own replica of the successful Buckler Ford Ten Special. Price **£60**. The ideal general-purpose sports car suitable for Racing, Sprints, Hill-Climbs, Trials, Rallies, and everyday use.—The stability that enables 50 or more miles to be put in the hour, even on wet roads.

**75-80 M.P.H.**

**40-50 M.P.G.**

- 4.7:1 Crown-wheel/pinions **£7.18.6**
- Close-ratio gears ... **£10.15.0**
- Four-branch/twin S.U.s ... **£23.0.0**
- I.F.S. Conversions, exchange **£24.0.0**
- Copperised h.c. heads ... **£4.10.0**
- Aquaplane aluminium cylinder heads... **£11.17.6**
- Aquaplane Racing Camshafts **£16.10.0**
- Remote Gear Controls ... **£6.10.0**

**BUCKLER FRAMES—PROVED BY RESULTS**

- April 4.** G. Tapp, 2nd, Castle Combe.
- Mar. 29.** G. D. Parker 2nd, Brands Hatch Sprint.
- Mar. 28.** H. Porteous, 1st, Rhydymwyn Sprint.
- Mar. 28.** H. Porteous, 3rd, ditto (Racing class).
- Mar. 21.** P. H. Scarf, 1st, Goodwood Handicap.
- Mar. 8.** G. D. Parker, 1st, Bedwell Hey Sprint (also B.T.D. Sports Cars).

Double Valve Springs, etc.

**OVERSEAS AGENCIES INVITED**

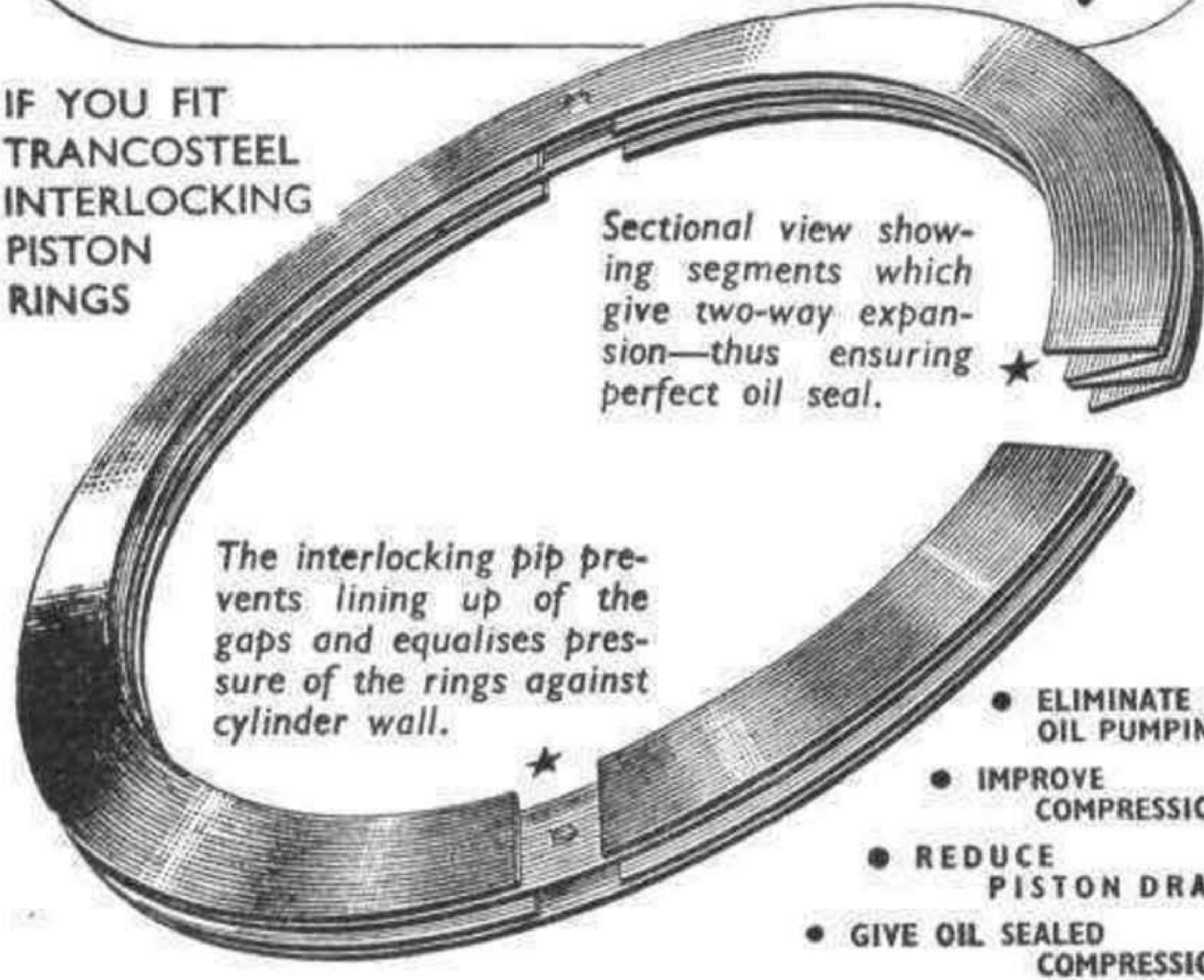
**CANADA**  
Campbell Sports Cars  
288 Empress Avenue  
Willowdale, Toronto  
Phone: Baldwin 1 0264

**BUCKLERS**  
67 CAVENDISH RD.,  
READING  
Phone: 3227 & 4903

**NEW ZEALAND**  
Arthur W. Harris  
290 Khyber Pass Road  
Auckland, S.E.1  
Phone: 47-105

**YOU CAN SAVE OIL & BORE WEAR!**

IF YOU FIT TRANCOSTEEL INTERLOCKING PISTON RINGS



Sectional view showing segments which give two-way expansion—thus ensuring perfect oil seal.

The interlocking pip prevents lining up of the gaps and equalises pressure of the rings against cylinder wall.

- ELIMINATE OIL PUMPING
- IMPROVE COMPRESSION
- REDUCE PISTON DRAG
- GIVE OIL SEALED COMPRESSION

**TRANCOSTEEL INTERLOCKING PISTON RINGS**

Write for Descriptive Leaflet and name of Local Fitting Agent to TRANCOSTEEL PISTON RINGS LIMITED, FARNBOROUGH, KENT

**Count the Cost of Racing!**

Subscription to U.M.R.C. £3 3 0  
 Cost per Practice lap ... 5 0

Cooper 500 c.c. Racing Cars available for practice at Brands Hatch on Wednesdays and Saturdays. Members with the necessary ability sponsored by the Club in Junior Events.

Write, call or 'Phone:  
**UNIVERSAL MOTOR RACING CLUB**

23a ENSOR MEWS  
 OLD BROMPTON RD., LONDON, S.W.7

Tel: Kensington 3056

**SAVE POUNDS**

on your first Repair and

**RE-SPRAY JOB**

with this COMPLETE KIT for a professional Cellulose finish.

Simply attach the spray unit to your tyre pump. Each kit has full detailed instructions and contains everything you require:—

- Complete Spray Unit • De-Ruster
  - Black Cellulose Finish • Surfacer
  - Rubbing-down Solution • Filler
  - Wet-and-dry Emery • Thinners
  - COMPLETE INSTRUCTIONS FOR USE
- Spray unit fits every container in the kit.

As tested by The Autocar 20/2/53

KIT No. 1A Carriage paid in U.K. **21/-**

DOUBLE SIZE KIT No. 2A **35/-**



Write for details of Kits for Coloured cars, and motor cycles etc. All materials in Kits are supplied separately in any quantity.

Now with the NEW improved **SPRAY UNIT WITH 5 YEAR GUARANTEE**  
 Precision made in brass and duralumin these special units should give trouble-free service indefinitely. Replacement Guaranteed.



**CARSPRAY**

SPRAY GUN ONLY

Including Guaranteed Spray Unit, rubber tubing, valve attachment, empty container and instructions. For cellulose and most spray jobs, ideal for insecticides, etc. **7/6**

Carriage Paid U.K.

Order direct from: **DEPT. A, THE MOTOR CAR EXCHANGE**  
 102, DEACONSFIELD ROAD, HEMEL HEMPSTEAD, HERTS. TEL.: BOXMOOR 644



**WHY CARRY UMPTEN TOOLS?**

Why? when this versatile too will serve as pliers, wrench, vice and so on—almost a complete tool kit in itself!

The Mole Self-Grip Wrench is a tool with tremendous grip leaving both hands free—flick the release lever and it's off. Invaluable for all those odd jobs on the car, in the home and workshop.

From your usual Ironmonger, Garage, Motor and Motor Cycle Accessory Dealer.

7"—12/6 10"—15/-  
 If in any difficulty write or your supplier's address.

The improved **MOLE Self-Grip WRENCH**

**M·MOLE & SON·LTD**  
 BIRMINGHAM·3



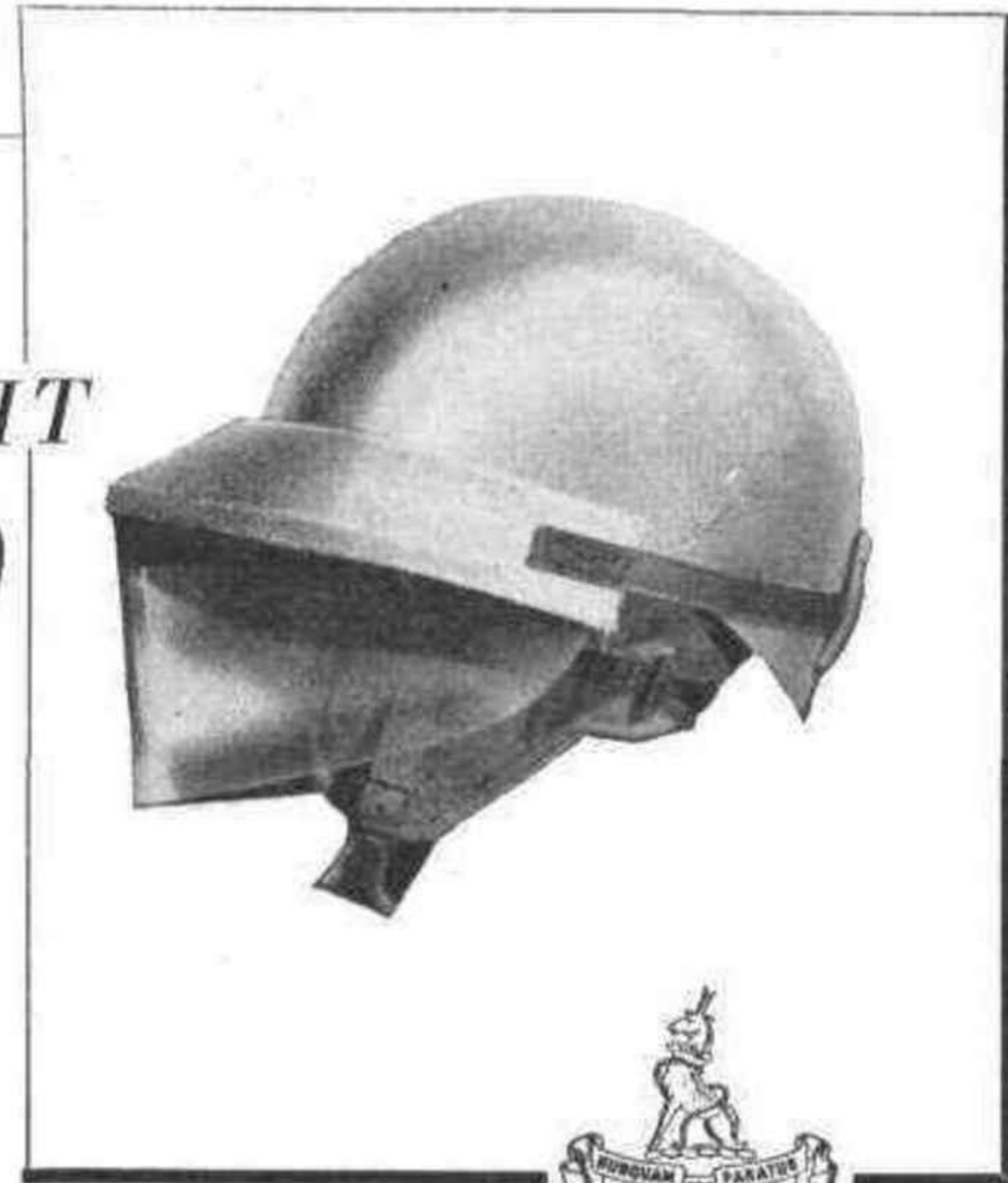
# THE H.J. LIGHTWEIGHT CRASH HELMET **£5.15.0**

Approved by the B.R.D.C. and B.A.R.C.

DETACHABLE RHODOID VISOR **£3.3.0**  
Spraying in any colour - - - - 15/-  
Box and Postage - - - - 5/-

'CONTINENTAL' STRAPLESS WINDCAP **£2.12.9**  
Post free

OVERALLS in shower and windproof Grenfell cloth with four zipped pockets, in a variety of colours - - - - **£9.5.0**  
Post free



## Herbert Johnson

MAYFAIR 0784 (BOND STREET) LTD.

38 NEW BOND ST. LONDON W.1

HJ 2660

61

# R.A.C. RALLY



**1st JAGUAR** (IAN APPEYARD)

**2nd SUNBEAM-TALBOT**  
(R. J. ADAMS)

**TEAM PRIZE - JAGUAR**

**LADIES' PRIZE  
SUNBEAM-TALBOT**

(MISS S. VAN DAMM)

(Subject to Official Confirmation)

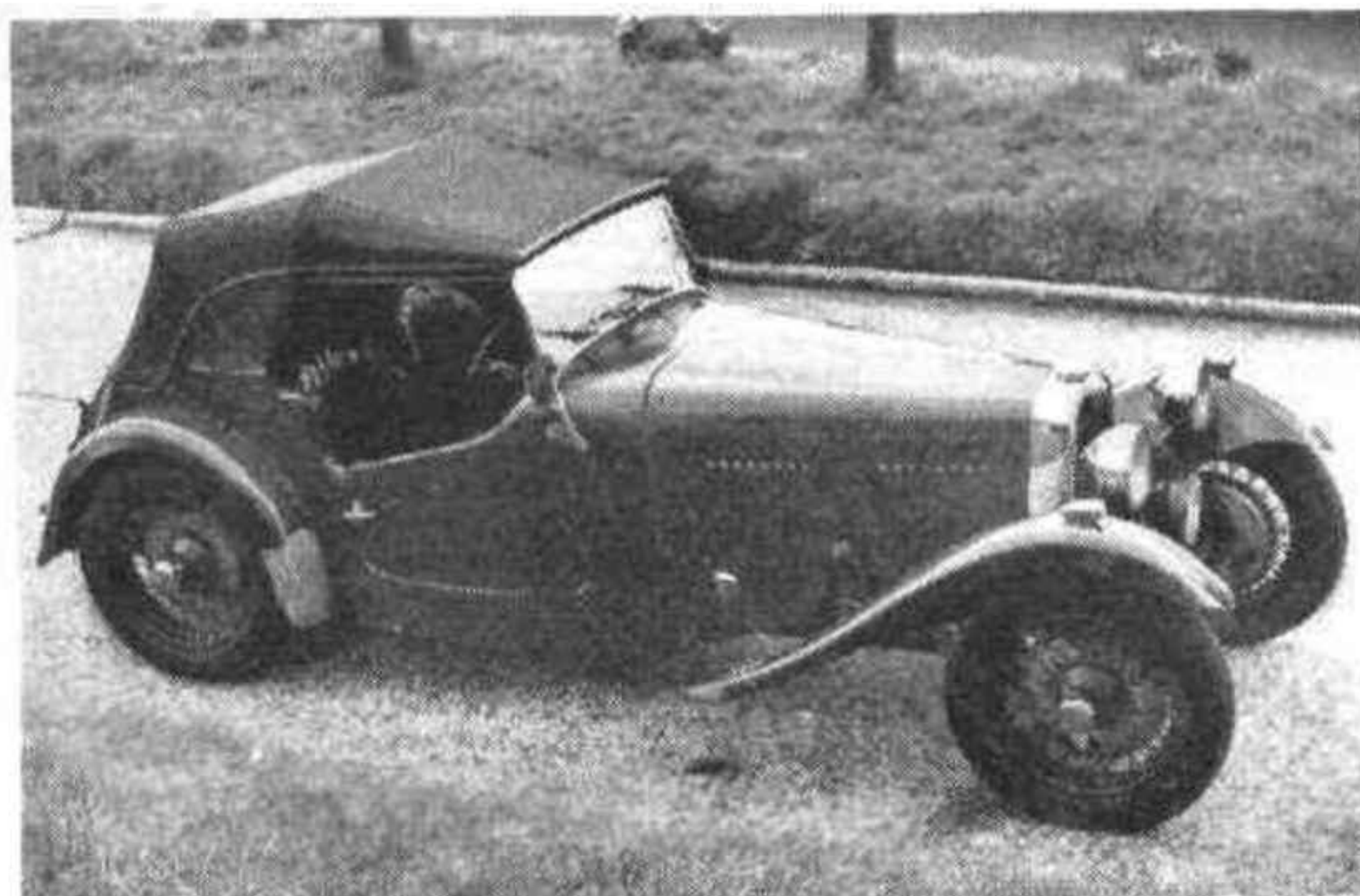
# The 1<sup>st</sup> Tyre in the World

24/123

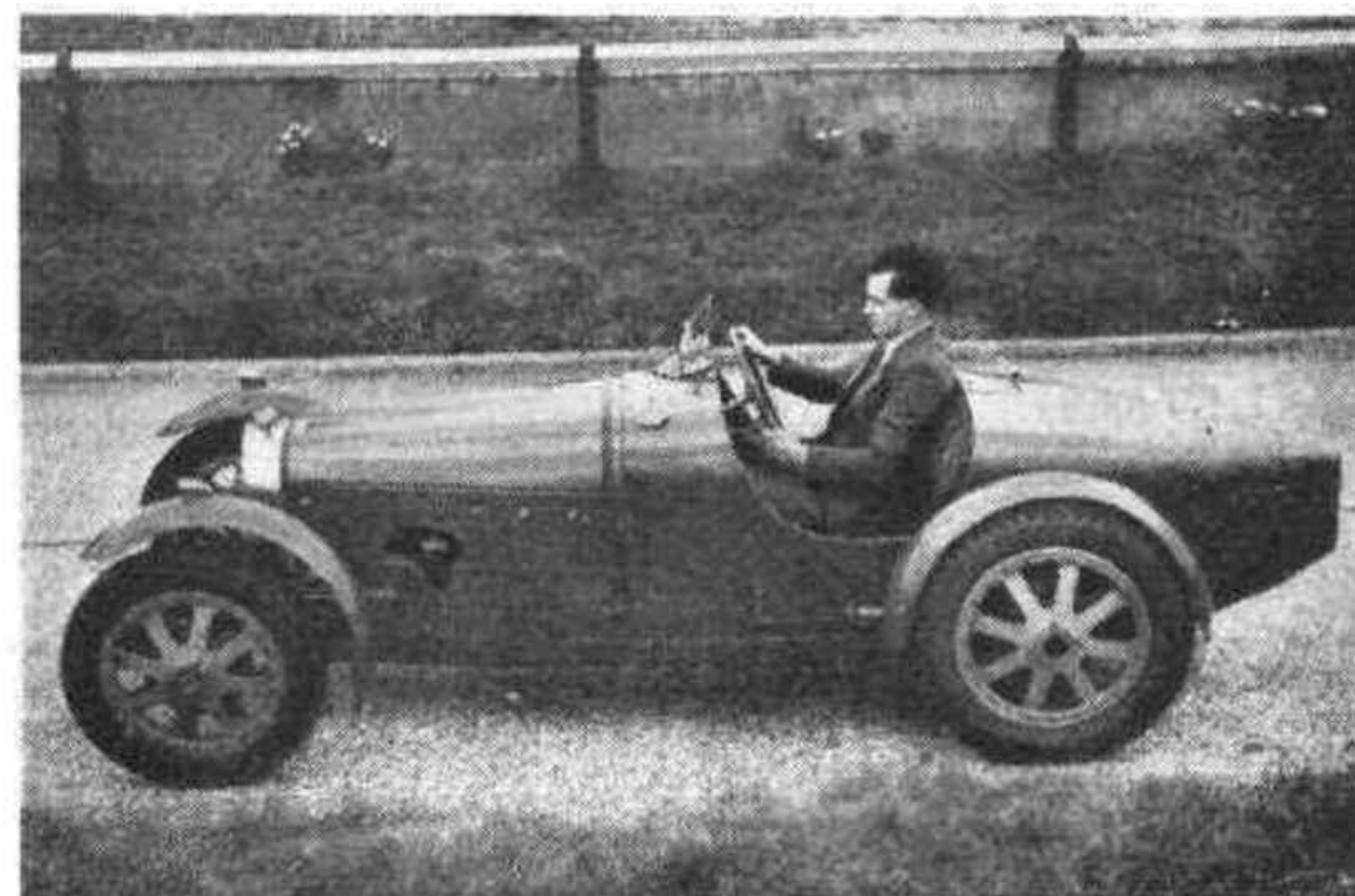
# Chiltern Cars

11a, Water Lane, LEIGHTON BUZZARD, Bedfordshire

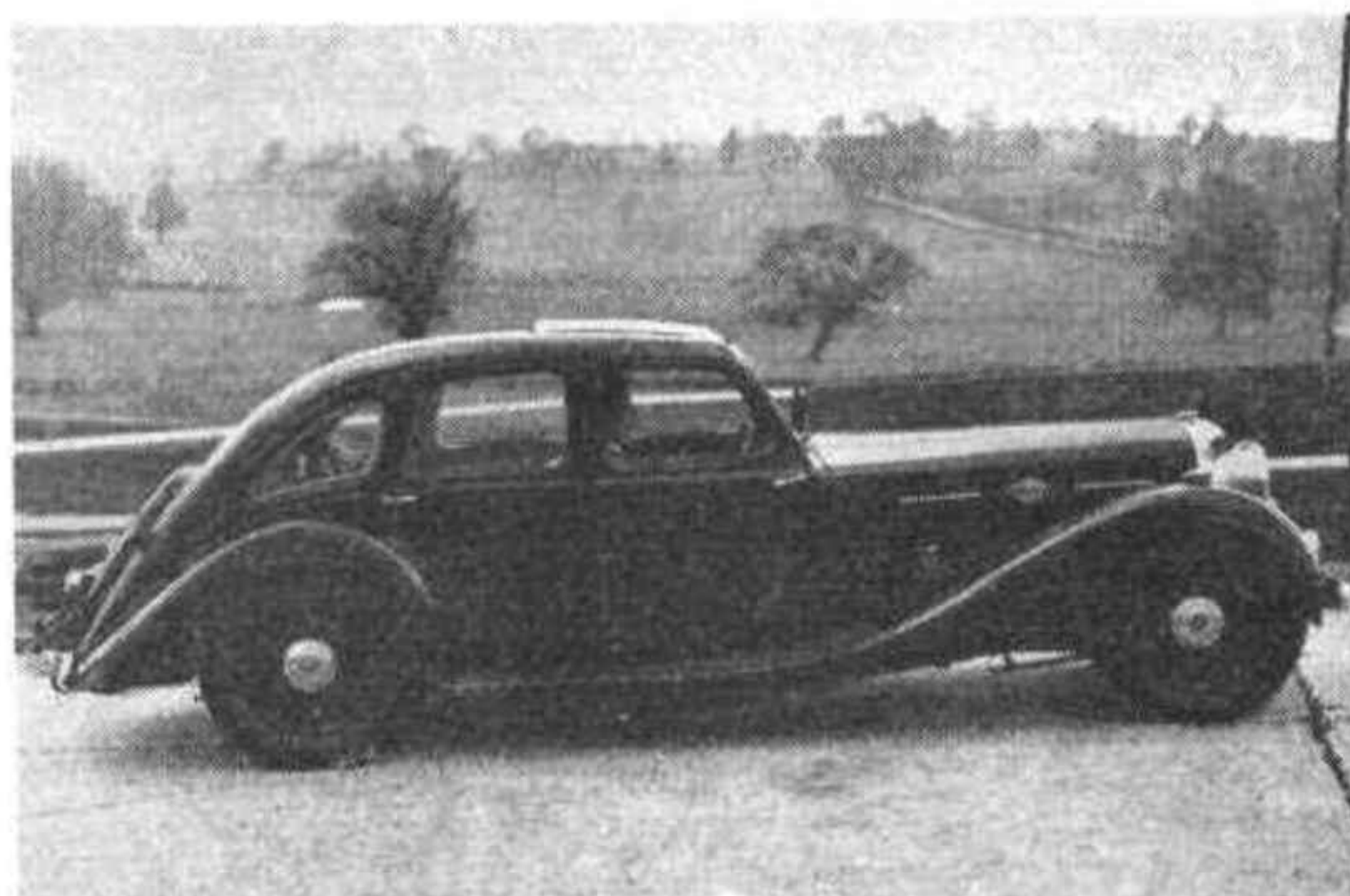
Telephone 2060



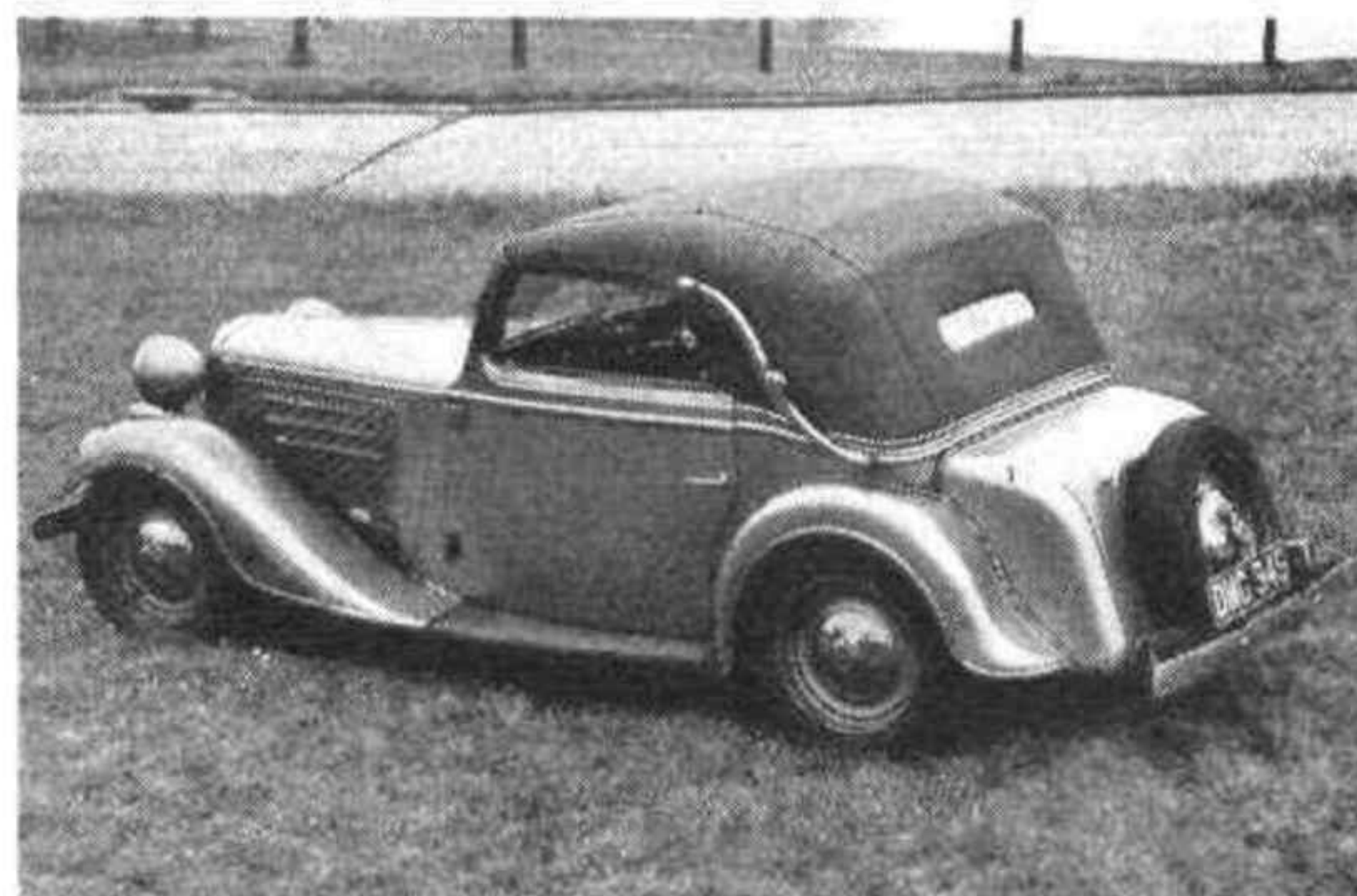
**1939 1,100 H.R.G.** Notable for its excellent handling qualities, economy of operation and easy maintenance, this particular example has had one owner since new and has covered approximately 57,000 miles. The engine and gearbox have covered some 5,000 miles since being completely reconditioned, and the all-weather equipment has recently been renewed £315



**GRAND PRIX BUGATTI.** This Type 35C Bugatti has been Anglicised by substitution of a supercharged 1½-litre 12/75 Alvis engine for the original unit. The conversion has been very neatly carried out and, while it may possibly slightly offend the more extreme Bugatti purists, we feel that there is something to be said for (a) having a range of engine spares readily available, and (b) being able to press a starter button. We have an idea that this car might surprise most of the 37As that are still around—it is eligible for vintage events, and perhaps even the Prescott commentators might not be too rude about it ... .. £225



**1938 2½-LITRE RILEY KESTREL.** With its very good handling characteristics and quite economical 4-cylinder 16-h.p. engine (as used in the modern Riley), this is likely to appeal to the discerning sporting motorist who must have a closed car. The sale price is £325, and we can also offer a 1940 2½-litre Riley Kestrel, with the 4-speed manual gearbox, at £345



**1936 TYPE 55 FRAZER-NASH-B.M.W. FOURSOME DROPHEAD COUPE.** Attractively finished in silver-grey, with blue leather upholstery, and a dark blue folding head (recently renewed), this model is renowned for its superb roadholding, steering and cornering properties, together with reasonable fuel consumption. The Reutter occasional foursome coachwork is perhaps one of the prettiest bodies fitted to the earlier B.M.W.s ... .. £265



**3-LITRE LAGONDA 2-SEATER.** This vintage Lagonda is in remarkably fine condition and, with its easy 70-m.p.h. cruising gait, is capable of providing fast and comfortable transport at the low initial price of £175. There is commodious luggage accommodation which could be used for the carriage of two additional occasional passengers.

We can also offer the following cars from stock, subject to being unsold:—

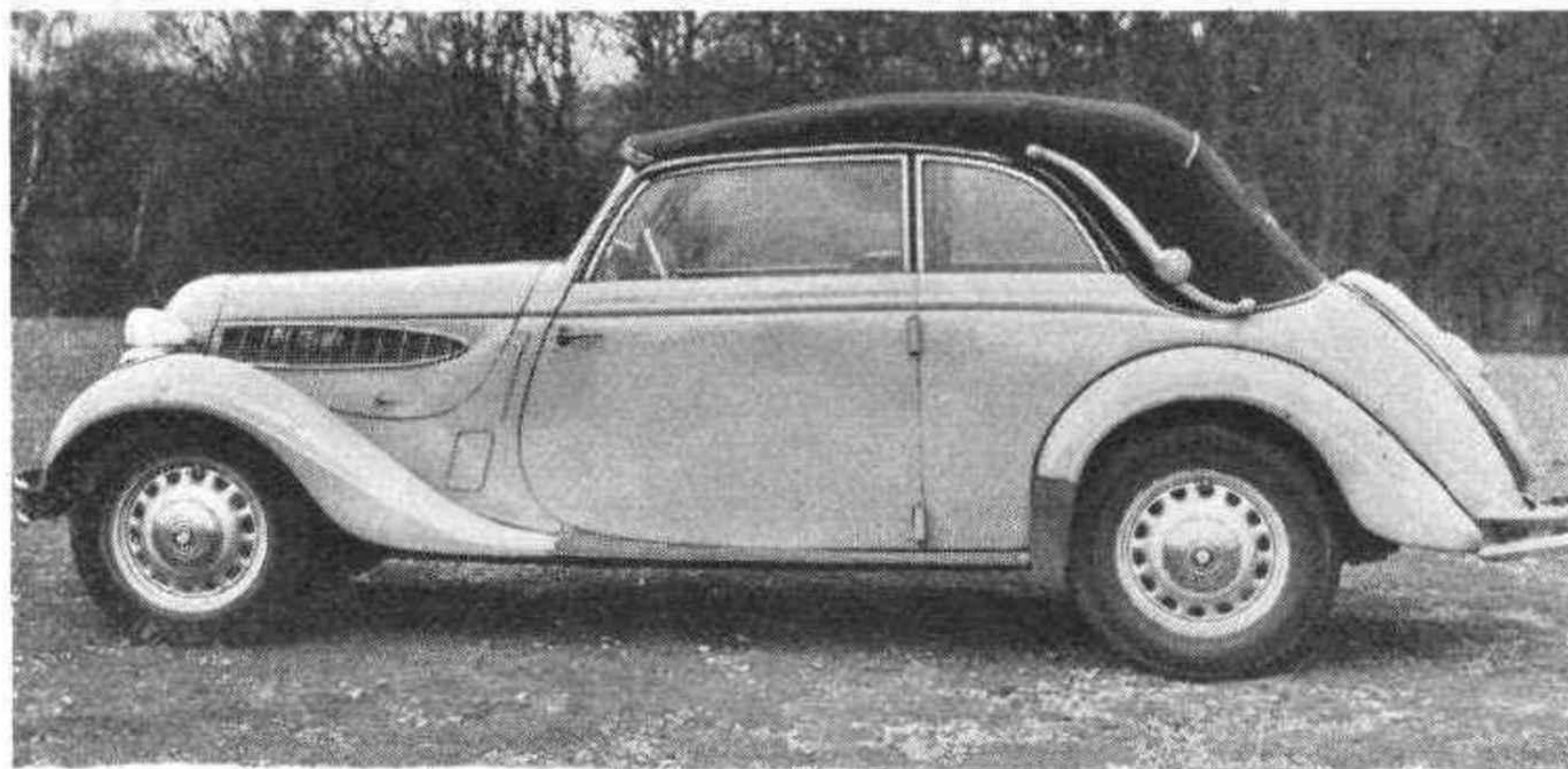
- ALVIS—1938 Speed Twenty-five saloon, £295.
- ALVIS—1936 Speed Twenty saloon.
- FRAZER-NASH-B.M.W.—Type 328 2-seater.
- LAGONDA—1936 4½-litre, Series L.G.45, foursome drophead coupe, £365.
- MERCEDES-BENZ—1937, Series 540K, foursome drophead coupe, £595.
- M.G.—PA-type Midget 4-seater, £185.
- M.G.—J2-type Midget 2-seater, Lockheed brakes, £150.
- M.G.—J1-type Midget foursome salonette, £145.
- RILEY—1934 Monaco saloon, £145.

We are interested purchasers of the better types of Continental and British sports cars, both open and closed. If you have a car of this type for disposal we invite you to contact us. A photograph would be of assistance, and our Buyers can arrange to call throughout the British Isles.



# JOHNSON & BROWN

(Formerly trading as Richards & Brown)



F.N.-B.M.W. TYPE 326, March, 1937, 4/5-seater cabriolet. Finished light grey, red leather interior £395.

F.N.-B.M.W. TYPE 328 Grand Prix 2-seater. In immaculate condition, built post-war. £825.  
 F.N.-B.M.W. TYPE 319 cabriolet, 1935. Slight attention required, but good running order. £145 cash.  
 BENTLEY 3-LITRE short chassis Abbott drophead foursome coupe. Six excellent tyres. Very original order. Attractive example. £295.  
 BUGATTI TYPE 50 2-seater roadster with dickey, 4.9-litre s/c, twin o.h.c. In exceptional condition with large quantity spares. At least £1,500 spent in reconditioning this car since war. Believed only three of this type in country. £795  
 BUGATTI TYPE 43A 2-seater roadster, 2.3-litre single o.h.c. s/c. G.P.-type wheels. Large instruments, P.80's, outside exhaust. £295.  
 LAGONDA, 1931, 3-litre tourer Metal body. Bills available for £250 spent on this motor car since 1951. £195.  
 ALVIS, 1930, SILVER EAGLE sports tourer. New hood and screens. Whole car in much above average order. £165.  
 ALVIS, 1934, 12-H.P. FIREFLY 6-light saloon. In excellent running order. Exceptional interior condition. Pre-selector gearbox. £130.

2, RINGERS ROAD (off High Street), BROMLEY, KENT.

Telephone : Ravensbourne 2322, 6479

(20 minutes Victoria Station)

Open all Saturday

*Les Leston*

the well-known  
International Racing  
Driver invites you to his  
MODERN MOTORISTS' STORE  
**AERO-SPARES CO.**

**THE FLEKTOR FLY-BUG-MUD-SNOW DEFLECTOR.** Keeps windscreen clean by deflection of air-stream. Easily fitted. Complete (P. & P. 6d) **10/6**

**TWIN TANDEM WINDSCREEN WIPER.** With 24" connecting rod, twin blades and fittings. Heavily plated. (P. & P. 1/1.) **16/6**

**LOCKING DOOR-HANDLES.** With two keys. Plated. (P. 1/-) **12/6**  
As above, but without lock. (P. & P. 1/-) **7/6**

**HEAVY DUTY 1-amp. BATTERY CHARGERS.** 6/12v. Brand New Made by leading British manufacturer. With Ammeter, leads and grab terminals. Fused on both circuits. For 200/250v. A.C. (P. & P. 2/-)

**LATEST-TYPE REPLACEMENT BATTERIES from 59/6**  
Complete range of 6 & 12v. types, including:  
 Type A, for Austin 7, Morris Minor 49/6 To-day's  
 Type B, for Vauxhall 10, Austin Big 7 54/8 Lowest  
 Type G, for Ford 8, Hillman Minx 58/6 Prices  
 Type K, for Standard 10, 12 or 14 h.p. 94/6 A type  
 Type L, for Rover 14, 16/50 Humber, for every  
 2 1/2 3 1/2-litre Jaguar, etc. ... 114/9 car.  
 Delivery—London area free. Rest of country, 6v.-7/6;  
 12v.-10/6. Charged batteries, personal shoppers only,  
 6v.-4/6; 12v.-7/6 extra.

**MOTOR DEPT., AERO-SPARES CO. 16, HIGH HOLBORN, W.C.1**  
 Next to Chancery Lane Sta. Und. CHA. 7224

Write now for full list.

Specially blended to give  
**MAXIMUM ENGINE PERFORMANCE**

The Super quality Petrol distributed by  
**CLEVELAND**  
THE SPECIALISTS IN  
**MOTOR SPIRITS**



***'National' is the ideal blend of both***

However good petrol may be, blending Benzole with it makes it better for your car. *Better for starting*, because Benzole so very easily turns into a dry, easily-ignited vapour even on icy days. *Better for smooth, quiet running*, because Benzole is a fine anti-knock agent as well as a fuel, giving the piston a powerful shove in place of a harsh, hefty wallop. And best of all—*Benzole is better for more miles per gallon* because Nature herself has packed into every drop of Benzole more power—more energy—than she has packed into petrol.

**NATIONAL  
BENZOLE  
MIXTURE**

*National Benzole Company Limited  
Wellington House, Buckingham Gate  
London, S.W.1*

*(The distributing organisation  
owned and entirely controlled by  
the producers of British Benzole)*

# MOTOR SPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

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

### EASTER CHAMPIONS

Easter saw some interesting racing at Goodwood, when a record B.A.R.C. crowd, estimated at 50,000, was present. The "stars" were hardly in the ascendant and Stirling Moss and Reg. Parnell, like the sun, were soon eclipsed. Moss was beaten to it in his Cooper by Alan Brown and R. G. Bicknell in the 500-c.c. Earl of March Trophy Race, over a course on which his Kieft was formerly unbeatable, and Parnell was unplaced. Moss had his chance of a Ferrari but, whereas Hawthorn seized such an offer, Stirling said he preferred to be patriotic and drive British cars. This is entirely laudable but we hope sincerely that he will be seen passing the once, to him, familiar chequered-flag in faster machines than sports Jaguars and Sunbeams. It may be that Moss, youngest of aces, has tried to cram in too much; that rally driving, mid-winter Sniping, sports-car record-breaking, and a combination of half-litre and sports-car racing must inevitably detract from prowess in the sterner field of Grand Prix racing. Dick Seaman, greatest of British racing drivers before the war, was content to drive only in G.P. races after he had proved that he could handle successfully the fastest cars.

Or it may be that Stirling, like a lot of other young men, has a temperament better served by living under the supervision of Ma and Pa in comfortable hotels than by taking his home along with him like the snail—although there is nothing snail-like about trailing a caravan behind an XK120 coupé-for-two!

Reg. Parnell has said hard things in the past about the B.R.M. but he returned, nevertheless, to that "hot" cockpit, and perhaps thought what formerly he has said, when the supercharger drive again sheared during the Richmond Formule Libre Race.

Whatever the trouble, let us hope to see these two fine drivers, youth and experience, back again in worthwhile cars in the very near future.

What we have surmised is certainly given the lie by the fine showing of Ken Wharton. Here is a driver who in recent times has gained notable successes in trials, rallies and races in a great variety of cars and who, just back from a rather brisk tour by car and aeroplane from the Equator to the Arctic, used a B.R.M. to not only win the Richmond Formule Libre Race at Goodwood, but to break Parnell's old lap record on each of his meteoric and beautifully-driven circuits. We say, very loud and clear—"Bravo! Ken Wharton. You are one of the outstanding British drivers of today." If two of our former ace drivers are dropping from the headlines, the Easter racing at Goodwood brought to light plenty of fresh

talent. Salvadori has been noted as a coming man and in his masterful handling of the fuel-injection Connaught, in which he led the field so convincingly in the Formula II Lavant Cup Race until an ill-secured throttle connection fell off with victory in sight, brings him into the front rank.

Flockhart was another young man who did it outstandingly, winning a handicap and all but holding Wharton's B.R.M. in the Chichester Cup Race with the ex-Raymond Mays 2-litre E.R.A., which is an elderly car none too easy to manage. Although sports cars are not always sufficiently fast to prove that their outstanding drivers would be equally proficient at the wheels of racing cars, H. A. Mitchell drives so well in his Frazer-Nash—and it is not the latest model—that we would like to see him drive something quicker as much as we wish to see Flockhart racing a lower, if not a larger, car than his beautifully turned-out E.R.A. We might add, too, that the Goodwood crowd always acclaims the *elan* of F. C. Davis amongst sports-car drivers.

### UPSETS

Having dared to express the opinion that racing drivers sometimes try to do too much or "back the wrong horse," it is only just to acknowledge that organisers, too, have their troubles.

After the excellent Easter racing—even if, with Taruffi and de Graffenried the only foreign drivers present, the meeting was hardly "International"—

which the B.A.R.C. staged at Goodwood, we await with keen anticipation the Formula III/Formula II races at the Crystal Palace on Whit Monday. And we are extremely sorry to learn that local residents have issued an injunction against racing at the Crystal Palace on the grounds of noise. If the L.C.C. loses its case there will be no more racing at the revived London circuit—and, lacking continuity, will the May 25th racing seem adequate compensation for the abandonment of a Whitsun Goodwood meeting?

It is also a great pity that Aintree has had to announce that, after all, the June racing is cancelled, as this new circuit will not be ready at least until the end of the season. The B.A.R.C. is not organising the Jersey sports-car race (July 9th) this year and, as no racing has been arranged at Goodwood for August Bank Holiday (when Brands Hatch has a Half-Litre programme), we shall have to wait until August 22nd for the next important race at the Sussex circuit—the Nine-Hour Sports-Car fixture.

In some ways these unhappy setbacks may act as a safety-valve. The racing calendar has become very crowded and fewer races, even if by accident and not by design, could mean concentrated

[Continued on page 232

### CONTENTS

	Page
MATTERS OF MOMENT . . . . .	219
GOOD SPORT AT CASTLE COMBE . . . . .	220
GRAND PRIX DE PAU . . . . .	221
CLUB NEWS . . . . .	222
CHAIN CHATTER . . . . .	225
COMPETITION REPRESENTATIVES—continued . . . . .	227
CHAIN-GANG NOSTALGIA . . . . .	230
RUMBLINGS . . . . .	232
BRITISH BABY—ROAD-TEST REPORT ON AUSTIN SEVEN A30 . . . . .	234
BOOK REVIEWS . . . . .	235
EASTER AT GOODWOOD . . . . .	236
EXCELLENT ENTERTAINMENT AT IBSLEY . . . . .	238
PICTORIAL REVIEW . . . . .	239
THE SEVEN-FIFTY CLUB FORMULAE . . . . .	243
AIR: FLYING THE COMPER SWIFT . . . . .	247
REPORTS OF RECENT EVENTS . . . . .	248
VINTAGE VEERINGS . . . . .	249
LETTERS FROM READERS . . . . .	250

Front cover picture: BRITAIN IN THE PICTURE.—Roy Salvadori in the Connaught which went so outstandingly well at Goodwood, partly by reason of American Hilborn Travers fuel injection, and which was slowed as required by Ferodo brake linings.

# GOOD SPORT AT CASTLE COMBE

THE Bristol M.C. & L.C.C. opened its 1953 season at the splendid Castle Combe circuit on Easter Saturday, when an excellent entry of 89 sports and Formula III cars was received.

The meeting was run to schedule before quite a nice crowd of spectators and good sport witnessed. Our only complaint concerns the racket worked by the caterers, who not only demanded 1s. deposit on their cups—sensible, no doubt—but also charged 1s. for the use of them, so that a small cup of indifferent tea cost 1s. 4d., an imposition the Bristol Club will no doubt wish to stamp out in future. There was a sensible commentary by W. G. Kay and D. Burston, without unnecessary humour, which carried well over the Antone loudspeakers.

## 500-c.c. RACING CARS—Heat 1—6 Laps

J. Brown's Martin Special led for three laps, followed by Don Parker's Kieft, while Clive Lones in Tiger Kitten III passed Creamer & Son's Creamer out of Quarry hairpin. On lap four Parker took the lead out of Quarry, and held it to the end, he and Brown finishing with no one else in sight. One lap from the end Bradnack got his Cooper past Lones. Truman's Mk. VII Cooper was nowhere.

1st : D. Parker (Kieft), won at 74.96 m.p.h. Fastest lap : 75.0 m.p.h.  
2nd : J. Brown (Martin Special).  
3rd : B. E. Bradnack (Cooper).

## SPORTS CARS UP TO 1,200 c.c.—10 Laps

H. H. Gould's Riley Nine-powered Cooper went extremely well and led all the way. Tapp's blue Buckler and J. N. Dobbs' Ford-engined J.N.D. Special had a grand tussle for second place, Dobbs cornering at wheel-lifting speed and passing Tapp near the end, only to slide at Quarry and allow Tapp to regain the lead. For a lap these two were separated by L. Wilson's Riley but it spun at Quarry corner and T. Deaville's Riley Special, coming round very fast, seemed likely to hit the stationary car head-on. Luckily it managed to go inside but struck the other Riley a glancing blow and itself spun round. Wilson had a back tyre punctured but drove on; Deaville's car had a burst tyre and the back axle pushed well out of place. On the previous lap H. Roberts' Treen Riley slid broadside and ran across into the path of Mallock's Ford-Austin, which contacted it head-on. Mallock's front axle and wheels were damaged and the Riley's steering wheel did not turn the front wheels. Luckily all the drivers escaped injury, if we discount Mallock's bruised arm and very slight cuts.

1st : H. H. Gould (Cooper-Riley), won at 66.92 m.p.h. Fastest lap : 68.29 m.p.h.  
2nd : J. Tapp (Buckler).  
3rd : J. N. Dobbs (J.N.D. Special).

## 500-c.c. RACING CARS—Heat 2—6 Laps

Bueb's Arnott led away but by lap two Brise's Cooper was in the lead from Nurse's Cooper and Smith's Kent-Smith, the last-named with coil-spring i.f.s. and swing-axle and elastic i.r.s. On lap three Taylor's Martin Special came right through to second place, to lead when Brise stopped with trouble at Quarry. Headland also came up well to second place.

1st : D. Taylor (Martin Special), won at 74.93 m.p.h. Fastest lap : 77.0 m.p.h.  
2nd : C. Headland (Kieft).  
3rd : J. J. Smith (Kent-Smith).

## SPORTS CARS UP TO 1,500 c.c.—10 Laps

F. C. Davis led throughout in his Cooper-M.G. and set a new class lap record, beating Hawthorn's time. D. Beauman in the ex-Hawthorn T.T. Riley tried hard to catch him and closed the gap to about 100 yards, only to get on the grass in a big way at Quarry hairpin on lap eight and lose much ground. The Tojeiro, with over-size M.G. engine, was a good third.

1st : F. C. Davis (Cooper-M.G.), won at 74.08 m.p.h. Fastest lap : 79.81 m.p.h.  
2nd : D. B. Beauman (Riley).  
3rd : C. H. Threlfall (Tojeiro).

## SPORTS CARS UP TO 3,000 c.c.—10 Laps

H. A. Mitchell gave the polished driving exhibition we have come to expect of him and led comfortably throughout from F. C. Davis, who tried hard in the new all-enveloping 2-litre Bristol-engined Tojeiro. Whereas Mitchell's ex-Newton Le Mans Replica Frazer-Nash was very steady, the Tojeiro looked more "lifty" into the corners. M. Currie held third place in another Frazer-Nash,

Melville Smith drove W. Bradley's 328 B.M.W. very fast, R. Bickerton went nicely in his Blackburne-engined "chain-gang" Frazer-Nash, but March's Speed Twenty Alvis Special was painfully slow and Sinclair's Connaught retired.

1st : H. A. Mitchell (Frazer-Nash), won at 74.98 m.p.h.  
2nd : F. C. Davis (Tojeiro). Fastest lap : 77.5 m.p.h.  
3rd : M. L. Currie (Frazer-Nash).

## SPORTS CARS, UNLIMITED—10 Laps

Oscar Moore held Mitchell at bay, although the Frazer-Nash braked later for the corners and a wisp of smoke appeared from the cockpit of the H.W.M.-Jaguar. On the closing laps, however, Oscar Moore drew away to win comfortably—another victory for this cleverly conceived car. Page's 5.4-litre Allard was no match for these 3½ and 2-litre cars.

1st : O. Moore (H.W.M.-Jaguar), won at 78.26 m.p.h. Fastest lap : 80 m.p.h.  
2nd : H. A. Mitchell (Frazer-Nash).  
3rd : R. A. Page (Allard).

## 500-c.c. RACING CARS—Final—10 Laps

Don Parker led until the very last lap, when Taylor beat him in the run-in. Smith slid at Quarry but held his car well until others had gone by.

1st : D. Taylor (Martin Special), won at 76.58 m.p.h. Fastest lap : 78 m.p.h.  
2nd : D. Parker (Kieft).  
3rd : A. Nurse (Cooper).

## SPORTS-CAR HANDICAP—10 Laps

A hailstorm of terrible ferocity added an unintentional handicap and made the race difficult to follow. Blakeley's Le Mans H.R.G. won a wet race from Currie's modern Frazer-Nash. Threlfall spun once or twice in the Tojeiro but continued unabashed.

1st : D. M. D. Blakeley (H.R.G.), 2 min. 24 sec. handicap. Won at 62.02 m.p.h.  
2nd : M. L. Currie (Frazer-Nash), 1 min. 14 sec. handicap.  
3rd : I. Lewis (Cooper-Riley), 2 min. 24 sec. handicap.

\* \* \*

N.B.—There will be another of these enjoyable meetings at Castle Combe on June 6th. The circuit is within easy access of Bristol and Chippenham.

## PRACTICAL

Those of our readers who take a pride in the appearance of their cars should invest in a set of snap-on grease nipple caps. Made by G.N.C.P., these caps are of rubber unaffected by grease and they ensure permanently clean nipples. A set costs 3s. 9d. post free, from 11, The Fitches, Knodishall, Saxmundham, Suffolk, and it might be an idea to order some spare ones if you allow a service station to grease your car unsupervised!

## MAY 9th — RESERVE THIS DATE!

As we close for Press we are without the full list of entries for the great Daily Express/B.R.D.C. meeting at Silverstone on May 9th. But the racing is bound to be intensely interesting, for Ferrari are beginning to find opposition in the Formula II camp. Salvadori with the fuel-injection Connaught was faster than any car except Wharton's B.R.M. (0.38 m.p.h. difference!) in practice at Goodwood, and we can expect the Union Jack to be very favourably upheld in Coronation Year by teams of Connaught, H.W.M. and Cooper-Bristol cars. Silverstone on May 9th will see these cars joined in their first real battle, backed by exciting lone specimens of Cooper-Alta, Moss' new Alta-Cooper Special, the Alfa-Romeo-Cooper, and so on. Hawthorn should be a "star" attraction, especially if Ferrari decide to let him win.

Then sports-car racing is at a very high level these days and some of our best sports cars, including, we hope, the "Monkey Stable" Kieft-M.G.s, will appear. If you have never been to Silverstone on a "big day"—never mind the traffic delays—you have not seen present-day British racing at its greatest. If you have, you will already have decided to be present at this B.R.D.C. Coronation Year International fixture. Reserve the date—May 9th.

## LATEST JOKE FROM PARIS

First motorist : "I am greatly impressed by the performance of some of the latest British cars."

Second motorist : "So am I, and as a result have decided to paint my Renault 750 black with yellow spots so that I too will have a Jaguar."

# GRAND PRIX DE PAU

## FERRARIS BACK IN FORM

By our Continental Correspondent

**STILL ON TOP.**—Ascari began to try after halfway and shook off his team mate Hawthorn. Here he is seen taking the Ess in the Pau Park, and the new exhaust system for the four-cylinder Ferrari is clearly seen.

[Photo. by MONTAGNE]



PAU, EASTER MONDAY.

AS last year the Pau G.P. was for Formula II cars and of the sixteen entries only two failed to appear for practice. They were the H.W.M.s of Macklin and Giraud-Cabantous, both being posted as non-starters. The first practice period was preceded by rainfall with the result that the circuit was very slippery and speeds were comparatively slow. After the debacle at Syracuse the Ferrari team were out to recover their prestige and Ascari, Farina and Hawthorn were on 2-litre, 4-cylinders; Villorosi was not present as he was engaged in practising for the Tour of Sicily. The Ferraris were outwardly unchanged from last season, having the twin-magnetos mounted forward, four Weber carburettors and dual exhaust manifolds running into a vast drainpipe-like tail-pipe of 3 in. diameter. To suit a personal fad Hawthorn's car was fitted with a four-spoke steering-wheel, in place of the normal three-spoke, while his nationality was acknowledged by a green edging round the nose of the bonnet, the car itself being red like the others. Gordini was out in force with four cars, also little changed from last year, those of Behra and Trintignant have double-acting piston-type shock-absorbers, while Simon and Schell had the more normal vane-type. It was interesting to note that the first two cars had the rear shockers mounted on the frame while the last two had them mounted on the axle-casing itself. No official Maseratis were present, but Pagani had a 1953 A6G, with the large fuel tank, "spiked" front brake-drums and stabilising "A" bracket mounted under the differential housing. It had the dual-ignition engine with three 40 DCO 3 Weber carburettors. Fresh from his second place at Syracuse was Chiron with the second and latest Formula II Osca, with large outboard rear brakes, while Bayol had his last year's car, also modified to outboard brakes, but of smaller diameter. To complete the field there were the privately-owned four-cylinder Ferraris of Rosier and Laurent, both modified to latest-pattern brakes, front-suspension, nose cowlings and exhaust systems, while the former had twin-forward magnetos and the latter retained last year's engine with the scuttle-mounted magnetos, although the bulkhead had been modified, as on all the 1953 cars, to insulate the cockpit from the engine more than before. Claes had his new and beautifully-finished yellow Connaught and Eugene Martin his Veritas-engined Jiccy.

During the slippery practice period the Ferraris were comfortably the fastest, but Hawthorn blotted his copybook by hitting the straw bales and bending the nose of his car. Shortly afterwards his chagrin was alleviated a little when *il maestro* himself appeared with his car dented both in nose and tail, having spun on the wet, and it was left to Farina to make fastest lap and remain unscarred. Of the others only the Gordinis could make any challenge, while Laurent sportingly lent his Ferrari to Hawthorn to get in some further lappery. The second period was a different story for conditions were perfect, dry, warm and not too sunny, with the result that the

lap record, held by Ascari with a 4½-litre, was broken many times by himself and Farina, with Hawthorn only 0.5 sec. slower. Running one at a time, the Ferrari team played havoc with the fastest time of the day, the team-chief finally calling a halt when Ascari had beaten Farina's best by one tenth of a second. Very few people were experiencing trouble and the practising ended with a minimum of work needed to bring the whole entry to the starting line.

The grid position was as follows:—

Farina	Ascari	
1 min. 39.3 sec. (Ferrari)	1 min. 39.2 sec. (Ferrari)	
Trintignant	Behra	Hawthorn
1 min. 41.4 sec. (Gordini)	1 min. 41.3 sec. (Gordini)	1 min. 40.0 sec. (Ferrari)
Bayol	Chiron	
1 min. 44.2 sec. (Osca)	1 min. 42.8 sec. (Osca)	
Rosier	Schell	Claes
1 min. 44.7 sec. (Ferrari)	1 min. 44.3 sec. (Gordini)	1 min. 44.3 sec. (Connaught)
Laurent	Simon	
1 min. 49.2 sec. (Ferrari)	1 min. 46.1 sec. (Gordini)	
	Martin	Pagani
	1 min. 51.4 sec. (Jiccy)	1 min. 51.1 sec. (Maserati)

The two Oscas were promising, while Claes had quickly become used to his new Connaught, which was a credit to the English firm in the manner of its finish and appearance. Schell and Simon had changed cars at the last minute, the former having the one with the "porcupine" finned brakes.

At the fall of the flag the Ferraris leapt into the lead in team order, closely followed by Behra and Trintignant, then the Oscas and the rest. Within a few laps it was obvious that Behra was going to produce the only real opposition to the Ferrari team and for seven laps he stayed with them, getting so close at times that he bent one of Hawthorn's splash-guards with his hub-cap. On the seventh lap, while rounding the long right-hand bend past the lake he overdid it and spun off the road, damaging himself and the car rather badly. This left the Ferraris in complete command and they proceeded to play "after you," cornering as if tied together and it was good to see an Englishman ably holding his own with past and present World Champions. They all took it in turns to lead, on one occasion Ascari running wide at the station hairpin to let the other two through. This continued until nearly one hour of the race had passed, the duration being three hours, but was by no means a gentle affair, for Farina, whilst leading, suddenly lost it and spun round stalling his engine. Although he buckled a wheel the car was quite sound but he could not restart unaided and had to retire. Meanwhile the rest of the field had been falling back, though Claes disposed of Pagani and Martin, looking down to check his preselection on the lever the while. Laurent was running steadily, but slowly, and

Chiron was keeping in front of Schell and Bayol who were battling together. The Gordinis were most unsteady under braking and snaked about alarmingly, while Schell waved his arms as soon as anyone came remotely near. Claes lapped Laurent and left him far behind and Schell caught and passed Bayol, but was then thoroughly swamped by the Ferrari team as they lapped him.

It was obvious that Ferraris were on top of form, but it remained to be seen whether they had got over their spell of unreliability experienced in the previous race. After one hour Ascari and Hawthorn were still running in close company, with Trintignant, Chiron, Schell, Bayol and Simon a long way back, and further back still Rosier, Claes, Pagani and Laurent, while Martin was making occasional calls at his pit. By half-distance the position was only altered by Simon dropping out and then Chiron came in for fuel, amid a certain amount of flap, he being keen to take the funnel out before the mechanics had finished putting the fuel in. This lost him two places and at the same time it became noticeable that Ascari was crouching lower in the cockpit and looking more tense as he took the curve past the grandstand. This was no illusion, for the gap between him and Hawthorn began to widen by two seconds a lap, until it had reached 30 seconds, 40 seconds, 50 seconds, one minute, then Alberto eased off again. There was no point in Hawthorn risking overdoing it and he was content to hold a certain second place, for to attempt to hold the young Italian *maestro* when he is trying is to court danger, and wisely the English lad kept his position. Claes was still travelling very consistently, the Connaught sounding beautifully crisp, and he lapped his fellow Belgian Laurent, who was not really trying. With one hour still to go, the Connaught's run came to an end when a brake locked momentarily and spun Claes into the straw bales, with no damage, but with a stalled motor on an uphill gradient, so that for the second time in one race a healthy car had to be withdrawn because of the no-assistance rule. Pagani came in for fuel with no fuss or bother, making a model pit stop and at the same time Trintignant's excellent drive in third place came to an end when his ignition packed up on him out on the circuit.

Martin was now driving to finish, Chiron was trying unsuccessfully to make up for his pit-stop, Schell had moved up into third place and Ascari had not only set up a new lap record of 1 min. 38.9 sec., at 100.792 k.p.h., but had also raised the race record to 97.447 k.p.h. with more than half-an-hour yet to go. As the three hours ran out there was only Hawthorn on the same lap as the leader, the third man, Schell being three laps behind. Everyone prepared to welcome the winner, the army lining up in front of the pits to control the crowds, when Chiron arrived at his pit, scattering the soldiers in all directions. He changed all six plugs and went off again just as a spectator set fire to the straw bales with his cigarette. Amidst all this confusion Ascari completed his three hours, Chiron stopped once more for another plug and the race came to an end.

Ascari had once more clearly demonstrated his superiority, Ferrari had atoned for their Syracuse debacle, Hawthorn had more than justified his place in the Ferrari team and British cars were conspicuous by their absence. The new Oscas showed promise, the Gordinis were not too happy, but Harry Schell showed surprisingly good form.

As soon as he had received his bouquet of flowers Ascari went to the Gordini pit to inquire after the state of Jean Behra, whom he had seen crash, meanwhile the public were clamouring for him to speak over the public address system. Hawthorn, unable to cope with public speaking in French, preferred to retire to his pit, while everyone else tried to combat the crowds that flooded the finishing area. The Ferraris had remained remarkably clean in the cockpits, as had Schell's Gordini, while Ascari's 5.25 in. and 6.50 in. by 16 in. tyres were noticeably less worn than Hawthorn's. The Gordini's 5.00 and 6.00 in. by 15 in. tyres looked as new, though Pagani's 5.00 in by 16 in. front tyres were bald.

Results :

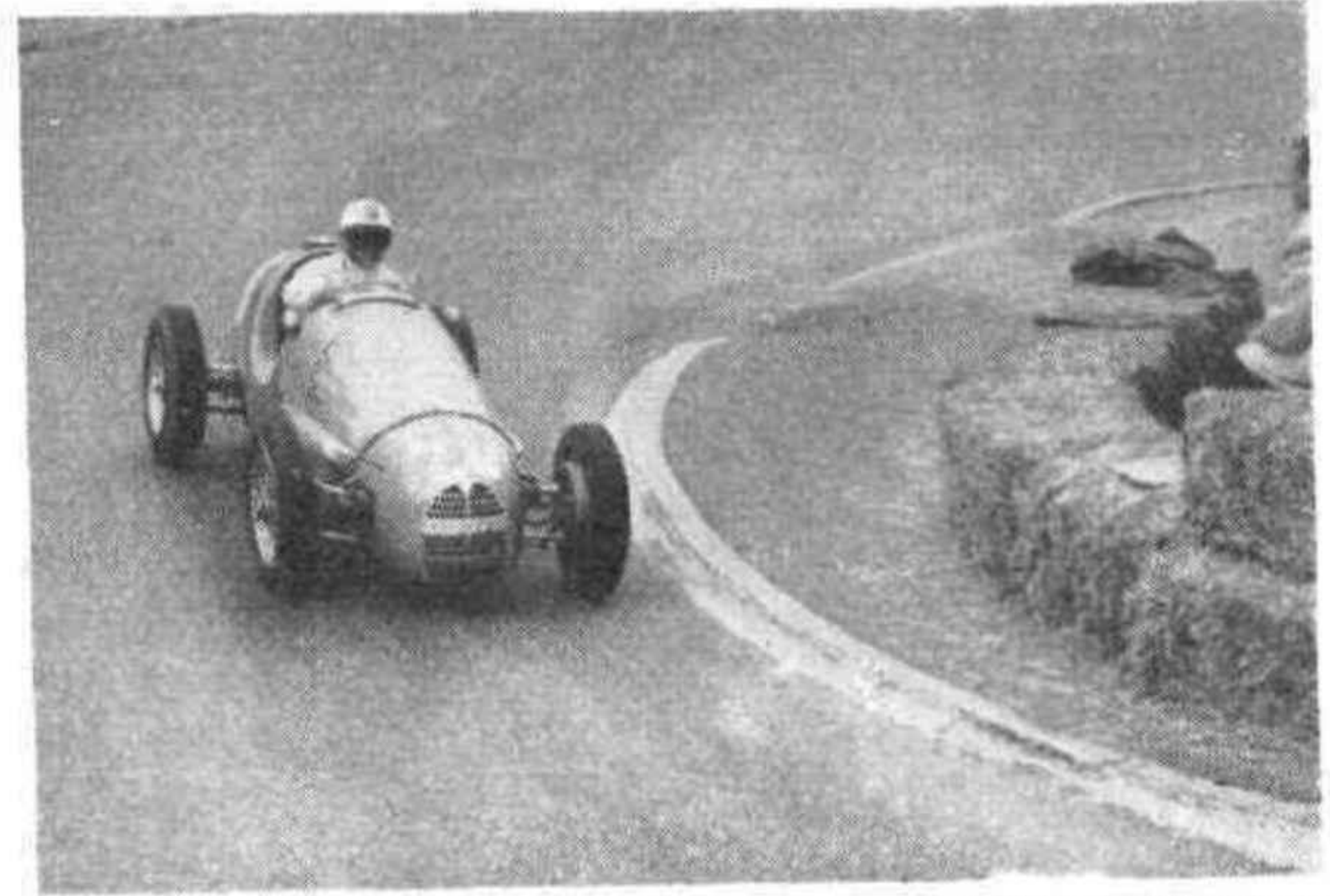
**GRAND PRIX OF PAU (April 6th)—Three Hours Duration—Warm and Dry**

1st :	A. Ascari (Ferrari 4-cyl.)	292.595 kms.	97.531 k.p.h. (record)
2nd :	J. Hawthorn (Ferrari 4-cyl.)	290.716 "	96.905 "
3rd :	H. Schell (Gordini 6-cyl.)	282.147 "	94.049 "
4th :	E. Bayol (Osca 6-cyl.)	281.229 "	93.743 "
5th :	L. Rosier (Ferrari 4-cyl.)	278.952 "	92.984 "
6th :	L. Chiron (Osca 6-cyl.)	271.898 "	90.623 "
7th :	N. Pagani (Maserati 6-cyl.)	269.887 "	89.962 "
8th :	R. Laurent (Ferrari 4-cyl.)	260.636 "	86.878 "
9th :	E. Martin (Jiccy 6-cyl.)	224.208 "	74.736 "

Fastest lap : A. Ascari (Ferrari), 1 min. 38.9 sec.—100.792 k.p.h.

Retired.—J. Behra (Gordini), 7th lap, crashed; G. Farina (Ferrari), 33rd lap, spun and stalled; A. Simon (Gordini), 45th lap, mechanical trouble; J. Claes (Connaught), 66th lap, spun and stalled; M. Trintignant (Gordini), 76th lap, ignition.

14 starters : 9 finishers.



[Photo. by MONTAGNE

UNLUCKY.—Trintignant held third place with his Gordini until more than two-thirds distance. The kerbstone and pavement indicate the true road-racing characteristic of the Pau circuit.

G.P. OF SYRACUSE (March 22nd)

The first race of the European season, at Syracuse, saw the complete Ferrari team retire with mechanical bothers. Ascari broke his own car, took over Hawthorn's and broke that. Farina and Villoresi also retired. It was left to de Graffenried driving a new A6G Maserati belonging to Enrico Plate, to finish first, with Louis Chiron on the new six-cylinder Osca in second place. Completing the field of finishers were three Coopers, third being Nuckey in a 1953 Bristol-engined car, fourth Brandon with the Ecurie Richmond car of last year and fifth Peter Whitehead with his new Alta-engined model. Cole had a tyre burst on his 1953 Cooper-Bristol, hit the edge of the circuit and burst into flame, the ensuing *melee* causing bother to Tornaco and Hawthorn with their Ferraris.

Results :

1st :	E. de Graffenried (Maserati 6-cyl.)	148.172 k.p.h.
2nd :	L. Chiron (Osca 6-cyl.)	3 laps behind
3rd :	R. Nuckey (Cooper-Bristol)	6 " "
4th :	E. Brandon (Cooper-Bristol)	6 " "
5th :	P. Whitehead (Cooper-Alta)	6 " "

Fastest Lap : A. Ascari (Ferrari) 2 min. 5 sec.—158.400 k.p.h.

CIRCUIT OF SICILY—SPORTS CARS (April 12th)

1st :	Villoresi (4.1 Ferrari), 10 hr. 50 min. 50 sec.	101.6 k.p.h.
2nd :	Valenzano (Lancia Aurelia), 11 hr. 13 min. 19 sec.	
3rd :	Carini (1,900 Alfa-Romeo), 11 hr. 27 min. 25 sec.	

BULL-DOZER

Really, these American automobiles are wonderful! Driving home from the office the other evening we were following a vast Buick saloon. Its driver sat, lonely, on the near side of this left-hand-drive juggernaut. We remarked how he motored mostly in the middle of the road, and the passenger said you cannot steer the things within feet. Just then the Buick swung round an obstruction, going still farther out in doing so, and struck an oncoming A40 van, whose bodywork was damaged and from which a wheel-embellisher shot off and slid across the road under our Morgan. The noise was quite something and there was dust... The van stopped.

But the Buick driver went on unperturbed, only a little faster than before, his car's front bumper and wing bearing scars of the battle. We followed but not until Staines could we pass, which we did easily, on the near side! The driver looked straight ahead.

This charming episode happened about 6.15 p.m. on April 13th, by London Airport on A30, and the Buick's registration letters were JJJ. If the van driver is in any trouble and anyone shows him this, we shall be glad to supply the registration number.

\* \* \*

LOOK TO THOSE LAURELS, ALBERTO !

From Logan Gourlay's "Show Business," *Sunday Express*, April 12th :—

"Rossellini talked about his cars. He has nine, including a Bentley and his famous scarlet Ferrari, which 'I drive as fast as 175 m.p.h.'"

# CLUB NEWS

## WE HEAR

Oscas engines may be used in the Gordon Bedson-designed Formula II Kieft, if there is a Formula II Kieft. Coventry Climax are said to have a 200-b.h.p. V8 twin, o.h.c., petrol-injection, 1954 G.P. engine on the drawing-board. Dennis Poore, after severing his connection with Connaught, did not drive at Goodwood. The 750 Club has been urging its members to write to their M.P.s over the failure of the Treasury to fulfil its promise to reduce the tax on cars of 8 h.p. R.A.C. rating. Renault have slightly reduced the price of their popular rear-engined model. The "hush-hush" Bristols for Le Mans

will be driven by Fairman/Macklin and Wisdom/A. G. Whitehead. R. Savill and some friends have covered 3,000 miles round Britain at an average of 30.6 m.p.h. (driving average 30.6 m.p.h.) in a standard 1938 Ford Eight; m.p.g. was 35.

## BRAKE FADE

From the "Daily Mail" of April 13th:—

"Mr. R. J. Belchambers, of High Street, Hampton Wick, Middlesex, was driving down Countisbury Hill, Lynmouth, Devon, yesterday, when his brakes failed.

"He took a drive leading to an empty garage, drove through the partly open doors, through a wall at the end, dropped down a 35-ft. bank—and on to the road he had just left. His injury: A broken wrist."

## FIXTURES FOR MAY

R. = Restricted Event.

C. = Closed Event.

C.I. = Closed Invitation Event.

N. = National Event.

I. = International Event.

- 2nd.—Lloyds M.C. Rally, Biggin Hill. C.I.  
500 M.R.C. of Ireland. Hill-climb, Cairncastle. C.I.  
Veteran C.C. of G.B. Rally and Trial, Yeovil. C.  
Lanarkshire M.C. & C.C. Rally, Lanarkshire. C.  
Scottish S.C.C. Race meeting, Turnberry. C.  
B.A.R.C. Race meeting, Goodwood, 2 p.m. C.  
V.S.C.C. Race meeting, Silverstone, 12.15 p.m. C.  
N. Staffs M.C. Driving tests, Shropshire. C.  
Manchester Univ. M.C. Rally, Cheshire. C.
- 2nd-3rd.—Midland A.C. Rally, Midlands-Wales. C.  
Lothian C.C. Rally. C.I.  
S.U.N.B.A.C. Rally, Wales. C.
- 3rd.—Taunton M.C. Trial, Quantock Hills. C.  
Kentish Border C.C. Driving tests, Kent. C.I.  
Middlesbrough & Dist. M.C. Trial, Cleveland. C.I.  
Alvis O.C. (Scottish). Rally. C.  
Grimsby M.C. Driving tests, N. Lincolnshire. C.  
Furness Dist. M.C. Trial, Furness. C.  
Fylde M.S. Committee. Rally, N. England. C.  
Half-Litre C.C. Race meeting, Brands Hatch, 1 p.m. C.  
Sunbeam Register. Surrey Treasure Hunt, Bletchingley, 2 p.m.  
Yorkshire S.C.C. Sprint, E. Yorkshire. C.  
Morecambe C.C. Rally, N. Lancashire. C.  
Leicestershire C.C. Trial, Leicestershire. C.
- 9th.—B.R.D.C. Race meeting, Silverstone, 10.15 a.m. I.  
S. Wales A.C. Rally, Cardiff and Dist. C.
- 9th-10th.—S. Caerns M.C. Rally, N. Wales. C.  
Wolverhampton & S. Staffs C.C. Rally, Malvern. C.  
Caerns & Anglesey M.C. Rally, N. Wales. C.  
B.A.R.C. (S.W.). Rally, N. Devon. C.  
Huddersfield M.C. Rally, Huddersfield. C.  
N. Devon M.C. Rally, N. Devon. C.I.
- 10th.—London M.C. Trial, Bagshot Heath. C.  
Sporting C.C. of Norfolk. Driving tests, Norfolk. C.  
Civil Service M.A. (Farnborough). Driving tests, Farnborough. C.  
Northampton & Dist. C.C. Rally, Cotswolds. C.I.  
United Hospitals & Univ. of London M.C. Driving tests, Alton. C.I.  
Riley M.C. (Highlands). Trial. C.I.  
Yorkshire S.C.C. Sprint, Croft. C.  
Lanes & Cheshire C.C. Trial, Cheshire. C.  
Riley M.C. (Cardiff). Rally, Cardiff. C.  
Lytham St. Annes & Dist. M.C. Trial, Lancashire. C.
- 13th.—Hagley & Dist. L.C.C. Rally, Worcestershire. C.
- 15th-17th.—Lancashire A.C. Rally, Morecambe. N.  
Harrow C.C. Rally, Home Counties. C.I.
- 16th.—Westmorland M.C. Hill-climb, Barbon Park. C.I.  
Ulster A.C. Race meeting, Dundrod, 11.30 a.m. I.  
Shenstone & Dist. C.C. Trial, Shenstone. C.  
S. of Scotland C.C. Rally, Galloway. C.I.  
N. Staffs M.C. Sprint, Attingham. C.I.  
Cumberland S.C.C. Trial, Lake District. C.  
Herts County A. & A.C. Hill-climb, Hemel Hempstead. C.  
Lagonda Club. Rally. C.  
Maidstone & Mid-Kent M.C. Race meeting, Silverstone, 1 p.m. C.I.
- 16th-17th.—A.C. Owners' Club. Rally, Hertfordshire. C.  
W. Hants & Dorset C.C. Rally, Hampshire-Dorset. C.  
M.G. C.C. (Scotland). Rally. C.
- 17th.—Brighton & Hove M.C. Driving tests, Sussex. C.I.  
N. London Enthusiasts' C.C. Rally, Surrey. C.  
Bugatti O.C. Hill-climb, Prescott. N.  
Riley M.C. (N.W.). Trial, Cheshire. C.  
Hants and Berks M.C. Driving tests, Finchampstead. C.  
Blackpool M.C. & C.C. Trial, Lake District. C.  
Mid-Cheshire C.C. Trial, Cheshire. C.  
Plymouth M.C. Trial, Devon. C.  
Coventry & Warwickshire M.C. Trial, Cotswolds. C.  
Veteran C.C. of G.B. Rally, Chester. C.  
Grimsby M.C. Trial, N. Lincolnshire. C.  
Burnhope & Dist. M.C. Rally, Northern Counties. C.I.  
Cemian M.C. Rally, E. Anglia. C.I.  
De Lacy M.C. of Pontefract. Rally, Yorkshire. C.I.  
Severn Valley M.C. Rally, Wales. C.I.  
Torbay M.C. Driving tests, Torbay. C.  
Mid-Surrey A.C. Driving tests, Redhill. C.  
Cambridge 50 C.C. Rally. C.I.
- 22nd-23rd.—Civil Service M.A. Rally, Staffordshire. C.  
M.C.C. Rally, Edinburgh. C.  
Eastern Counties M.C. Rally, E. Anglia. C.I.
- 23rd.—Half-Litre C.C. Race meeting, Brands Hatch, 1 p.m. I.  
M.G. C.C. (Midland). Driving tests, Warwickshire. C.  
Winfield J.C. Race meeting, Charterhall, 2 p.m. N.  
Mid-Antrim M.C. Rally, Antrim. C.  
Newry & Dist. M.C. Sprint, Cranfield. C.  
Aberdeen & Dist. M.C. Race meeting, Crimond. C.I.
- 23rd-24th.—Aston-Martin O.C. Rally. C.
- 24th.—S. of Scotland C.C. Rally, Galloway. C.I.  
Singer O.C. Driving tests, Essex. C.  
Cheltenham M.C. Sprint, Staverton. C.I.  
Morgan 4/4 Club. Rally, Midlands. C.
- 25th.—Davidstow J.C. Race meeting, Davidstow, Cornwall, 2 p.m. C.I.  
B.A.R.C. Crystal Palace race meeting, 2 p.m.  
Falcon M.C. Speed trial, Hertfordshire. C.I.  
Nottingham S.C.C. Race meeting, Nottingham. C.I.  
Jersey M.C. & L.C.C. Hill-climb, Bouley Bay. C.  
Sporting O.D.C. and Bristol M.C. & L.C.C. Race meeting, Thruxton, 1.30 p.m. C.I.
- 25th-29th.—Royal Scottish A.C. Scottish Rally. I.
- 29th.—Welsh Counties C.C. Rally, S. Wales. C.I.
- 30th.—Omagh M.C. Hill-climb, Omagh. C.  
West Essex C.C. Race meeting, Snetterton, 1.30 p.m. N.  
Grimsby M.C. Rally, N. Lincolnshire. C.
- 30th-31st.—Wirral 100 M.C. Rally. C.I.  
Sunbeam-Talbot O.C. Rally, Eastbourne. C.
- 31st.—Newcastle & Dist. M.C. Sprint, Newcastle. C.  
750 M.C. Driving tests, Redhill. C.I.  
Hagley & Dist. L.C.C. Sprint, Worcestershire. C.I.  
Yorkshire S.C.C. Trial, Ilkley. C.  
Pathfinders & Derby M.C. Driving tests, Derbyshire. C.  
Sheffield and Hallamshire M.C. Sprint, Bircotes. C.  
Bolton le Moors C.C. Rally, Lake District. C.

BUGATTI O.C.

We regret we gave the B.O.C. 1953 fixtures incorrectly last month. They should have read:—

- May 17th.—National Hill-Climb, Prescott.
June 14th.—Members' Hill-Climb, Prescott.
July 12th.—Inter-Club Meeting, Prescott.
Sept. 20th.—International Hill-Climb, Prescott.
Oct. 23rd.—Annual dinner and dance, London.
Dec. 12th/13th.—Welsh Rally.

WHIT MONDAY AT DAVIDSTOW

The Cornwall V.C.C. and the Plymouth M.C. have joined forces to organise a race-meeting on Whit Monday at Davidstow Aerodrome, near Launceston, Cornwall. Three events have been arranged: for Formula III cars, sports cars up to 1,500 c.c. and sports cars over 1,500 c.c. The two clubs are offering prize monies of up to £350, including starting money for entrants.

Full information and regulations may be obtained from Mr. W. Roseveare, Sherwell House, Plymouth.

S.C.C. OF AMERICA

The Sports Car Club of America announces the following revised Calendar of National Events for the balance of 1953. All of these events are road races.

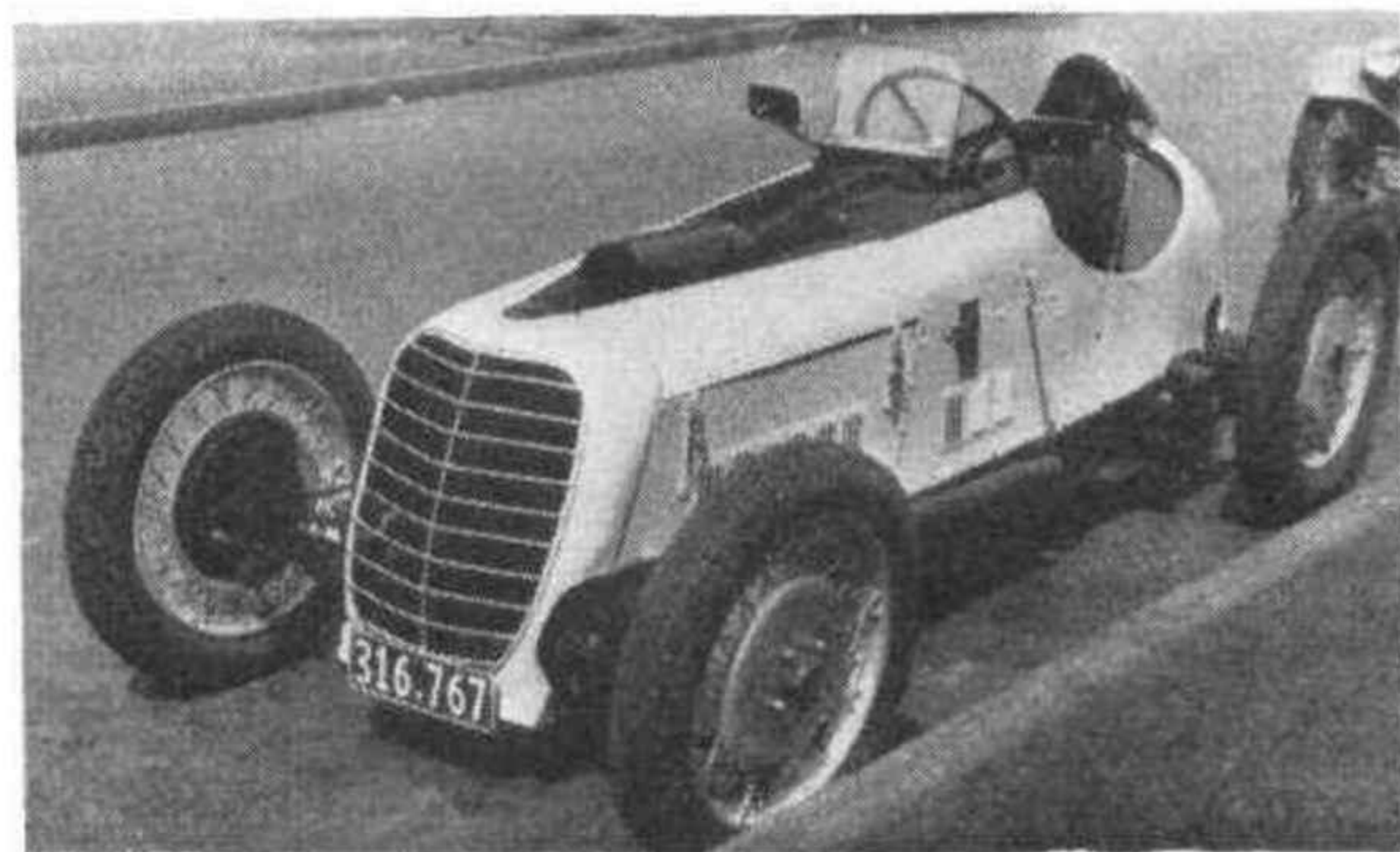
Table with 4 columns: Date, Race Name, Location, and other details. Includes events like Bridgehampton Road Races, Golden Gate Road Races, Thompson Raceway, etc.

Negotiations are still under way for several other events for this year, and these will be announced as soon as plans are finalised.

NORTH MIDLAND M.C.

At the recent annual general meeting of the North Midland M.C., the following members were elected as officials for the coming twelve months: Chairman, J. W. Fleetwood; Vice-Chairman and Chairman of the Social Committee, E. R. Hodgson; Hon. Secretary, R. P. R. Habershon, "Tregenna," Baslow, Derbyshire; Hon. Assistant Secretary, R. C. G. Costigan; Trials Secretary, T. C. Harrison, 53/61, London Road, Sheffield, 2; Hon. Treasurer, E. C. Hamlyn; Captain, K. A. Scales; Equipment Officer, J. P. Chapman; Press Secretary, M. D. O. Mayne; Committee, G. R. Crosby, D. J. A. Parker, E. S. Sneath, R. F. Beasley and R. C. Kirby.

A hearty vote of thanks was accorded to the members of last year's committee, in particular to Les Rew, who has been compelled to resign his position as Secretary due to pressure of business.



EX - BROOKLANDS.—The Parry-Thomas-built Marlborough-Thomas ran in the 200 Mile Races at Brooklands in 1923 and 1924, without conspicuous success, and in 1928 it went out to New Zealand. It was recently discovered by Chas. G. Black, after he had read in MOTOR SPORT that the car was in the country, but the original engine was missing and only a few pieces of the Brooklands body remained. Apparently the car had been used on the road, with a bath-tub stern in place of the long "airship" tail. It seems a manager of Leyland, Ltd., took the car out to New Zealand but it never achieved much in local races. It has now been rebuilt with tuned Mercury engine and a new single-seater body, and hydraulic brakes, the latter saving 100 lb. weight. The car handles "like a Bugatti" on its torsion-bar suspension, now Rotoflow damped, and apparently still exceeds 90 m.p.h.

CLUB AFFAIRS

The next Sunbeam-Register fixture is a Surrey Rally and Treasure Hunt, starting from the Whyte Harte Hotel, Bletchingley, at 2 p.m. on May 3rd. Roesch Talbots welcome.

\* \* \*

Warrington & District Motor Club has received Official Recognition by the R.A.C., and will, as soon as possible, promote events for the enjoyment of its members and friends. In order to ensure that dates do not clash, neighbouring clubs are asked to advise the Secretary of their events. Members are reminded that the Annual General Meeting will be held on April 22nd, in the Clubroom at Bridge Foot Garage, Warrington. The Secretary is R. J. Mann, 2, Waverley Avenue, Appleton, near Warrington, Lancs.

ULSTER TROPHY AT DUNDROD

The Formula II Race at Dundrod on May 16th will consist of heats, each of 10 laps (74 miles) and a final of 14 laps (104 miles). The winner will receive the Ulster Trophy, Replica, and a cash prize of £300. Other prizes will be trophies and £150, £75, £40 respectively for those coming in second, third and fourth. First and second prizes of £35 and £15 respectively for the first and second in each heat.

These prizes have been presented by the News of the World. This race is an International one and it is hoped there will be Continental representation. As Formula II cars are evenly matched, and the method having two short heats and a final is being adopted, the Promoters are confident that the racing will turn out to be very open and competitive.

Several of the leading British manufacturers and independents have promised to enter.

The Handicap race will be over 14 laps (104 miles) and will be based on an individual handicap for each car. It will be prepared by the promoters with the object of ensuring as close a finish as possible from an entry which will undoubtedly consist of widely different types.

The winner will receive the Champion Perpetual Trophy, Replica, and £100 and other prizes will be as follows:—Trophies and £60, £40 and £20 for second, third and fourth, and the fastest finisher will receive a Trophy and £30.

Dundrod Circuit is the only public road in the British Isles which is used for motor racing, and as such it has a unique appeal.

Spectator amenities have been improved, and the new enclosure at Cochranstown, reached at all times by a footbridge across the course, should prove popular. There are numerous car parks, which with only two exceptions can be gained or left at all times during the day, and these provide the spectator with a comfortable vantage point together with a full service of race information.

All inquiries to the Hon. Secretary, The Ulster Automobile Club, Donegall Chambers, Donegall Place, Belfast.

QUIZ

The solutions to the quiz questions set on page 170 last month are: (1) Bugatti; (2) A.V.; (3) Chenard-Walcker; (4) Diatto; (5) Austro-Daimler 27/80.

Some further questions, set by the same contributor follow; solutions next month:—

- (1) 1/4-elliptic front springs and disc brake in back axle casing.
(2) Had a locomotive, head on, as part of its radiator badge.
(3) Four-cylinder, water cooled, but o.h. push-rods ran completely exposed outside the block.
(4) Petrol tank was filled through the dummy radiator cap: had a vertical gear change.
(5) Four-cylinder: cooling ribs on radiator header tank: a kick-starter was worked by driver's left foot and engaged a worm on the clutch-shaft extension.
(6) Driver sat on a single seat in centre with passengers on each side sitting on back-staggered separate seats.
(7) Accelerator pedal when depressed opened throttle, but also raised oil troughs under the big-ends so that the latter dipped in deeper at high speeds.

THE OLD CHIVALRY—AND VERY NICE, TOO!

"We would like to express our sincere gratitude to the owner of Bentley MP 388 for his thoughtful and generous assistance given to the Austin Seven on the Haslemere-Guildford road on Easter Monday."—J. B. May (Guildford).



# CHAIN CHATTER

by

"CARROZZINO"



THE season of road-racing got under way with an excellent start at Easter, with a galaxy of events in this country and the International meeting at Pau on the Continent. While events up and down the country produced a lot of new names among the successful riders, many of them up-and-coming stars, the International events saw all the old familiar faces with the same names figuring in the results. Admittedly Pau is very early in the season as an International event, but it was interesting that the entire entry consisted of names already well known in Continental racing. Privately-owned Nortons had a field day, winning the 500 and sidecar classes, in the hands of Auguste Goffin, the Belgian rider, and Eric Oliver, respectively, while the 250 events went to Tommy Wood on his Guzzi, though that old hand Fergus Anderson should have won, had not his plug died on him, causing him to lose a minute. The results could have been almost any circuit meeting during the past four years, for the same riders seem to go on and on winning at this very specialised form of road-racing. Presumably they will have to retire one day and doubtless there will be others to take their places, but whether the lists continue to be dominated by the British remains to be seen.

On April 18th the B.M.C.R.C. held its annual Silverstone day and a first-class day's racing it proved to be. In very strong contrast to the Pau meeting the results lists were full of names of young riders who are heading for stardom, while the accepted masters were completely outridden. We must admit that aerodrome racing is just as specialised as Continental street racing or Grand Prix racing, so that many of the riders were at a distinct disadvantage due to lack of continued practice on the wide open spaces, and whether the youngsters will be up in front in the more normal type of racing is not sure. Some of them definitely will, but others may find themselves in difficulties when their judgment has to be tested to inches instead of feet. It was not so long ago that new names were beginning to worry the pre-war stars; riders like Frith, Daniel, West, and Foster were being severely chased by young riders like Duke, Dale, Doran and so on, and now the full circle has turned and they in turn are being worried by youngsters like Surtees, Storr, Keeler and McIntyre. They are all solo riders, of course, but in the sidecar class it is a different story for at Silverstone both races were won by the absolute king of the "chairs," Eric Oliver, who is now in his 43rd year. As far as this country is concerned, Oliver got to the top immediately after the war and has stayed there ever since, and has never really looked like being superseded. World Championship honours were not his last year due almost entirely to mechanical troubles, and they deservedly went to Cyril Smith, a brilliant rider and a real trier, but Oliver was the undisputed master and still is.

Watching all the races at Silverstone there was much to learn, and the 125-c.c. race produced some brilliant riding by Burmann with an E.M.C.-Puch, a two-stroke machine made by Erlich. He only just failed to beat Webster with a new production M.V. Agusta o.h.c. bicycle. This class produced a very varied entry and showed an immense amount of enthusiasm, if not a great deal of ingenuity, but many riders had obviously spent weeks on preparation and immeasurable time in the search for more power only to throw away 5 m.p.h. by not tucking themselves away. The "tiddler" has so little power available that the raising of the little finger will lose revs, yet riders were going round with inches of daylight between their chins and the tanks and wondering why they were not as fast as chaps like Sandford. In the 250-c.c. class there were just as many riders throwing away free speed, but equally there were some really first-class examples of riding. Outstanding was Sandford on a push-rod Velocette with rigid frame, he kept out in front for some distance before being passed by the superior speed of Maurice Cann's Guzzi. This class was a wonderful example of mechanical ability of the ordinary chap who races for a hobby, for it contained two one-off double-knocker twins, the R.E.G. and the Jones, as well as numerous special frames, suspensions, engine modifications, adaptations and so on. When one considers that there were nearly 50 starters and only about 10 of them left their factories as racing machines and only two of those were post-war, it does pay a wonderful tribute to the 250-c.c. enthusiasts who keep this class going. In contrast the 350 and 500-c.c. events comprised nearly all production racing machines which this country excels in producing. As I

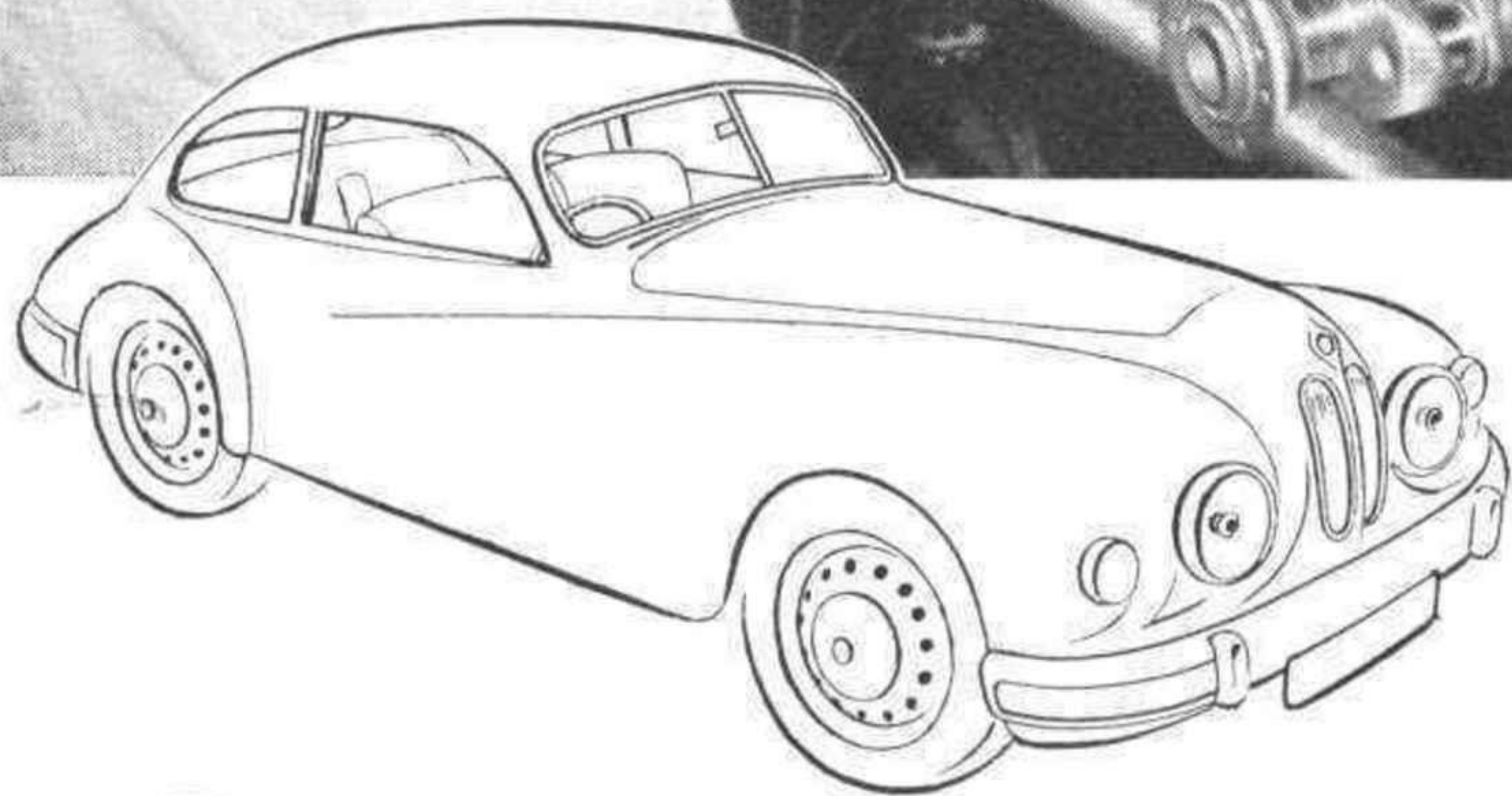
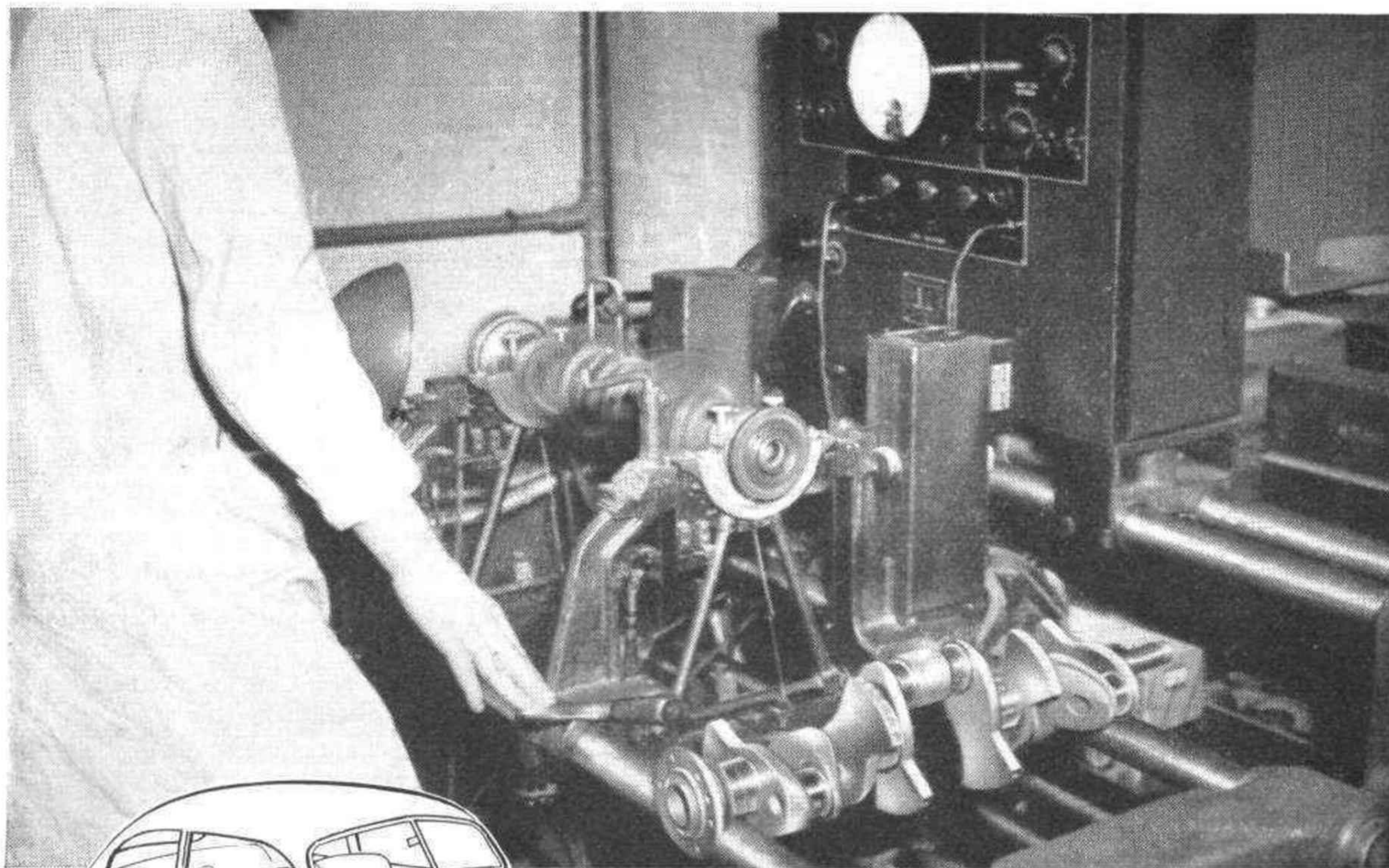
have already mentioned, the newcomers dominated these two races, the first three being Storr, Surtees and McIntyre, while Ray Amm upheld the honour of the established riders by coming home fourth. This race was especially interesting as it marked the return to racing of Geoff Duke and Dickie Dale, both mounted on ordinary Manx Nortons. Anyone who expected to see these two riders perform miracles were disappointed, and to expect them to start in their first race after a long break and be in the same form as when they left off would be idiotic, but it was quite obvious that they had not lost their touch for Duke looked just as smooth and relaxed as he ever did and kept up with the leaders for a number of laps with very little effort, while Dale rode in his usual forceful style and had no trouble keeping up with his contemporaries. Without question Storr and Surtees were the stars of the meeting, setting such a pace on their standard Nortons that the works A.J.S.s were completely overshadowed, Doran, Sherry and Ring being quite unable to cope. In the 500 race the same two riders were strongly challenged by Doran with the latest Porcupine and though he kept up with them he could not lose the Manx bikes and before the end it went very woolly, leaving Storr to beat Surtees, as he had done in the 350 race, by a few inches. Fortunately aerodrome racing is so specialised that the results cannot be acted upon too seriously, otherwise the Ajay team might as well retire from racing, for if they cannot keep Manx Nortons away what could they do with Gilera, M.V.s and works Nortons, as it is, I feel there will be a different story to tell when they get on to proper road circuits.

As I have already mentioned, Oliver won both sidecar races, not with any ease, but convincingly. It is true to say that both Smith and Harris were well able to keep up with him, but not beat him. If International factory sidecar racing was as strong as solo racing is, then a team consisting of those three riders would be invincible. Although there was a very good sidecar entry Oliver, Harris and Smith were in a class by themselves and finished in that order on both occasions. A close study of their outfits proved most interesting, for they were all basically Featherbed Nortons, except that Oliver had his ex-works engine, but their detail approaches to the same problem differed widely. Wheel sizes, tyre sizes, heights, trails, suspension and so on bore no relation and each used a different sidecar. Oliver had the latest Watsonian, Harris one of his own construction and Smith a Norton factory sponsored sidecar, again being three very different approaches to the same problem, all apparently successful. Oliver made a real effort to cut down frontal area by fitting a fuel tank down by the rear wheel, pumping fuel direct to the carburetter by means of an S.U. pump operated by a battery carried in the sidecar nose. This resulted in his being able to get his chin right down onto the rocker box, reducing windage to good effect.

Perhaps the most outstanding thing about the Silverstone meeting was the fact that there were well over 300 entries. Without a doubt this country leads the world in enthusiasm for motor-cycle racing, for nowhere else can one get so many racing bikes and riders together for a meeting. Italy has a very strong following, but never does a national event attract so many entries, nor does Germany, while France is lucky to get 100 entries. It is indeed strange that with this vast following we are still not allowed to race on the normal roads in England, yet little countries like Switzerland, Belgium, Luxembourg and so on, can close public roads for race meetings, when they have only a handful of riders. I know all the answers about Government legislation and the like, but I still think the state of affairs is quite absurd and out of all proportion. If 100,000 people will watch a meeting and thousands more listen to a broadcast, it is obvious that public opinion is not against racing, and yet we still have to make do with aerodromes and parks when we have some of the world's finest roads simply asking to be raced upon. It cannot be the Government that is at fault because it is changed at regular intervals and none of them has any effect upon our problems. Could it be that our enthusiasm is not so deeply rooted as it is in the Continentals, something is evidently lacking in this country and it is difficult to lay a finger upon it exactly. The tendency is to point to the Government and say it is the stumbling block, but I feel that maybe we are looking at the wrong end of officialdom. Obviously a Government official cannot be expected to listen closely to the individual and act for him, it is more the job of local councils, and it could be that if 75 per cent. of the county councils or borough councils and similar bodies applied to the Government for permission to close roads in their county towns, for example, somebody somewhere would listen and realise that something should be done. With more corporations like Scarborough and Brighton all pulling together this country could be put on a similar footing to the Continent, assuming it wants to be. It certainly does seem a shame that the most racing-minded country in the world is prevented from having real road-racing.

## Accuracy in the balance . . .

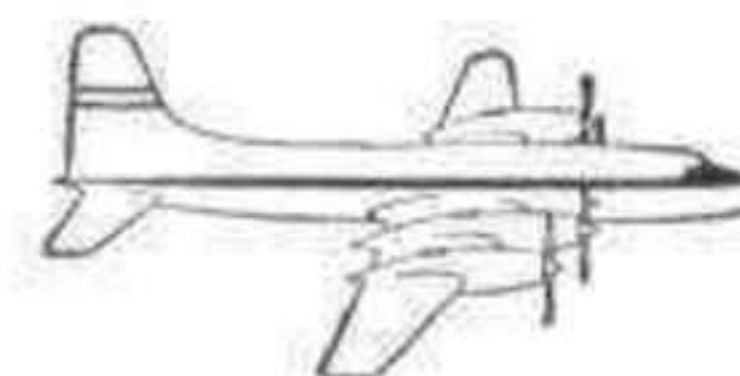
By rotating a crankshaft at speed this electronic machine tests static and dynamic balance . . . electro-statically records out of balance forces . . . finally enables the operator to position balancing holes to a hairsbreadth. And this is only one of the many tests that each component of the Bristol 401 saloon must pass with honours before it can graduate to the assembly line. Suspension, transmission, electrical circuits, steering—all must be perfect. *No wonder the Bristol 401 has such a fine reputation for high performance and for rugged reliability.*



THE BRISTOL 401 SALOON. *Aerodynamically designed four/five seater. Six cylindered in-line engine with inclined overhead valves gives 85 b.h.p. at 4,500 r.p.m. 97 m.p.h. in top, 80 m.p.h. in third, 50 m.p.h. in second, 31 m.p.h. in first. Acceleration 0-70 m.p.h. in 25 seconds . . . fuel consumption 23 m.p.g. when driving hard.*



BUILT BY THE BUILDERS OF THE BRISTOL BRITANNIA



*The Car Division of the Bristol Aeroplane Company Limited, Bristol, England. London Showrooms: 80 Piccadilly, W.1*

# COMPETITION REPRESENTATIVES

(Continued from the April issue)



## FREDDIE BOTHAMLEY OF AUTOMOTIVE PRODUCTS

F. H. Bothamley, the Competition Manager of Automotive Products Co., Ltd. (Lockheed brakes, Borg and Beck clutches, etc.), has been interested in racing from his earliest days, and as a schoolboy was a frequent spectator at car and motor-cycle meetings. Made his first real contact with the Sport during his student days with the Daimler Co. before the war; did very well at his studies and looked like developing into a back-room boffin, with emphasis on engine design and research, when the war came and changed all that.

With a military background the inevitable happened and he got into the Royal Electrical and Mechanical Engineers, serving through the North African and Italian campaigns with the rank of Captain. Had some interesting adventures and was badly knocked about in Italy at one time. After the war, he tried to resume his previous line and eventually became Chief Designer to Douglas motor-cycles, then a research engineer with the Rover Co., concentrating on petrol injection and supercharging. He picked up the threads of the racing game again, and acted in a consultant capacity on several projects, notably some of the early five-hundreders.

But the desert was still in his blood and he could not settle down to civilian life, so 1949 saw him abroad again in the Moslem world which had a peculiar fascination for him. For two years or so he travelled widely and had many colourful adventures, mainly in the Red Sea and Persian Gulf areas, after which he says "he had the sand out of his system" and returned to Europe.

After a bout of Continental sight-seeing he decided to settle down and joined his present company, becoming deputy head of the Research and Development Department and having a hand in the evolution of several new projects. Had retained his keen interest in racing through it all and had the opportunity to take his present job when Paul Burdon (the previous Competition Manager) was asked recently to undertake important work for the company in connection with transmissions. Freddie points out that he has now happily combined his life-long hobby with his professional activities.

Is aged 36, single (says he hasn't had time to be otherwise), and has several technical qualifications such as A.M.I.Mech.E. Hobbies—work and still more work, but if there is no motor sport going on you might find him mixed up with rugby football, or even the theatre. Drinks, smokes, and has all the saving graces, being known to a wide circle of friends if only for his repertoire of rigger songs, etc. Drives anything that comes to hand and has owned a variety of cars, but for his own personal amusement prefers open cars with a vintage flavour. His present car is a 1936 PB M.G.

## GUY EDWARDS OF MOBIL OIL

Mr. Guy Edwards of the Vacuum Oil Co., Ltd., writes:—

"It was in 1937 that I joined the Vacuum Oil Company direct from school and it was not long before I found myself mixed up in the company's competition activities. Perhaps this was an obvious move by the staff department because even as a small boy in short trousers I had been in the company of racing types. My father, H. N. Edwards, had for several years been the Secretary of the British Racing Drivers' Club and was at that time organising the racing on what was then the new Crystal Palace circuit. Consequently I already knew my way around a race paddock and had had the opportunity of seeing things from within that holy of holies, the control office.

"The beginning of the 1939 season saw me looking after the company's interests at our permanent office on the old Brooklands track, but by the time that fateful September came along, I was in khaki and away from the more pleasant ways of life. It was not long before I was soldiering with the Eighth Army in North Africa and making my business the operation of transport on surfaces far divorced from those of race tracks. After demob in 1946, however, I was soon back with the company and following a pleasant year of picking up the threads with my predecessor, Mr. A. E. Perkins, I took over the responsibility of Competitions Manager at the end of the 1947 season.



"Since that date the job has taken me to all the leading tracks of the United Kingdom both in the car and motor-cycle racing fields and in addition I have visited many Continental tracks where I have had the pleasure of co-operating with Socony-Vacuum Associate Companies upon race servicing matters. Competitions representation does not end with racing, however, for there are many spheres of the company's business in which the Competitions Department has an interest. Amongst these are the preparation of films and close liaison with manufacturers upon 'special exploits,' and perhaps the most unusual in this latter category has been my most recent trip—a journey to Scandinavia and up into the territory of the Arctic Circle with last month's Equator to the Arctic drive by Austin.

"And the car I drive myself? An Austin A40."

## L. M. HARRIS OF ANDRE

Mr. L. M. Harris, of Andre (Components), Ltd., writes:—

"The Andre Company was officially formed in 1903 and was originally associated with the introduction of the Light Car into this country, which possibly some readers will remember was the Marlborough, which was produced with success until the outbreak of World War I. Production was resumed in the early 1920s



and it was raced at Brooklands and on other tracks by the late Mr. T. B. Andre, Parry Thomas, and a host of other famous drivers of that age.

"When the manufacture of the Marlborough car ceased, the introduction and manufacture of the Hartford shock-absorber was commenced. Some of the early users of this famous shock-absorber were household names in the motor-racing world during the early 1920s. To mention a few—the late Sir Henry Segrave, the late Sir Malcolm Campbell, and the late Count Zborowski.

"I had the pleasure of being associated with the company in 1927 as an apprentice, and have spent my entire working life with them. I was closely associated with T. B. Andre, the late Vernon A. Trier, and my father, the late W. L. Harris, in the formation of the original group of the Silentbloc Companies.

"In 1936 it was decided to form a separate company which today is known as Andre (Components), Ltd. This company was formed primarily for the manufacture of the well-known Hartford shock-absorber, and various other allied engineering products associated with the motor industry.

"My company has always been very closely associated with every aspect of motor racing, and I am pleased to say that in the past we have achieved many notable successes, including the records of the late Sir Malcolm Campbell and the late John Cobb.

"I personally attend as many motor-racing events as is possible, and in 1953 I am looking forward to many bigger and better successes for my company in the field of motor racing. I would mention that at the moment I am driving a Ford Zephyr."

#### THE LODGE TEAM

Lodge announce that the teamwork of the Competitions Department continues to grow from strength to strength and is now better than ever, and the team, for the fifth year running, remains unchanged, as follows: Mr. Giulio Ramponi, Mr. Peter Jones, and Mr. Norman Hooton.

Mr. Bernard Hopps, the Chairman of the company, is still intensely interested in racing, and has indeed designed all the Lodge range of racing plugs, assisted by the Chief Designer, Mr. Max Bland, who, incidentally, in his spare time, enters for a few races at Silverstone.

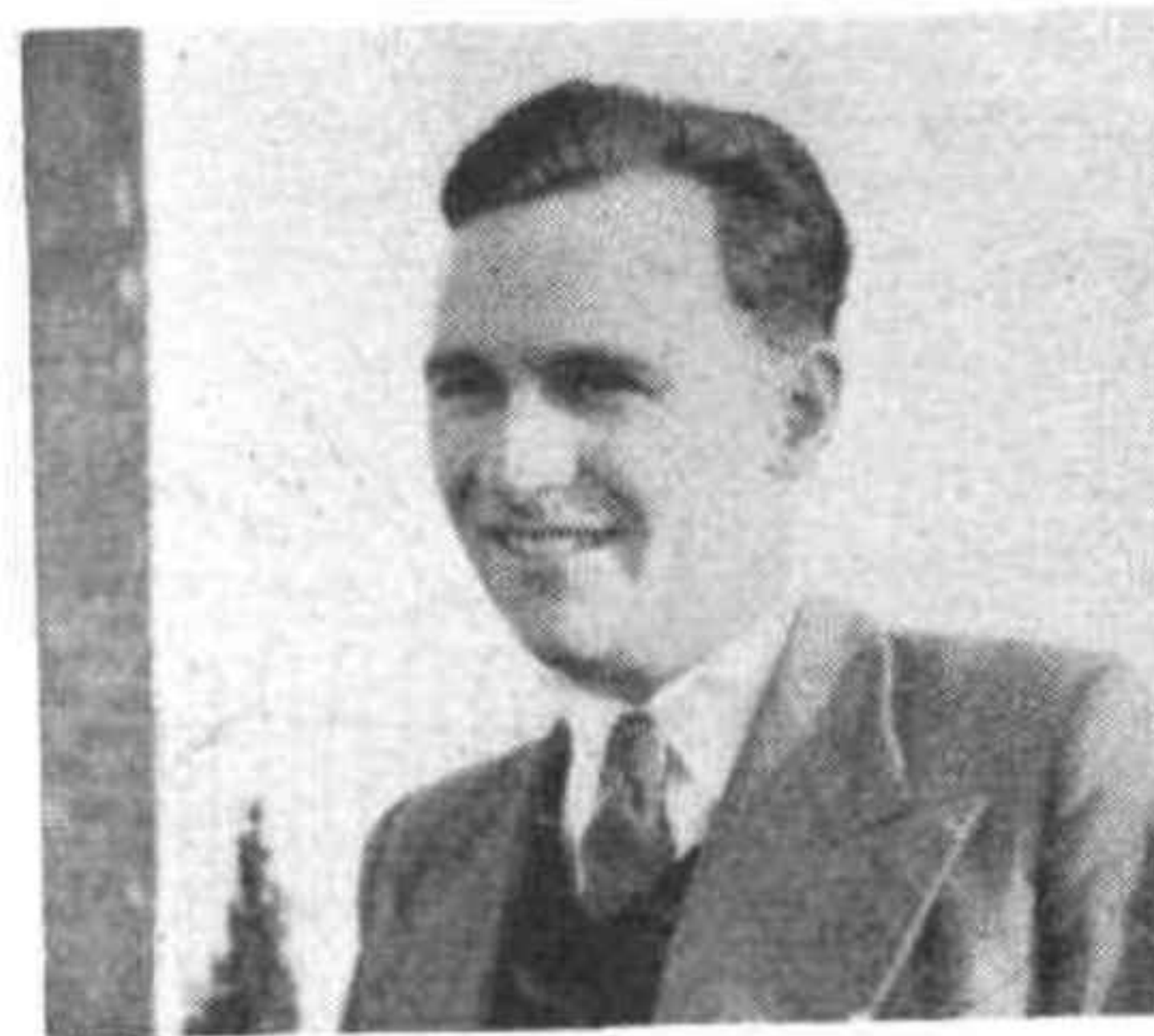
Mr. Giulio Ramponi is particularly well known in the motor-racing field for his past long list of successes as a racing driver; successes which include first place in 1928-29 in the Mille Miglia, and in 1930 in the Le Mans 24-hour race. In addition he has won the 1929 six-hours Grand Prix of Rome race, the six-hours Brooklands in 1928 and 1929, the double 12-hours endurance race in 1928 and the Belgian 24-hours race in 1929.



During other periods of his career he has been 16 years with Alfa-Romeo, mechanic and part-time co-driver to Antonio Ascari, mechanic to Nuvolari, chief-in-charge of the Scuderia Ferrari team, manager of Whitney Straight team and chief mechanic to Dick Seaman.

Since 1936, Mr. Ramponi has resided mostly in England specialising in tuning high-efficiency engines. He runs his own garage business in London for this purpose and has been retained by Lodge Plugs Competitions Department since 1947. He drives a pre-war Lancia.

Mr. Peter Jones, originally trained at the B.T.H., joined Lodge Plugs Competitions Department in 1949. Intensely interested in motor racing since early youth. He now attends all events through-



out the United Kingdom, besides coping with the day-to-day details and correspondence on racing matters at Rugby. His car is a Rover 12.

Mr. Norman Hooton specialising at motor-cycle events throughout Europe is almost as well known for his past prowess as a trials and scrambles rider as Mr. Ramponi is in the car field. His array of cups and medals won in these events is impressive indeed.

#### BOB RHODES OF VIGZOL

Mr. Bob Rhodes, of the Vigzol Oil Company, writes:—

"I joined the company in 1926, and I have always been greatly interested in competition motoring, being an active member of the British Motor-Cycle and Light Car Club immediately after World War I.

"When, in the late 'twenties, my company embarked on motor-cycle racing, I took charge of this. Our first venture was the Isle of Man Tourist Trophy Race where we used a team of Rudge-Whitworth motor-cycles. We did not take part in any more racing until after World War II.

"As most readers of MOTOR SPORT will know, hill-climb contests



became extremely popular in the years immediately following World War II. My company have had many successes since the war in hill-climbs, competition work, rallies and motor racing generally, and among our notable successes was the Monte Carlo Rally of 1952, when Sydney Allard came in first with a car of his own name.

"Drivers who have been associated with us since the war are Reg Parnell, Stirling Moss, Peter Walker, Lance Macklin, George Abecassis and Piero Taruffi, only to mention a few.

"This year, although we are taking an active part in motor racing, we are not taking such a big interest as in previous years. It is interesting to note that for the past five years we were closely associated with the B.R.M. project.

"With the 1953 motor-racing season just getting into full swing, I trust that British motor racing will have a successful year and I hope to see some of our racing drivers leading the way in the Grand Prix on the Continent.

"I have had various motor cars during the past 30 years and am still a keen Bentley fan."

# R.A.C. INTERNATIONAL RALLY

(Touring car section)



## JOWETT JAVELIN

**1st**

*(Subject to official confirmation)*

**IN THE CLASS FOR  
1½ LITRE CARS**

For the second year running a Jowett Javelin has won its class in this searching test. The winning Javelin was driven by Mr. E. Elliott. Third place was taken by another Jowett Javelin driven by Dr. D. Laing.



JOWETT CARS LIMITED, IDLE, BRADFORD, YORKSHIRE

# CHAIN- GANG NOSTALGIA

**INTERCEPTOR.**—The Frazer-Nash which MOTOR SPORT road-tested in January, 1931.

[MOTOR SPORT copyright]



**M**ANY years ago, when it was owned by T. G. Moore and edited by W. S. Braidwood, B.A. (Mech. Sc.) Cantab., MOTOR SPORT was known unofficially in certain quarters as "The Frazer-Nash Gazette." If rather a lot of "mentions" and "puffs" relating to the chain-drive cars, which the Aldington Brothers used to build at the Falcon Works of A.F.N. Ltd., in Isleworth, crept unblushingly into our pages, this was only to be expected when Tom Moore and Braidwood were themselves such keen addicts of the chain-gang cult.

Enthusiasm for the old-style Frazer-Nash persists to such an extent today that a special section of the V.S.C.C. is devoted to them. From pure nostalgia, then, I propose to lift down the weighty tomes that line the shelf behind my desk and recall from bound volumes of our old issues just how well these chain-gang cars used to motor.

The first road-test devoted to a Frazer-Nash appeared in the issue for February, 1927. Richard Twelvetrees, who is with us yet, immersed these days in *traction avant*, wrote reams (for MOTOR SPORT as it was then constituted) about an aluminium-bodied four-seater Anzani-engined car. Chain-gangsters will not need to be reminded that the Frazer-Nash was built to individual requirements and that no two cars were the same.

It was so in this case. Twelvetrees had a wider-than-standard body (he is a big man!) which necessitated a wider-than-standard back-axle and a special fascia panel was fitted, every inch of available space on it being occupied by an instrument. Other "extras" were a Benjamin radiator shutter and Protectomotor air-cleaner for the Solex carburetter.

The chassis was the standard super-sports, with a top-speed ratio of 4.1 to 1 and the modified clutch, special road-springs, front brakes, new radiator-mounting and braced front mudguards and lamps of the 1927 cars. Speed was put at a very genuine 73 m.p.h., and fuel-

consumption at nearly 30 m.p.g. in general running, although if the carburetter was tuned for economy 35/40 m.p.g. was possible, the maximum speed then falling to 60/65 m.p.h. Oil pressure was early reduced from 80 lb./sq. in. to 30 lb./sq. in., whereupon a regular consumption of about 1,000 m.p.g. was realised. Tyres lasted some 10,000 miles. The Brooklands-type silencer and fan-tail was apt to invite police attention if the driver used the throttle too ambitiously in built-up areas—incidentally, we present-day drivers have much to be thankful for in the scant interest in noise taken by the modern police and in the absence of 20-m.p.h. speed traps!

This excellent little car evoked few criticisms, although its owner admitted it was on the expensive side and might have been built of better materials. But he was warm in his praise of its performance, roadholding and braking.

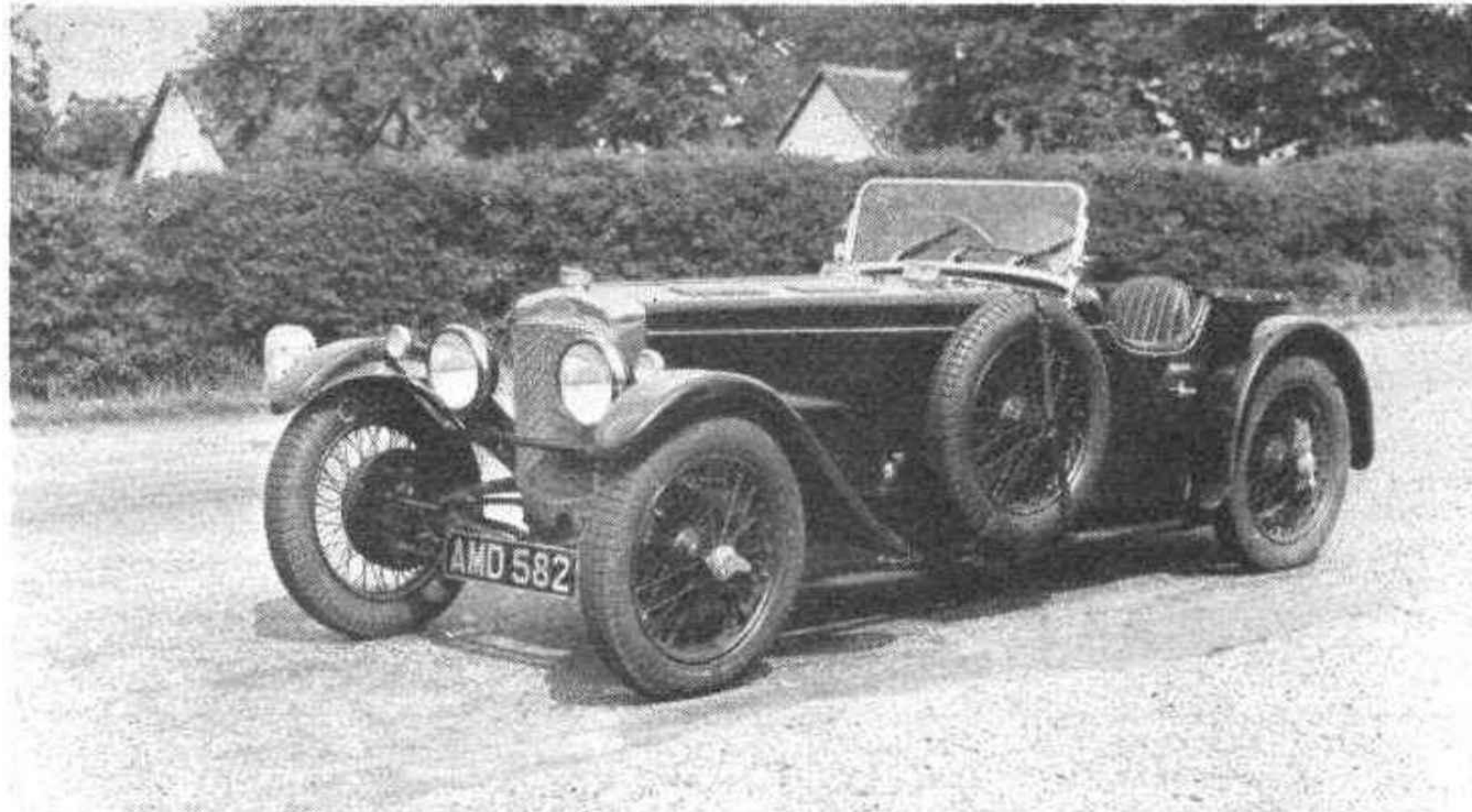
The next road-test appeared in January, 1931 and concerned the lowest-priced Frazer-Nash in the range, the o.h.v. "Interceptor" listed at £325. The car tried was a long-chassis three-seater, weighing 3 cwt. more than the production two-seater. A three-speed transmission was in use, providing ratios of 4, 6 and 11 to 1 (the standard bottom ratio was 11.6 to 1). In this high bottom ratio 10-30 m.p.h., two-up, occupied a mere 3.4 sec. and in second the 'Nash leapt from 30 to 50 m.p.h. in 5.2 sec. Top speed was a genuine 70 m.p.h., which was also the cruising speed. The test took in such hills as Maidens Grove, Lewknor (ascended in second!) and the notorious Alms Hill off the Henley-Watlington Road, when, two-up and the Pirellis deflated, the 'Nash passed the "Cannons" at 30 m.p.h. on a strong, non-stop climb.

In November of the same year the T.T. Model was tested. On this car the ratios were 3.7, 4.8, 7 and 10 to 1, the weight being given as approx. 13 cwt. In spite of the "rather high bottom gear," 10-30 m.p.h. was achieved in a space of 4 sec. and it was explained that



**T.T. REPLICA.**—The famous Meadows-engined "chain-gang" Frazer-Nash which we commented upon in November, 1931.

[MOTOR SPORT copyright]



**BLACKBURNE-NASH.**—The six-cylinder Frazer-Nash, on which a road-test report was given in the summer of 1933. AMD 582, rather over-gearred, achieved nearly 82 m.p.h., and 77 m.p.h. in third speed.

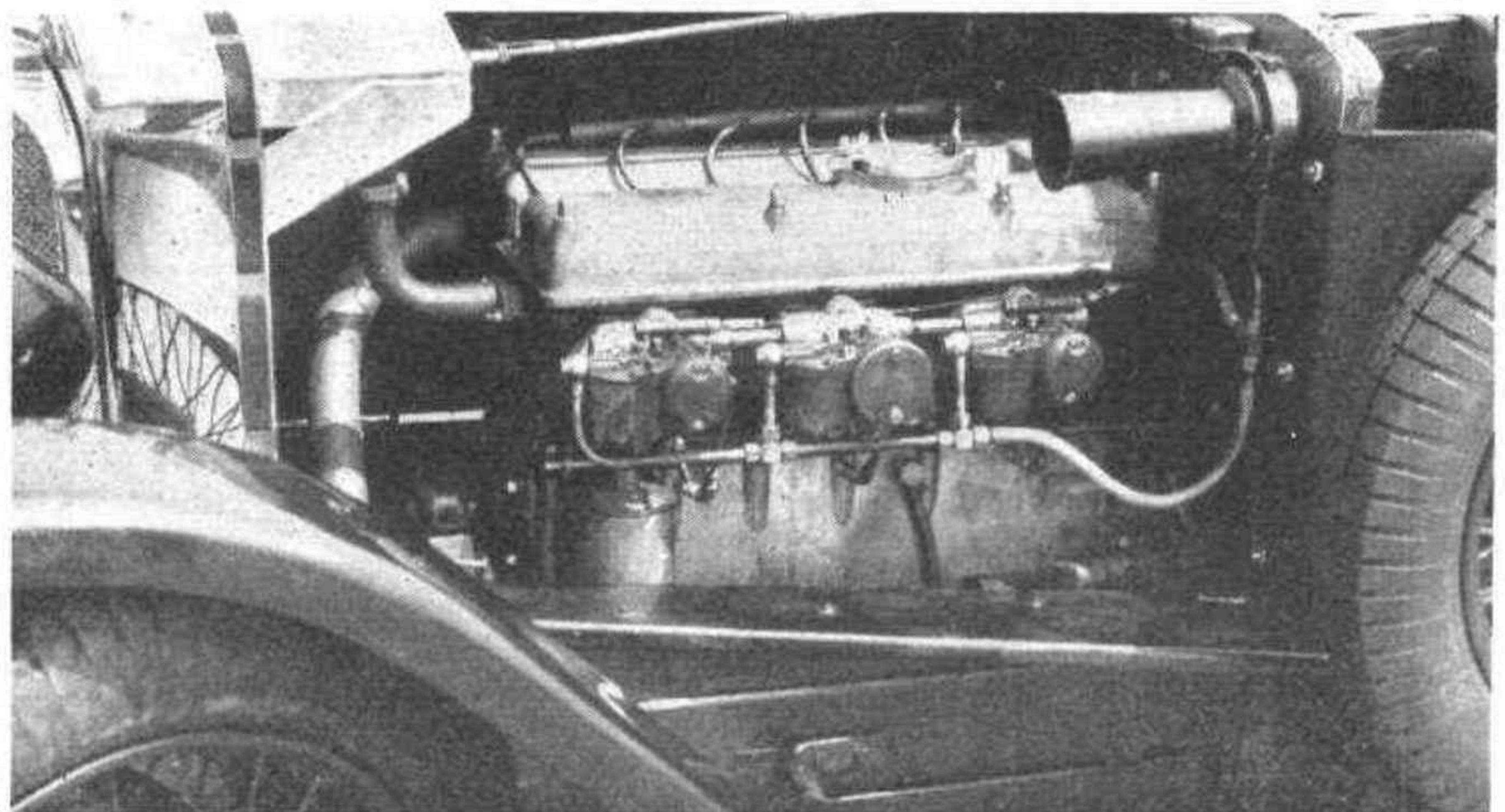
[MOTOR SPORT copyright]

if the driver cared to rev.-up appreciably and slip his clutch this could be reduced to a fraction over 3 sec. The mile-a-minute gait was reached in "well under half a minute." Speed? Well, just under 90 m.p.h. was reached on the level and 95 m.p.h. attained easily, downhill. The particular car tested comfortably exceeded 80 m.p.h. in third and had lapped Brooklands during a race, presumably in stripped condition, at 91.72 m.p.h. As usual, the rapid "gear"-change, excellent roadholding and unique steering came in for extremely enthusiastic praise. The price? £445, or £425 with one chain fewer.

The last Frazer-Nash road-test we conducted was of the six-cylinder Blackburne-engined T.T. Replica car in July 1933. The engine capacity was given as 1,498 c.c. and if correct I believe this car—AMD 582—to have been the only 1½-litre "six" built. The chassis was like that of the four-cylinder model but with heavier side-members, an extra cross-member in front and a 13½-gallon rear tank. It weighed 18½ cwt. "wet" and the engine was claimed to give 75 b.h.p. with triple carburettors, either S.U. or Zenith. On the lower ratios of 4.8, 7 and 11.75 to 1 the maxima were, respectively, 77, 54 and 32 m.p.h. On selecting top, which was as high as 3.8 to 1, the timed half-mile was covered at just under 82 m.p.h.,

as the r.p.m. would not build beyond about 3,700. It was thought that with a 4.1 to 1 ratio 4,500 r.p.m., or 90 m.p.h. would have been possible. Acceleration from 20 m.p.h. onwards was better than that of any unsupercharged car tested by MOTOR SPORT since acceleration-curves were published. 10-30 m.p.h. in first took less than five sec., 10-50 in first and second a shade over ten sec. and 10-60, third being engaged at 55 m.p.h., occupied 17½ sec. The curve only flattened after 80 m.p.h., reached in 35 sec. from 10 m.p.h. In this instance the brakes (12 in.) were poor, 72 feet being needed to come to a standstill from 40 m.p.h. The clutch was lighter than formerly, the selection of reverse by lifting a catch on the gear-lever itself was appreciated and so was the racing-style hand-brake. The car tried was an experimental job, so that the over-high top speed, harsh back springs and tendency to soot plugs could be excused. The chassis only cost £575.

Altogether it is easy to see why the old-style Frazer-Nash aroused—and arouses—such enthusiasm. Certainly in its price-class the performance figures bear comparison with the cars of today and were quite outstanding over two decades ago. But my real purpose in digging out these facts was to give our photographer a chance to print some Frazer-Nash pictures—let's see what he has found!—W.B.



**SIX POTS.**—The Blackburne o.h.c. engine of the 1933 T.T. Replica Frazer-Nash.

[MOTOR SPORT copyright]

.....  
 "MOTOR SPORT"  
 PHOTOGRAPHS

We are glad to announce that we can now supply prints of photographs appearing in MOTOR SPORT except when these are acknowledged to outside sources. The prices are: 5 in. by 8 in., 2s. 6d. per print; 10 in. by 8 in., 4s. 6d. per print; glossy or matt, as specified.

# RUMBLINGS

The Sunbeam-Talbot has been improved constantly down the years and consequently its latest off-shoot, the sleek new Sunbeam Alpine, announced recently by Rootes Motors, Ltd., is of very considerable appeal. From the start, long before the war, the Sunbeam-Talbot, developed from the Talbot Ten which was really an adaptation of the Hillman with Aero Minx engine, possessed outstanding steering, smooth and accurate, and a nice gearbox with large-knobbed remote lever.

After the war the Sunbeam-Talbot grew up, acquired overhead valves and independent front suspension. The "90" model has proved its worth in arduous competition events such as the Monte Carlo Rally and Alpine Rally. From it the new open sports three-seater Sunbeam Alpine is derived.

The o.h.v. four-cylinder 2,267-c.c. engine is basically the Sunbeam-Talbot 90. The compression-ratio has been increased to 7.42 to 1 to take advantage of the premium grades of fuel now available. Enlarged inlet ports and shorter valve guides increase the volumetric efficiency and give a smoother gas flow, and a specially tuned carburettor also adds to the performance. Other items include a sports coil, hand-operated choke, and over-riding manual ignition control. Vapour-locks in high altitudes are eliminated by a shield fitted between the carburettor and the manifold. An improved type of distributor head is also fitted. These modifications have resulted in stepping up the output to 80 b.h.p. at 4,200 r.p.m. and 124 lb./ft. torque at 1,800 r.p.m.

The gearbox has close-ratios, with a useful third gear. The oil capacity of the box has been increased to ensure correct lubrication under exceptional conditions.

The chassis is the well-proved Sunbeam-Talbot with new features for the special requirements of the Sunbeam Alpine which are not called for in normal touring. The side-members have been increased in depth and a transverse steel member gives additional front-end

stability. A higher steering ratio (17.5 to 1) is employed and the shock-absorbers are designed to give consistent use without fading under strenuous driving. The radiator has a four-row block to provide ample cooling and the silencer is located outside the chassis frame in an unobstructed air flow.

The coachwork provides weather protection although, of course, the car is primarily designed as an open sports car. The side-screens are of heavy-gauge, transparent plastic in metal frames, rigidly attached to the doors and with a close-fitting head give good weather protection. The side-screens slide horizontally. The large plastic backlight can also be hinged down on its lower edge by a zip fastener fitting. The head folds down behind the seats and the side-screens can be stowed away out of sight. If desired, the hood can be completely detached. The whole screen assembly can be quickly removed for competition purposes and replaced if desired by plastic, racing-type screens. The body equipment has been designed to give maximum comfort for fast travelling. A padded leather roll surrounds the cockpit and the upper edge of the fascia panel, and a central armrest and padded door-rests provide excellent support. A "grab rail" is an additional convenience for the passenger. There are no exterior door locks or handles, the door being operated from inside the car by a leather thong attached to a "silent travel" type catch. The bonnet top is perforated by a series of louvres to ensure an adequate flow of cooling air to the engine. When these louvres are not required a blanking plate is provided which can easily be placed in position.

The unladen weight of the Alpine is quoted as 26½ cwt. (rather heavy) and it is 14 ft. 0¼ in. long.

The new car demonstrated its abilities very effectively at Montlhéry, where Leslie Johnson did 110.56 miles in the hour from a standing start, and 111.20 miles from a flying start, thus adding to the already illustrious sports-car-hour unofficial record-list. Stirling Moss afterwards took over and lapped at over 115 m.p.h., his best lap being at 115.85 m.p.h. And before this Miss Sheila Van Damm had taken the Sunbeam Alpine out on the Belgian motor road, setting up new Belgian and ladies' records of 119.402 m.p.h. for the f.s. mile and 120.135 m.p.h. for the f.s. kilometre. She apparently had never exceeded 90 m.p.h. before this, which speaks well for the security imparted by the Sunbeam and Sheila's "let's-have-a-go" sportsgirlship.

The car was naturally specially prepared for this high-speed work, with scuttle-cowl in place of a screen, undershield and, one suspects, more horsepower than the 80 claimed for the production version. But it was driven from Belgium to Montlhéry, which is near Paris, dispelling any suggestion that it was tuned to a sensitive, unreliable pitch, while it should be noted that in the best "hot-rod" tradition Rootes list a Super Tuning kit to enable the Alpine to be converted for competition purposes, or for those with clean hands they will supply ready-prepared the super-tuned model.

We shall look forward to testing the new Sunbeam Alpine and to seeing how it behaves in American and other sports-car contests.

Our only grumble is with the name. The Sunbeam-Talbot really owes its origin to Hillman, Humber and Commer components and this new sports version has no allegiance to the Sunbeam as Louis Coatalen knew it.

.....

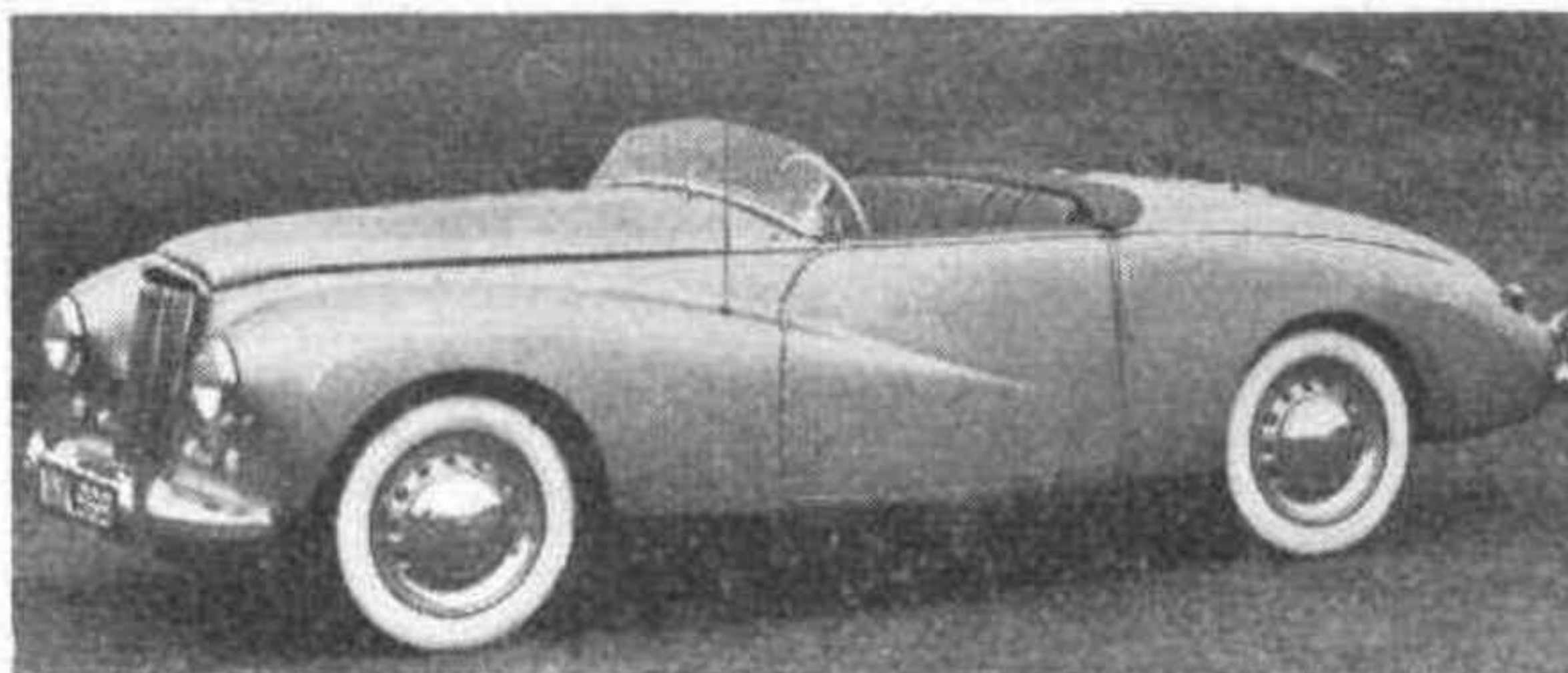
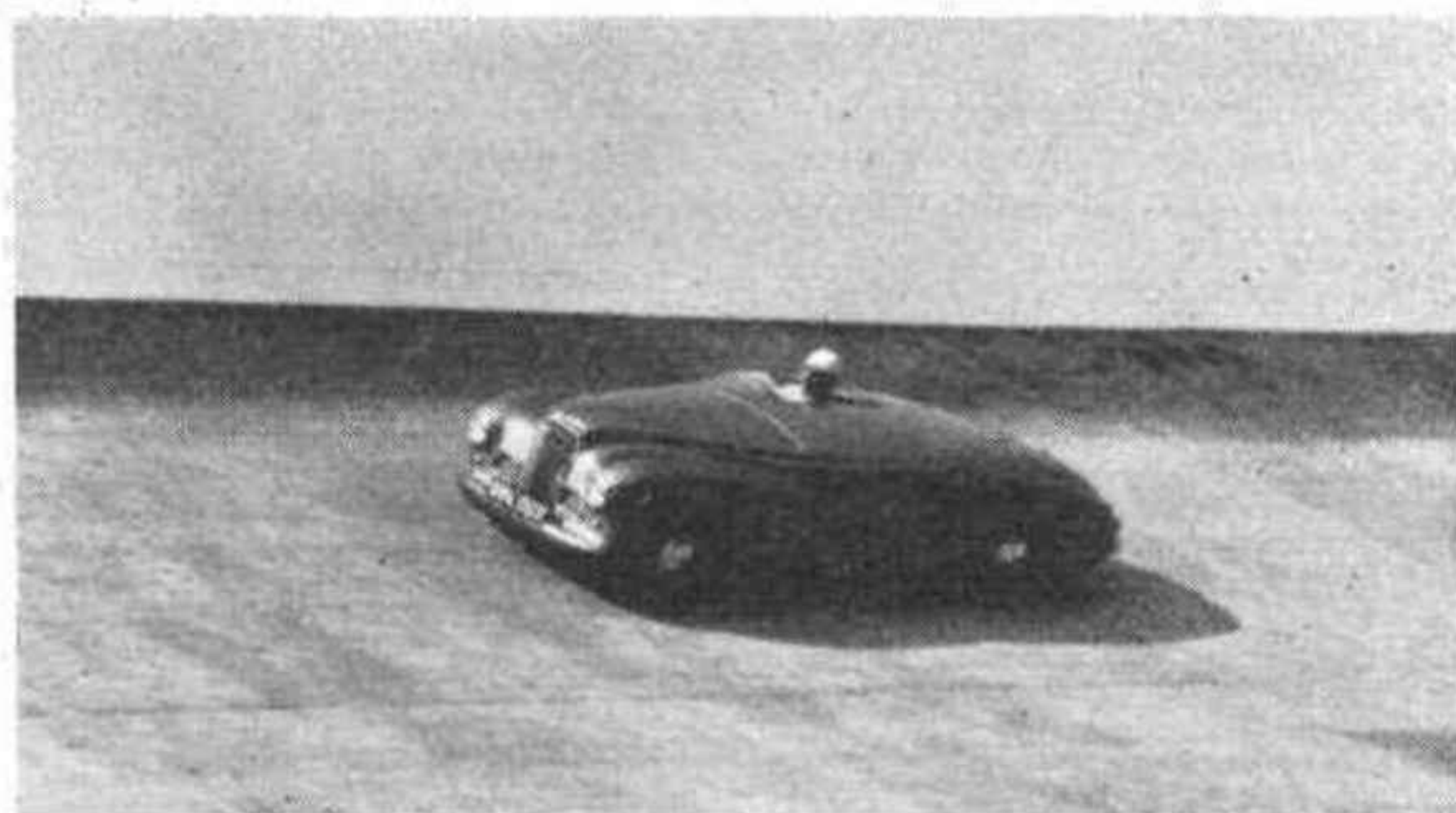
## MATTERS OF MOMENT—continued from page 219

enthusiasm and the possibility of 100,000 spectators at a B.A.R.C. meeting. But the gap from April to August without activity on an "International" scale at Goodwood, and from April to September so far as the traditional short races of "open" status are concerned strikes us as rather a wide one. Consolation comes in the knowledge that, right from its Cyclecar Club days, no more ingenious and enterprising club exists than the B.A.R.C. We have no doubt that before 1953 is over John Morgan will have devised plenty to compensate for the postponement of Aintree and the possible loss of the Crystal Palace circuit.

.....

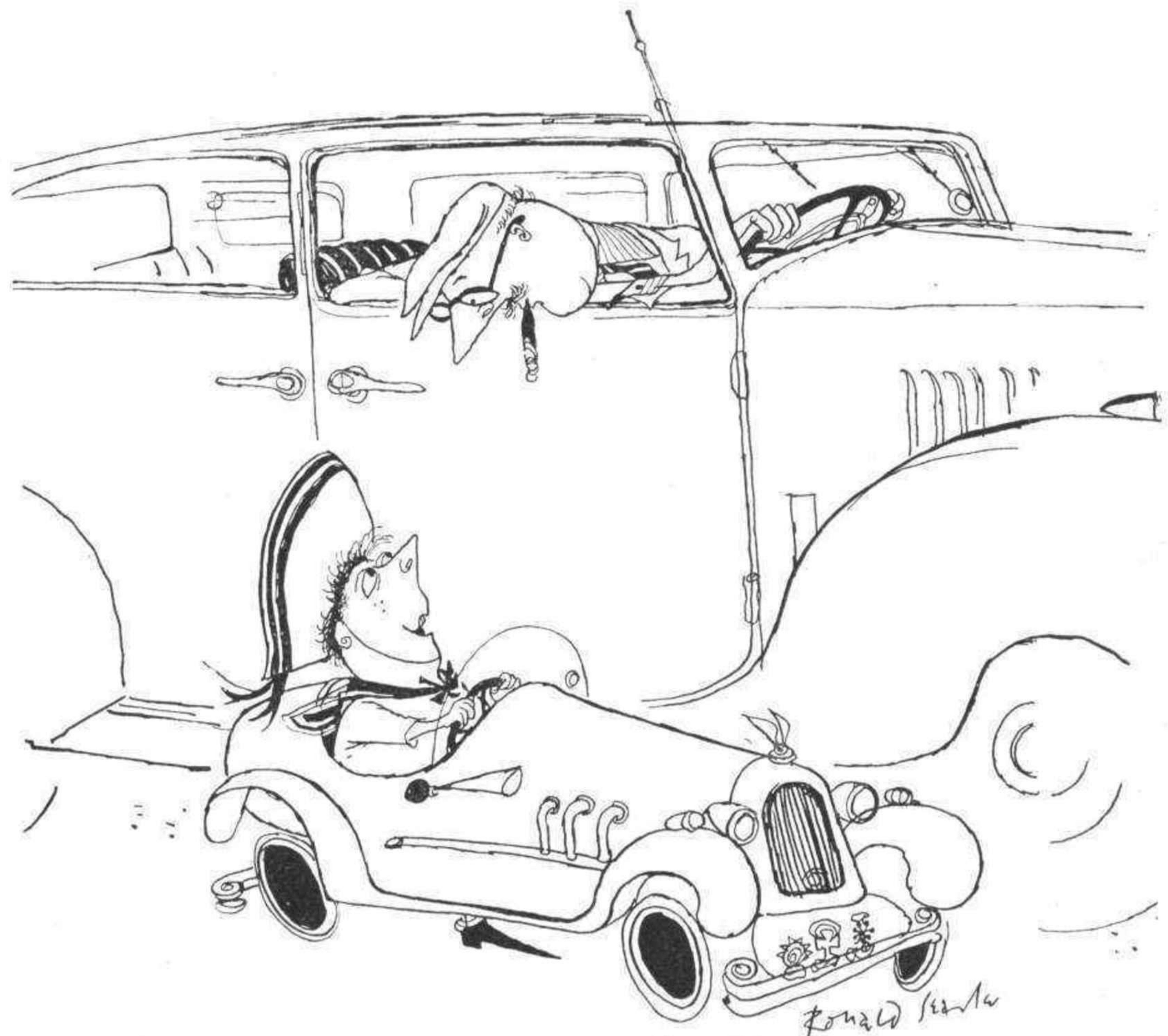
## UNFORTUNATE SLIP

On page 182 of the last issue, D. Blakeley's Le Mans H.R.G. was described as "undistinguished." This should have read "undisguised," making comparison between this car which retains the original Peter Clark body and Mrs. Gibbs' similar car which now sports a new all-enveloping ensemble. We have driven one of these Le Mans H.R.G.s and consider them very distinguished motor cars—moreover, Blakeley's particular example has distinguished itself still further since by winning a race at the all-hail Sports-Car Handicap at Castle Combe.



**NEW ROOTES MODEL.**—The Sunbeam Alpine is seen (top) in the form in which it covered over 110 miles in the hour at Montlhéry, the body well faired and the engine no doubt super-tuned. Below, the car is seen in standard guise. We are intrigued to note that these two cars, one right-hand, the other with left-hand drive, both bear the same registration number, a dodge we thought was confined to irresponsible hard-up enthusiasts!





## Trying to pass, you little superman?

I'm not a superman—but Daddy is.

Oh he is, is he?

Yes—he's a BP Superman!

What's that?

It's a man who's kind to his car by giving it BP Super—the new super-performance petrol.

What does BP Super do?

Daddy says BP Super banishes pinking—AND gives more miles per shilling.



**TO BANISH  
PINKING**



is the trade-mark of ANGLO-IRANIAN OIL COMPANY, LTD., whose world-wide resources are behind it.

# BRITISH BABY

## Road Test Report on the 800-c.c. 9-h.p. Austin Seven A30

**T**HE post-World War II Austin Seven was announced by its sponsors as "The Greatest Achievement in Post-War Motoring," and last month we realised a long-awaited opportunity to try the little car for ourselves. We followed our usual practice of driving this A30 under a variety of conditions, hard almost all the time, light and fully-loaded, along main roads, secondary roads, by-ways and unmade ways. The total mileage amounted to 594, during which no oil or water was required, no trouble was experienced, and all that came adrift was a knob off the radio.

Our outstanding impressions of the current Austin Seven are of an excellent road-performance from its very game 800-c.c. o.h.v. engine, accomplished with a high degree of smoothness and lack of fuss, outstandingly good brakes, and very pleasant steering. Disappointment is felt that so willing and generally excellent a car falls into a rather pointless category. It is not strictly the economy car we all require, even if only as a second string to a high-performance vehicle, for if the useful performance is fully utilised, but coasting resorted to as expedient, fuel consumption does not better 42 m.p.g. Whether premium or cheap fuel is used this figure does not vary, but really hard driving can reduce this to 36 m.p.g. An economy car should give at least 45 m.p.g. On the other hand, although the A30 is a four-door, four-seater saloon, very tall people find it difficult to accommodate themselves in the driving seat, or are cramped for leg and head-room, so that this is neither an economy car nor is it an inexpensive small car for four—it falls somewhere between the two.

Where it does score is as a 40-m.p.g.-plus car which is priced competitively and which possesses acceleration and speed which make even main-road journeys anything but tedious. Starting on the level in second gear, it is usual to go into third at 20 m.p.h. and from third to top at 30 m.p.h. Thereafter the A30 cruises silently and smoothly at 45 m.p.h. and, with no more indication of fuss than a slight intrusion of engine noise, will hold a speedometer 60 m.p.h., or slightly more, as a matter of course. Not only this, but there is a real surge of acceleration available from 20 to 50 m.p.h. in top, and the Austin will tackle very steep hills without calling for a change of gear. For example, Beacon Hill near Farnham is an easy top-gear ascent, and the back route to Goodwood, over the horse-race course from the Midhurst-Chichester road, likewise. This latter hill, where we expected to be down to second gear, was commenced at 30 m.p.h., speed built rapidly to 45, fell to 28 m.p.h. at the steepest part, then climbed to over 45 before the sharp left-hand corner near the top, although a game bird in the road called for sharp braking during the climb. Later, with three persons in the car, third was needed for a short distance, but again this long, steep gradient was finished at 45 m.p.h. The 1 in 8 hill between Watlington and Henley called only momentarily for third gear. On a give-and-take cross-country run, 40 miles can be disposed of in the hour and far larger cars made to look small.

Naturally, to achieve such performance, the A30 is geared low. Were it higher geared, or a smaller engine used, fuel consumption would no doubt be lower, but then this very refreshing performance would be diminished—you cannot have it both ways, unless weight could be drastically reduced, which isn't possible with the form of construction adopted and the lavish nature of the interior finish and equipment. But there is a gap between third gear and top of 8.64 to 1/5.14 to 1 which rather spoils frequent employment of the third ratio.

The engine gains full marks as a very smooth and exceedingly lively one, which revs up like a sports unit in response to accelerator depressions. It does not run-on, pinks only moderately on cheap petrol and not at all on National Benzole, but takes a little coaxing to start from cold. It goes from idling speed to the maxima shown in the table without vibration or flat-spots, its speed limited only by sudden valve bounce. Speed can be as low as 10 m.p.h. in top, and good pick-up comes in from about 20 m.p.h. The clutch is light and positive; the gear-change reminiscent of that of the old Austin Seven, the long lever even more willowy, and positioned slightly further back, the two lower gears irritatingly difficult to engage from rest, and the lever lifting to engage reverse. Bottom gear is rather noisy, the others less so.

The steering wheel is well placed and forward visibility could not be better, although sideways the sloping pillars intrude. The bucket front seats are very comfortable, the pedals of adequate size and well placed, and the minor controls convenient.

In a car which goes along so very willingly, handling qualities are of considerable importance. It must be said at once that the Austin Seven does not possess such good controllability as its near-relation, the Morris Minor. It has a narrower track and is higher, so that steering it on a wet road in a strong cross-wind, or at its terminal velocity downhill, is rather like we imagine tightrope walking to be—all right if you keep going straight. The suspension is soft, giving a comfortable, pitch-free if somewhat lively ride, but this induces considerable roll-oversteer which spoils the cornering properties. In extreme conditions the roll is sufficiently excessive to lift an inside back wheel. Very pleasant, high-g geared steering largely offsets this, and perhaps the fairest way to express the matter is to say that the A30 is controllable but not enjoyably so.

The steering asks just over two turns from one to t'other of a good but not generous lock. It is free from kick-back save to an almost imperceptible degree over certain surfaces, immune from column judder, and is light and smooth. Although not possessing strong castor action, it is taut, but "dead" in the modern manner. The two-spoke wheel is pleasant to handle and altogether this is one of the nicest features of the A30. The Lockheed 2LS brakes, too, are well-nigh perfect, calling only for light pressure in normal usage, yet being extremely powerful, and pulling the car up silently in a dead straight line in emergency with no fade tendencies. The right-hand hand-brake holds well on hills and is convenient to use.

The A30 is priced competitively—it is the least expensive car but one on the British market—but there is little indication that it has been built down to a price. The seats are leathercloth upholstered, there is a pleasing cord piping to the edges of the body, and most of the "big-car" items of equipment and fittings are to be found. There are, it is true, no door pockets or parcels-shelf, but there is a large open cubby-hole. The body is generally free from rattles and well sound-proofed; the small tyres do not scream under fast cornering although they fall with rather a "clonk" into pot-holes. The ride is very well damped. A big rear window, sliding windows in the front doors backed by front and back ventilator windows, door handles and locks as rubber-sheathed levers in the door sills, anti-dazzle mirror, driver's visor, carpet, leather door-pulls, ash-tray in the fascia sill and dual electric wipers (whose arc could be bigger for taller customers) are good points. There is an extension on the right of the steering column for the lamp controls and horn, Citroën-style, which is very convenient. The direction indicators are worked by a switch convenient to the right hand. They have to be manually cancelled but there is a reminder lamp in the switch centre. The fascia carries merely a big 70-m.p.h. speedometer—and speed can be set to its limit with the help of a downgrade!—incorporating fuel gauge and mileometer (no trip), switches for wipers and panel lights, separate ignition key and warning lamps for no-charge, low oil pressure and full headlamps beam. The choke and starter controls are pull-out knobs. The lamps throw a very good light. There is no interior lamp. The back of the rear seat could form a useful shelf for torch, folded maps, etc., but unfortunately slopes forward.

The bonnet is released from the "Flying A" motif and renders engine and battery very accessible. The luggage boot is opened with a carriage key. It is lined, but insertion of the rear lamps during



[MOTOR SPORT copyright]

assembly pokes this lining out of place and, as a rubber cover over the fuel gauge mechanism breaks the floor and luggage has to keep company with the spare wheel and a carton of tools, this lining seems rather pointless. There is a stop-lamp and twin rear reflectors. The doors offer easy entry and egress. As extras an H.M.V. radio and a good heater are available, the latter controlled conveniently by a simple knob on the fascia. The doors close on rubber draught excluders and toughened glass is fitted in all windows. We were not particularly enamoured by the A30's appearance. A good instruction book is issued with it, in layout like that which came with the old Austin Seven.

To sum up, we consider this 800-c.c. A30 to be the best model in the existing Austin range, offering as it does particularly good performance with a high degree of refinement at a fuel consumption of better than 40 m.p.g. To all except tall or outsize persons it represents very good transport at a moderate purchase price. Although its easy 60 m.p.h. may sound hard on such a small engine, it is comforting to know that this road speed represents 50 r.p.m. below peak engine speed. One front tyre on the car submitted for test showed considerable wear but whether or not this indicates that this can be expected from the i.f.s. after 7,200 miles—the distance on the mileometer—we do not know. It would be interesting to have readers' experiences of the wearing qualities of this modern baby Austin.—W. B.

#### THE A30 AUSTIN SALOON

**Engine.**—Four cylinders, 58 by 76 mm. (800 c.c.). Push-rod o.h.v. 7.2 to 1 compression ratio. 28-30 b.h.p. at 4,800 r.p.m.  
**Gear ratios.**—1st, 21.03 to 1; 2nd, 13.32 to 1; 3rd, 8.64 to 1; top, 5.14 to 1.  
**Tyres.**—5.20-13 Dunlop on bolt-on disc wheels.  
**Weight.**—13½ cwt., unladen.  
**Steering ratio.**—2½ turns lock to lock.  
**Fuel capacity.**—5½ gallons. Range approx. 242 miles.  
**Wheelbase.**—6 ft. 7½ in.  
**Track.**—Front, 3 ft. 9¼ in. Rear, 3 ft. 8½ in.  
**Overall dimensions.**—11 ft. 4 in. by 4 ft. 10½ in. (high) by 4 ft. 7 in. (wide).  
**Price.**—£355 (£504 0s. 10d. with p.t.).

#### PERFORMANCE DATA

**Indicated speeds on gears:**

1st ... 16 m.p.h.      3rd ... 45 m.p.h.  
 2nd ... 28 m.p.h.      Top ... 70 m.p.h.

**Makers.**—The Austin Motor Co., Ltd., Longbridge, Birmingham.

## Book Reviews

“**The Motor Year Book, 1953.**” Compiled by Laurence Pomeroy, M.S.A.E., and R. L. de Burgh Walkerley (Temple Press, Ltd., Bowling Green Lane, E.C.1, 206 pp., 7½ in. by 10 in., 15s.).

This annual is ever-welcome, constituting as it does both pleasant reading and an invaluable reference to new models, world trends, road-tests, racing and competition cars and results, etc. It is beautifully illustrated, not forgetting “Brookbanks of the Year” and very nicely produced. It sells out very quickly and has been out since March 27th. so go and get it!—W. B.

\* \* \*

“**The Motor Cycle Year Book, 1953.**” Compiled by Peter Chamberlain and the staff of *Motor Cycling* (Temple Press, Ltd., Bowling Green Lane, E.C.1, 188 pp., 5½ in. by 9 in., 8s. 6d.).

Companion to *The Motor Year Book*, this is an equally valuable work of reference in its own field. It naturally deals with all the current motorcycles, scooters and autobikes included, and gives road-test findings, but I am impressed by the space devoted to the Sport—straw in the wind of current motorcycle interests. I am even more impressed to read that the Speedway Cup Final at Wembley attracts a crowd of 95,000, or nearly as many persons as our British Grand Prix for instance—yet I have never felt any desire to see such a contest since the present Editor of *Auto Course* used to lure me there by means of free tickets some years before the war. This book is useful for reference and should be read by motorists who are sufficiently broad-minded to wish to see how the other half of the world motors. I like the way in which the Sport is neatly subdivided into chapters on racing design, racing at home, racing abroad, the 1952 Road Racing Championships, records and record-breaking trials, six-day dittos, scrambles and moto cross, and speedway.—W. B.

\* \* \*

“**Formula II,**” by Gregor Grant (G. T. Foulis & Co., Ltd., 7, Milford Lane, W.C.2, 128 pp., 5½ in. by 8½ in., 12s. 6d.).

This little history of the Formula II movement, dedicated to John Heath and George Abecassis, appears at a moment both appropriate and inappropriate—the former because of the prevailing interest in the unblown 2-litres, the latter because after this year the new Formula I will tone down Formula II efforts, which is when a full history could have been compiled.

Those who live in the present will enjoy this breezily written book. It is illustrated with photographs of most of the better-known F2 cars, and there is a rare drawing of the B.M.W. engine designed by Ernest Loof for the 1952 Veritas.—W. B.

There are a number of unfortunate discrepancies which undermine the value of this book as a work of reference. For instance, under “Gordini” there is no reference to Behra's third place in the last

Swiss G.P. and the car's front suspension is given as oil-damped helical springs on page 77 but correctly as torsion-bar in the picture on page 90. The Osca is described as resembling a 1952 H.W.M., but really is like a 1951 version, the Ferrari written of on page 66 was four, not five, speed, and the 1952 Alta does not have a de Dion rear-end. The roadholding of the Cooper-Bristol is repeatedly described as superb, which is open to question, the B.M.W. is said to have originated 18 years ago in one place, 16 years ago in another, Horace Richards appears as Horace Roberts and there is a good deal of repetition. But for a fascinating introduction to Formula II, with plenty of good pictures, this is the job.

\* \* \*

“**1953 Guide du pneu Michelin**” (883 pp., 4 in. by 7½ in., 20s.).

This indispensable companion on the tour abroad is available in current revised form from the better bookshops, the R.A.C. and A.A. or direct from Seymour Press, Ltd., 283, Vauxhall Bridge Road, S.W.1. You cannot afford to sail or “Silver City” without it!

\* \* \*

“**1953 B.A.R.C. Year Book.**” (B.A.R.C., 55, Park Lane, W.1, 184 pp., 5½ in. by 8½ in., 5s.).

This is a welcome reintroduction of the former Brooklands Year Book, which came out in 1913 and 1914 then regularly from 1924 up to the outbreak of war. The new edition has a more lurid cover, costs five times the price, but is packed with useful information and articles. H. J. Morgan and Prof. A. M. Low write of early Club history, the Duke of Richmond and Gordon about how Goodwood was built, W. Boddy recalls memorable occasions at Goodwood, P. J. Calvert covers scrutineering, Major A. L. Ebbelwhite the time-keeping and handicapping, Stanley Sedgwick writes about the score-board, Gregor Grant recalls the 500-c.c. races at Goodwood, and so on. Then there is much data on Goodwood racing, including results of all the car races held there and of other B.A.R.C. races as well (but no individual lap speeds such as used to be a feature of the Brooklands Year Book), diagrams of Continental circuits and the best routes to them from England, the National and International fixture lists, summary of racing rules, calendars, details of B.A.R.C. local centre events, International racing colours and much else besides.

We put this suggestion of a revival of the B.A.R.C. Year Book to John Morgan and we wish it well. It is certainly a very good dollar's worth.—W. B.

\* \* \*

“**A.B.C. of British Motor Cycles,**” by John Dudley (Ian Allen, Ltd., Craven House, Hampton Court, Surrey, 65 pp., 4 in. by 6 in., 2s.).

This is a very nicely-produced and illustrated directory of all the motor cycles and tricars at present on the British market, with notes on how they may be identified. There are also lists of registration numbers with the places to which they apply and details of a game anyone can play by looking out for numbers on passing vehicles. Again good value!—W. B.

# EASTER AT GOODWOOD

**Baron de Graffenried (Orsi Maserati) Wins Two Races. Ken Wharton (B.R.M.) Sets New Race and Lap Records in Winning Richmond Formule Libre Race.**

**A** RECORD crowd assembled at Goodwood circuit on Easter Monday to watch the first big B.A.R.C. meeting of 1953; in spite of a wet morning and a cold wind, 50,000 people were estimated to be present. Yet no serious traffic congestion resulted.

The racing was interesting and some exciting new cars ran, including two B.R.M.s appearing for the first time under the aegis of Alfred Owen. With one of them Ken Wharton not only set a new lap record of 92.21 m.p.h., but made a faster race-average—90.47 m.p.h.—than the old lap record held by Parnell. Wharton is indeed the newly-crowned king of the Sussex circuit.

## FIRST EASTER HANDICAP—Sports Cars—5 Laps

A. P. O. Rogers, noted for his spirited driving of his 2½-litre Riley saloon, made a determined bid from the "limit" mark and led until the end of the fourth lap, when Goodhew in the ex-Gale Darracq went by. At the same time, Protheroe's XK120 Jaguar came by to take second place. Margulies' beautiful 3½-litre Delahaye returned to the Paddock after one lap, Brooks' Healey finished making a nasty noise, and Dennis' D.B.2 Aston-Martin was painfully slow, finishing last. Baxter's L.M.C., the Willis B.M.W., stopped after three laps with no oil pressure.

1st: J. Goodhew (Darracq), 1 min. 5 sec.; won by 6.4 sec., at 74.1 m.p.h.  
2nd: E. Protheroe (Jaguar), 59 sec.  
3rd: A. P. O. Rogers (Riley), 2 min. 5 sec.  
Fastest lap: Holt (Jaguar Type C), 78.26 m.p.h.

## THE LAVANT CUP—Formula II—7 Laps, Scratch

This race showed the sheer virtuosity of Salvadori's driving. In the latest Connaught, with fuel injection, he ran away from de Graffenried's Orsi Maserati and looked like winning comfortably. Coming through the *chicane* on the last lap he was held back by Emery in the Alfa-Romeo 1,900-engined Cooper, and as he snapped the accelerator down to get by a connection broke and the Connaught's revs. died. So the Swiss driver came up to win, Salvadori coasting over the line in second place, and Tony Rolt, in a normally-carburetted Connaught, backing up the Ripley stable by taking third place after a good drive. Curtis could get only misfiring from his newly-acquired H.W.M., Richards' H.A.R. was very sedate, and Bryde's Cooper-Bristol retired. Emery did not look particularly safe in the Alfa-Cooper which Alan Brown intended to drive, and de Graffenried has not lost any of his wheel-sawing action. McAlpine's Connaught was fourth. Moss' new Cooper-Alta ran, but badly, and did not re-appear in its remaining two races.

1st: Baron de Graffenried (Maserati), won by 12.8 sec., at 87.63 m.p.h.  
2nd: R. F. Salvadori (Connaught).  
3rd: A. P. R. Rolt (Connaught).  
Fastest lap: Salvadori, 89.44 m.p.h.

## THE EARL OF MARCH TROPHY—Formula III—5 Laps, Scratch

Alan Brown, fastest in practice in his Cooper-Norton, led all the way, setting a new 500-c.c. lap record of 82.44 m.p.h. But Bicknell's Staride held him determinedly, with Moss (Cooper) in third place after the first lap. On the last lap Moss passed Bicknell coming down to Woodcote Corner, but to the spectators' cries of astonishment, Bicknell repassed. Stirling made a bold bid to out-accelerate him from the *chicane* for second place, but failed by 0.4 sec. Nicholson spun off in his Kieft going into Woodcote and here, on lap three, Tyrrell (Cooper) ran straight on into the sandbank, taking no evasive action and suffering nasty facial injuries in consequence. Burgess, in Brandon's Cooper, had trouble, so Brandon was wise to drive Vandervell's Cooper, in which he finished fifth, behind Bob Gerard's Cooper.

McCandless drove his astonishing new car, which has a backbone chassis, all-enveloping body, a "double-knocker" Norton engine, under a "power-bulge" in the nose, driving all four wheels, which are suspended on long double wishbones, a megaphone exhaust coming out of the top of the bonnet, Avon racing sidcar tyres on multi-spoked wheels, and steering by handlebar complete with twist-grip and clutch lever. There is a foot gear-change, square fuel tank and ignition battery beside the driver's feet, the body shell detaches and a rev.-counter is situated in the back of the engine "hump." The little car is well built and holds the road well, and it finished eighth.

1st: A. Brown (Cooper-Norton), won by 40 sec., at 80.97 m.p.h. (New 500-c.c. lap record, 82.44 m.p.h.).  
2nd: R. G. Bicknell (Staride).  
3rd: S. Moss (Cooper).

## SECOND EASTER HANDICAP—Racing Cars—5 Laps

Ron Flockhart's ex-Mays 2-litre E.R.A., very smartly turned out, was driven in a truly polished manner to lead from lap two to the finish. Peter Whitehead got his new Alta-Cooper into second place at the same time and held it there, and de Graffenried came into third place on lap four; these three well ahead of the others. Taruffi couldn't have been trying, for the Thinwall Ferrari, a delightfully fierce-looking F.1 car, was held through Woodcote by Duncan-Hamilton in Kenny's blue Lago Talbot, although a lap later the Italian had passed Kennington's 6C Maserati and Hamilton had some excitement holding the Talbot out of Woodcote. Wharton's yellow-nosed Cooper beat the Maserati on the run-in.

1st: R. Flockhart (E.R.A.), 30 sec.; won by 4.4 sec., at 85.46 m.p.h.  
2nd: P. N. Whitehead (Cooper-Alta), 30 sec.  
3rd: K. Wharton (Cooper-Bristol), 22 sec.  
Fastest lap: Baron de Graffenried (Maserati), 89.53 m.p.h.

## THE CHICHESTER CUP—Formule Libre—5 Laps, Scratch

De Graffenried got away first and was never challenged, for Wharton's B.R.M. never came to grips with him, Flockhart drove the old E.R.A. splendidly into third place, and Parnell never got going properly in the second B.R.M. Salvadori looked like pipping Parnell for fourth place but this race was run over a wet course and he spun coming out of Woodcote on lap four, the Connaught also blowing a gasket. It ran backwards off the road, thereafter constituting a useful grandstand from which the unlucky Salvadori saw the remainder of the race.

1st: Baron de Graffenried (Maserati), won by 0.4 sec., at 79.48 m.p.h.  
2nd: K. Wharton (B.R.M.).  
3rd: R. Flockhart (E.R.A.).  
Fastest lap: Wharton, 81.36 m.p.h.

## THIRD EASTER HANDICAP—Racing Cars—5 Laps

After following Goodhew's ex-Hutchison P3 Alfa-Romeo through the *chicane* on the first lap, Dunham's Alvis pulled right away from the field. Christie, in the 1,100 Kieft, after being baulked round Woodcote by Richards, shot into second place but at this same place on the last lap the car expired, letting Stewart's Ecurie Ecosse Cooper-Bristol and Marr's Connaught by, both of which caught Dunham, whose Alvis "blew up" on the run-in.

1st: J. R. Stewart (Cooper-Bristol), 10 sec.; won by 4.0 sec., at 80.22 m.p.h.  
2nd: L. Marr (Connaught), 16 sec.  
3rd: C. G. H. F. Dunham (Alvis), 38 sec.  
Fastest lap: Stewart, 88.44 m.p.h.

## FOURTH EASTER HANDICAP—Sports Cars—5 Laps

F. C. Davis got the only real applause of the afternoon, as he won this race in the Bristol-engined Trojeiro. Head's XK120 Jaguar was second, ahead of the re-handicapped Goodhew Darracq. The race ended on an amusing note, when Alan Brown, who had earlier tried to pass Sanderson's XK120C into the *chicane*, only to drop back, came out of the *chicane* in eighth place, clouted the barrier and swung wide across the course. This caused Bryde to brake hard and his Allard went backwards into the damaged fence and neatly skewered itself on a stake, the seat back saving the driver from injury. A big hammer had to be found before the Allard could be released and the course cleared!

1st: F. C. Davis (Trojeiro), 48 sec.; won by 1.6 sec., at 76.19 m.p.h.  
2nd: M. Head (Jaguar).  
3rd: J. Goodhew (Darracq).  
Fastest lap: D. Hamilton (Jaguar Type C), 83.56 m.p.h.

## THE RICHMOND TROPHY—Formule Libre—15 Laps, Scratch

Ken Wharton, wearing a short-sleeved shirt on this cold April afternoon, drove a magnificent race, keeping the B.R.M. right out in front, and setting up a race-average 0.09 m.p.h. faster than Parnell's old lap record! He also broke that lap record by no less than 1.83 m.p.h. Indeed, we believe Wharton beat Parnell's old lap record on every lap. De Graffenried was second for three laps, and then Taruffi brought the Thinwall Ferrari past. But the Italian looked unhappy at the *chicane* and never got to grips with the B.R.M., although he was lapping very fast. Parnell's B.R.M., true to tradition, retired after only four laps.

The first three cars finished quite out of sight of Salvadori, who was fourth in McAlpine's normally-carburetted Connaught. Tony

Continued on page 245

# R.A.C. RALLY OF GREAT BRITAIN

23-28 MARCH, 1953



1st Mr. and Mrs. Ian Appleyard - - - - - Jaguar XK 120

2nd R. J. Adams and J. N. Pearman - - - - - Sunbeam Talbot 90

### LADIES' CUP

1st Miss Sheila Van Damm and Mrs. F. Clarke - Sunbeam Talbot 90

(Subject to Official Confirmation)

**All these cars were fitted with MINTEX brake liners**

When high performance counts

you can rely on

# MINTEX

MINTEX Brake and Clutch liners are manufactured by British Belting and Asbestos Ltd., Cleckheaton, Yorkshire. All MINTEX products, including Automotive Fan Belts, are obtainable from MINTEX Service Depots and Stockists throughout the country. B.B.A. are also the manufacturers of 'SCANDURA' the original P.V.C. Fireproof Conveyor Belting.

## Excellent Entertainment at Ibsley

**T**HE W. Hants & Dorset C.C. Race Meeting at Ibsley on April 18th lived up to tradition. It was a happily-informal, well-run meeting, with interesting racing for 750 and 1,172 Formula cars, sports cars, vintage cars, 500s and Formule Libre racing cars. Speeds were high over the 2.2-mile circuit, and in spite of a clash with Snetterton an excellent entry of over 125 was obtained. [But what a pity these clashes still occur—the preceding and subsequent weekends were free of racing, yet we had to have Ibsley/Snetterton together and Goodwood/Silverstone both occur on May 2nd.—ED.]

### 750 FORMULA RACE (5 Laps)

This attracted a splendid field of 13 Austin Seven-base "kitchen-table" specials, including Jack French's "Simplicity Itself," a car built in about three weekends for less than £100, or about one-third the cost of many 750 Formula cars. Moreover, it was fast enough to hold Tiedeman's Ulster from the start. These two had a fine tussle, exchanging messages as they raced side by side, until, on lap four, Tiedeman hit the straw bales at Paddock Bend and overturned. He was rescued with a slight knee injury and splayed out front wheels. Alas, a large bale had been deposited in front of French's car and, after pushing it several hundred yards, he had to stop, remove it and, sans working self-starter, push-start. This let the back-markers into the places, French finally coming in ninth.

- 1st: L. L. West (Austin), won by 1.4 sec., at 55.17 m.p.h.  
2nd: R. H. Grimsley (Austin).  
3rd: R. Lowe (Austin).

Fastest lap: Tiedeman (Austin), 58.08 m.p.h.

### 1,172 FORMULA RACE (5 Laps)

For this the field was ten Ford-engined specials. Liddell's Buckler spun on lap one, after which the leaders were Currie (Lotus IIIb), Small (D.H.S.) and Tapp (Buckler). Alas, Currie seemed in trouble, losing a big lead, so that Small took the lead on the last lap, followed by Tapp, who finished with a rear mudguard flapping, but speedily fixed this before the next race. Desoutter's Ford-Lotus with boxed-in back wheels was third.

- 1st: D. H. Small (D.H.S.), won by 1.4 sec., at 62.76 m.p.h.  
2nd: G. Tapp (Ford-Buckler).  
3rd: P. A. Desoutter (Ford-Lotus).

Fastest lap: Currie (Lotus IIIb), 64.65 m.p.h.

### SPORTS CARS UP TO 1,500 c.c. (5 Laps)

Gammon's oversize M.G. streaked away from a field of 14 at flag-fall and led Beauman's ex-Hawthorn T.T. Riley for two laps. Then it spun at the hairpin and, although carrying on determinedly in second place, tyres howling, the Riley was left to a comfortable victory. Tapp did well to head the remainder in his blue Buckler, leading the 1,300-c.c. division, ahead of the Ford-Lotus. Dobbs' J.N.D. was boiling at the finish.

- 1st: D. B. Beauman (Riley), won by 12.2 sec., at 69.31 m.p.h.  
2nd: P. D. Gammon (M.G.).  
3rd: G. Tapp (Buckler).

Fastest lap: Beauman (Riley), 70.85 m.p.h.

### VINTAGE SPORTS-CAR HANDICAP (5 Laps)

R. Barker, popular Editor of the *V.S.C.C. Bulletin*, drove nicely to pull it off in Jack French's 1929 Austin Seven "Simplicity Itself," ample proof that French not only writes knowledgeably about such cars in the 750 *Bulletin*, but can make them go in practice! March's Alvis Speed Twenty hybrid was second, ahead of Williamson's fast 4½ Bentley. Orr-Ewing did splendid drifts (we do not say *four-wheel!*) round Samson's Curve in his fine 4½ Bentley, Morin Scott drove his white Hispano-Suiza determinedly, McKenzie's 3-litre Bentley got skittish with its front wheels and was slow, and Hill's shortened 12/50 Alvis retired.

- 1st: R. Barker (1929 Austin), 56.89 m.p.h.  
2nd: R. C. R. March (1927 Alvis).  
3rd: J. A. Williamson (1923 Bentley).

Fastest lap: Williamson (Bentley), 68.91 m.p.h.

### 500-c.c. RACING CARS (Heat 1—5 Laps)

Loens' Kieft looked like scoring but it dried up and let Bicknell's yellow Staride through for a big lead.

- 1st: R. G. Bicknell (Staride-Norton), won by 8 sec., at 73.67 m.p.h.  
2nd: A. Loens (Kieft-Norton).  
3rd: L. Leston (Leston Special).

Fastest lap: Bicknell (Staride-Norton), 75.38 m.p.h.

### SPORTS CARS, UP TO 3 LITRES AND OVER 3 LITRES (7 Laps, Scratch)

These two races were run concurrently, with 90 sec. between them in a strangely mixed field. Mitchell, in his usual brilliant style,

won the smaller in his Frazer-Nash, the third Le Mans Replica built but with Mk. II wheels, from Currie's Frazer-Nash and Frazer in a Sunbeam-Talbot coupé which prompted Rootes to build the new Sunbeam Alpine. Ian Stewart in the *Ecurie Ecosse* XK120C Jaguar pulled off the big race, but was hotly pursued by Sydney Allard in the Le Mans JR Allard. The latter lost all its water, looked horribly unsafe in a "lifty" fashion, suffered fuel starvation on the corners and scuffed its front tyres by reason of excessive wheel camber, so clearly, in getting it along as he did, Sydney has lost none of his skill. When balked at Samson's by a slower car he actually went inside and passed Stewart to go into the lead. Black's Frazer-Nash and Scott's Hispano-Suiza retired and Nehorai's Hispano-Suiza coupé played merry hell with the straw bales at Paddock Bend without much hurting his rugged motor car. The remaining *Ecurie Ecosse* XK120Cs were never within striking distance of the Le Mans Allard.

### Up to 3,000 c.c.:

- 1st: H. A. Mitchell (Frazer-Nash), won by 16.2 sec., at 70.38 m.p.h.  
2nd: M. L. Currie (Frazer-Nash).  
3rd: A. B. Frazer (Sunbeam-Talbot).

Fastest lap: Mitchell (Frazer-Nash), 74.05 m.p.h.

### Over 3,000 c.c.:

- 1st: I. M. M. Stewart (Jaguar XK120C), won by 0.8 sec., at 73.86 m.p.h.  
2nd: S. H. Allard (JR Allard).  
3rd: J. Stewart (Jaguar XK120C).

Fastest lap: I. M. M. Stewart (Jaguar), 75.99 m.p.h.

### 500-c.c. RACING CARS (Heat 2—5 Laps)

Headland's Kieft jibbed and he lost a lap before starting. Brown's Ray-Martin Special led at first, but fell farther and farther back, whereas Fenning's Erskine-Staride came up strongly to win from George Wicken's colourful Cooper. Owen (Hill-J.A.P.) explored the straw.

- 1st: E. Fenning (Erskine-Staride), won by 7.2 sec., at 72.26 m.p.h.  
2nd: G. H. Wicken (Cooper-Norton).  
3rd: J. D. Habin (Staride-Norton).

Fastest lap: Fenning (Erskine-Staride), 74.79 m.p.h.

### FORMULE LIBRE RACE (15 Laps)

Although the smart, blue Connaught of *Ecurie Ecosse*, driven by Ian Stewart, led easily all the way, this was an excellent race. Ninian Sanderson, in the same stable's ragged-sounding Cooper-Bristol, clung to second place on a snaky, bumpy ride, and for 11 laps Habin kept the ex-Parnell Maserati in third place until it fell back, letting Sydney Allard by. In the 1953 Le Mans Allard Sydney had been going great guns in an unstable-looking car, leaning almost out of sight into the wide body on the corners. The old Maserati was noticeably happier over the bumps than the lighter Cooper-Bristols, and the Connaught was rock-steady.

- 1st: I. M. M. Stewart (Connaught), won by 1 min. 3.2 sec., at 77.55 m.p.h.  
2nd: N. Sanderson (Cooper-Bristol).  
3rd: S. H. Allard (JR Allard).

Fastest lap: I. M. M. Stewart (Connaught), 78.85 m.p.h.

### 500-c.c. RACING CARS (Final—15 Laps)

This was an absorbing study from Union Jack to Chequered Flag. Leston led lap one, hotly pursued by Bicknell, only to have the yellow Staride go into the bales at Paddock Bend. Loens then took second place and eventually caught Leston after seven laps. Clearly, Leston was in trouble and he fell farther and farther back, so that, out of a bunch who had been duelling together, Wicken came up to take a very close second place from Headland, who had "taken straw," with Truman third, ahead of Habin.

- 1st: A. Loens (Kieft-Norton), won by 0.5 sec., at 72.05 m.p.h.  
2nd: G. H. Wicken (Cooper-Norton).  
3rd: D. Truman (Cooper-Norton).

Fastest lap: Loens (Kieft-Norton), 74.05 m.p.h.

### FORMULE LIBRE HANDICAP (7 Laps)

A fine finale! Hamilton kept his wonderful old high-chassis 4½ Invicta in the lead until a lap from the finish, when Richmond's noisy blown Rapier came by, Nightingale's Jaguar XK120 came in fourth, as Allard tied with the Invicta on time, but all eyes were on Mitchell, who, resuming his former harrying of Hartwell in a (racing) Cooper-Bristol, finished fifth in his (sports) Frazer-Nash after Hartwell retired. Margulies spoilt the cowl of his beautiful Delahaye on a bale, Orr-Ewing drifted his long 4½ Bentley more determinedly than ever, only the skill of "S.H.A." held the Le Mans Allard to the road at Samson's, after it had tried to spin, front wheels in the air, and again Black's Frazer-Nash fell out.

- 1st: D. Richmond (Rapier). 2nd: C. J. Hamilton (Invicta) and S. H. Allard (Allard). 4th: K. F. T. Nightingale (Jaguar XK120).

Fastest lap: S. H. Allard (Allard), 75.38 m.p.h.

# PICTORIAL REVIEW

**B.A.R.C. GOODWOOD EASTER MEETING.**

**BRISTOL M.C. & L.C.C. CASTLE COMBE MEETING.**

**B.D.C. FIRLE HILL-CLIMB.**

**M.C.C. LAND'S END TRIAL.**

**HALF-LITRE C.C. BRANDS HATCH RACES.**

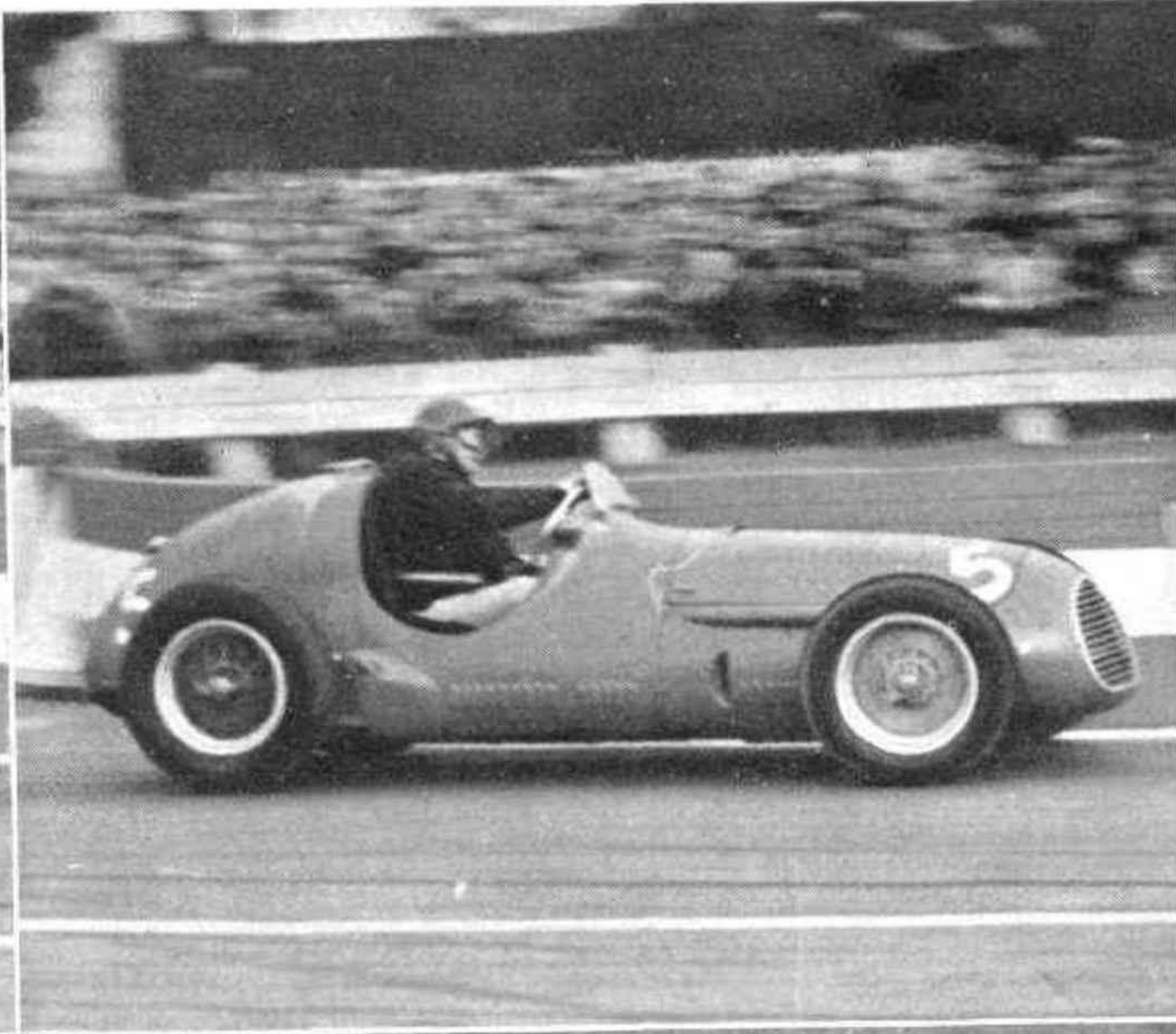
**A.M.O.C. SNETTERTON.**

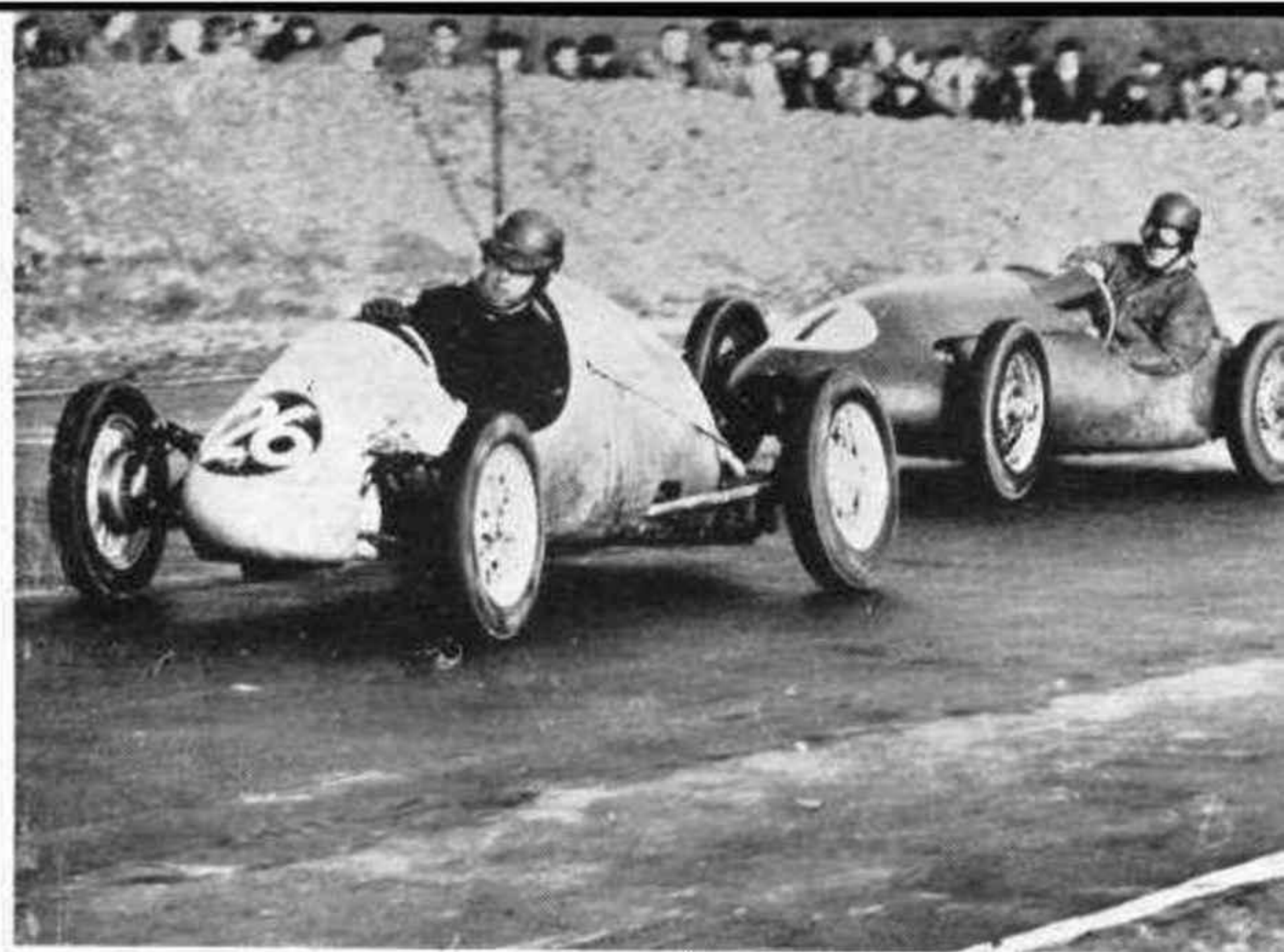
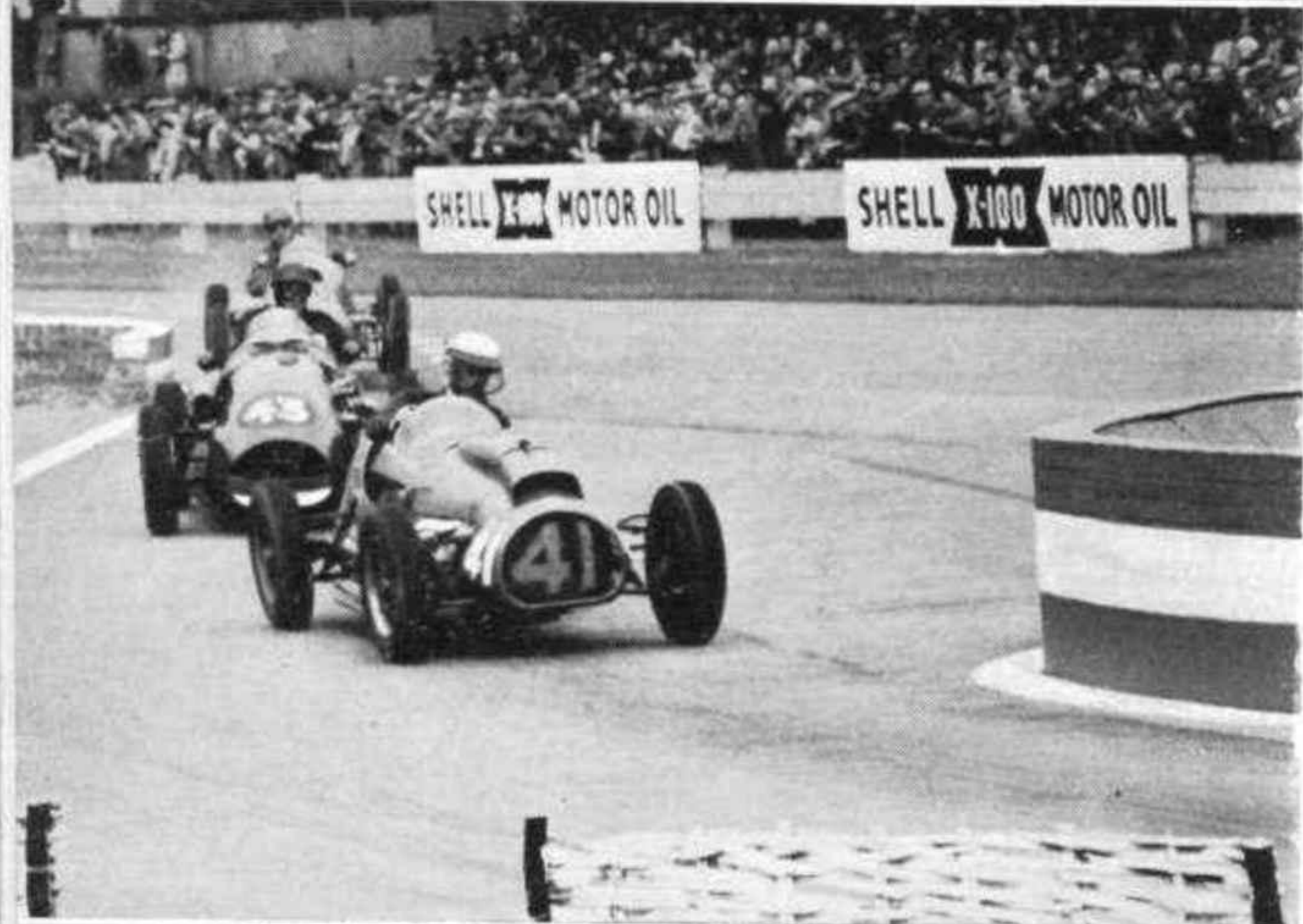
**R.A.C. RALLY.**

(Top, left) *GOODWOOD CHAMPION.*—Ken Wharton in typical attitude as the B.R.M. with which he won the Richmond Formule Libre Race and set a new lap record of 92.21 m.p.h., leaves the chicane.

(Top, right) *NEW MASERATI.*—Baron de Graffenried had a very good day at the B.A.R.C. Easter meeting. It is interesting to compare his cornering style and cockpit stance with that of Wharton in the Formule Libre B.R.M. on the same corner.

(Bottom) *COMING MAN.*—Ron Flockhart put up an exceedingly fine show at Goodwood on Easter Monday in the ex-Raymond Mays 2-litre E.R.A. He is here seen winning the Second Easter Handicap at an average speed of 85.46 m.p.h.





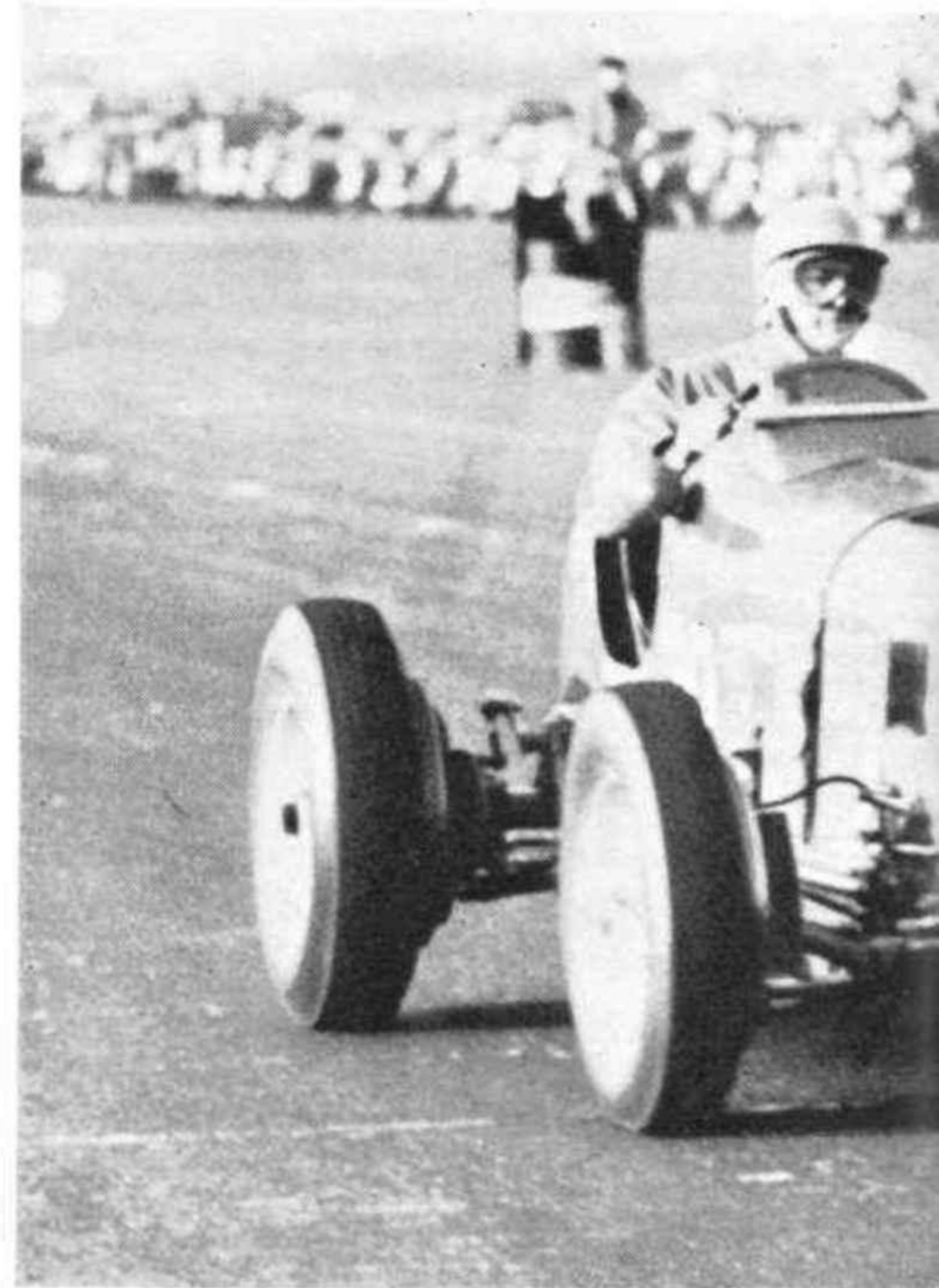
*CLOSE-COUPLED.—H. Daniell (Emeryson) close on the heels of D. Taylor (Martin Special) at Brands Hatch in the Half-Litre C.C. meeting.*

*THE SLEEK LINES of the Thinwall Special, driven by Taruffi, are emphasised by the low wall in the foreground.*

*FOLLOW THE LEADER.— Led by Frazer's Cooper-Bristol, with Marr Connaught in close attendance as they enter the chicane.*

*THE LONG BACON EXPERT.— R. McCandless (McCandless 500) taking Woodcote Corner during the Easter meeting.*

*DELICATE TOUCH.— Provided by A. Bryde, knocking out the stake which ran through his Allard when he slid backwards into the fence. Reg Canham of Allards (centre) and Goodwood's Track Manager are amused onlookers.*

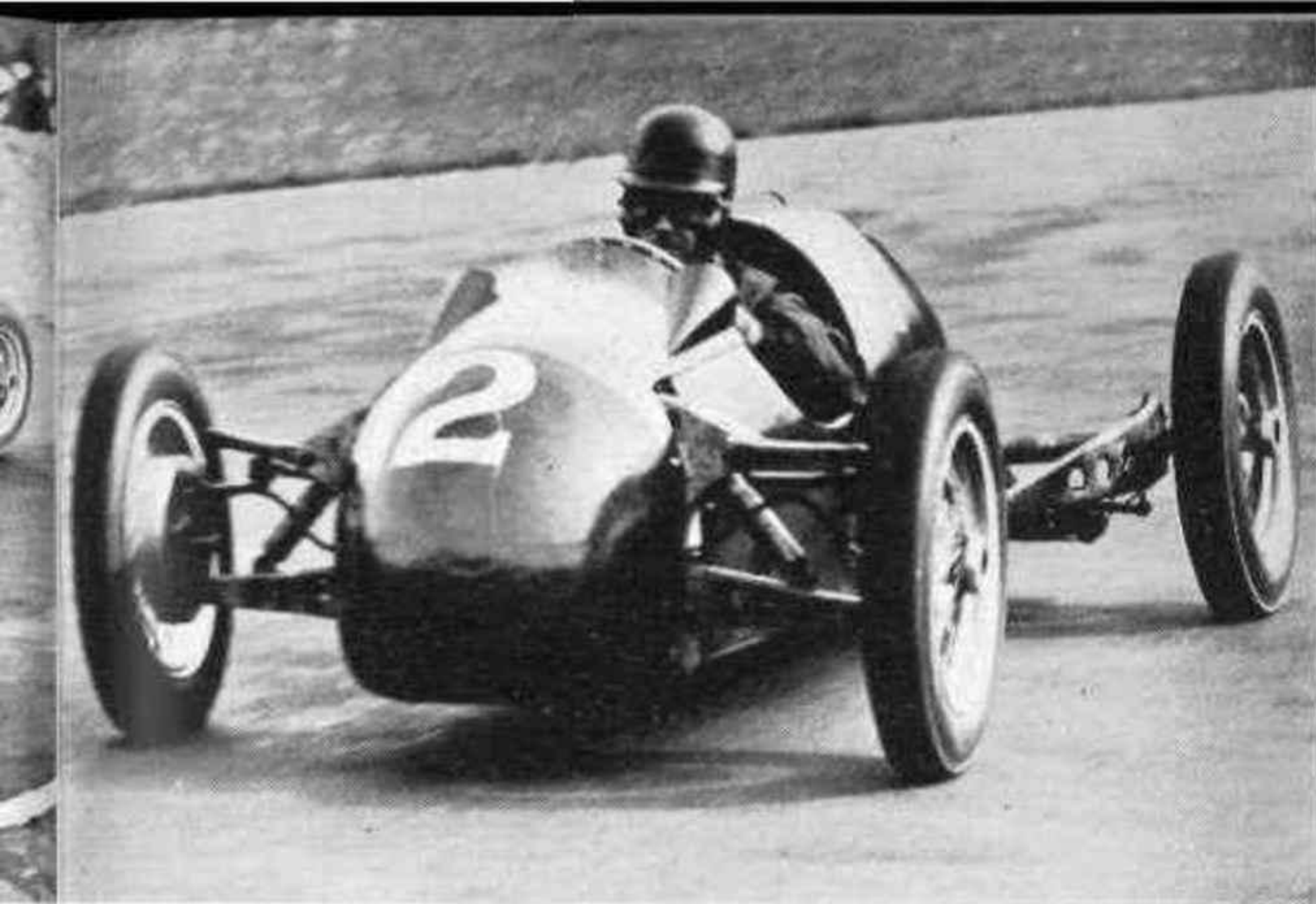


*REAPPEARANCE of an old favourite. F. O. G.*

*H.W.M.-JAGUAR of Oscar Moore at the B.M.C. & L.C.C. Castle Combe meeting winning the unlimited sports-car event.*



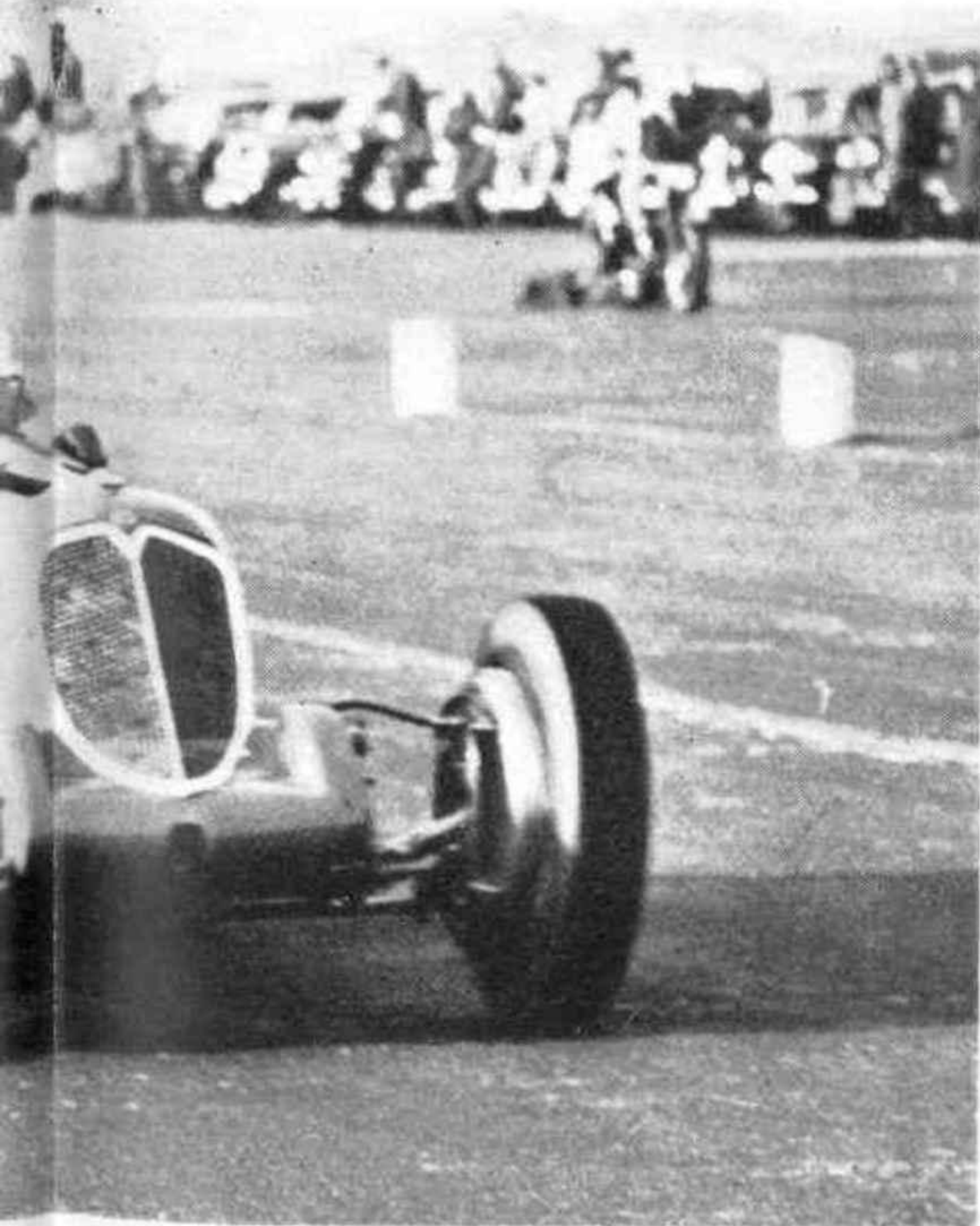




*AS USUAL.*—Don Parker, the Brands Hatch specialist, in his Kieft at the Easter Monday meeting.



*CHANGE OF MOUNT.*—For R. C. Nurky, who drove a Cooper-Bristol in two events, and a Cooper-J.A.P. at Snetterton.



*RECORD-BREAKER.*—Ken Wharton (Cooper-Bristol) established a new Snetterton lap record at 87.72 m.p.h. in winning the Formule Libre event.



*NEAT CORNERING.*—By E. D. Thompson, driving R. R. C. Walker's Connaught, during the Formula II race at the A.M.O.C. Snetterton meeting.

*... driving the ex-Raymond Mays red Maserati at Snetterton.*



*CONSISTENT AND FAST.*—F. C. Davis in his Bristol-engined Tojeiro, winner of two races at Snetterton.

*COME HAIL, ETC.*—Typical scene after the hail-storm during the final event at Castle Combe.





R.A.C. RALLY WINNERS, Mr. and Mrs. Appleyard (seated in the Jaguar) photographed at Goodwood prior to the speed tests.

HEAVY HAUL.—W. B. Caldwell's 1½-litre Riley saloon gives the tow-gang plenty of exercise during the Land's End Trial at Easter.



PICTURESQUE.—View from the top of Firtle Hill showing C. Whitehall (Bentley 4½), winner of the Bentley D.C. Eastbourne Rally.

TWO-STROKE TEAM.—F. J. Pidgeon with one of the vintage Trojans—the others were driven by A. F. Scroggs and H. M. Arnold-Foster—that bravely competed in this year's Land's End Trial.

SINGER EXPONENT.—R. A. Hellyar motors off into the night in his 2-litre Singer in the Land's End Trial. Note the log acting as ballast on the luggage carrier.



## The Seven-Fifty Club Formulae

[In view of the growing interest in 750 and 1,172 Formulae racing, we give herewith a resume of progress in this field, written by H. Birkett, Chairman of the 750 M.C.—ED.]

IN the history of motor racing there have been many attempts made, in varying degrees of altruism, to provide some form of cadet racing for those unable to afford the pursuit of this terribly expensive hobby on their own. The pre-war Junior Racing Drivers' Club, and the immediately post-war projects of Raymond Mays, "Holiday Camp" Butlin, and Madame Itier of Paris, all failed to materialise to any extent. 500-c.c. racing has very satisfactorily met the needs of the middle-income group; we must not forget that the launching of this movement was largely to the credit of the Bristol M.C. & L.C.C., and was no doubt originally inspired by the successful but purely local Capa racing scheme.

The Seven-Fifty M.C., following discussion in the correspondence pages of MOTOR SPORT in 1943, decided to make a further attempt, and in 1949 announced that in 1950 they would ask clubs promoting sports-car race meetings to include an event for cars constructed to the 750 M.C. Formula. This, in brief, laid down that the machines must be two-seat, road-equipped cars with full electrical equipment, powered by a side-valve unblown Austin Seven engine, using gearbox, rear axle and chassis side-members from the same range of models. The prevailing notion that intrinsic speed was the only essential to good spectacle represented the chief resistance to the idea, but the ball was set rolling by reason of the club's part-promotion of the Eight Club's Silverstone meeting, the first of the series being in 1950 and including a well-supported and quite exciting 750 Formula race. The redoubtable Jack Woodhouse, of S.U.N.B.A.C., took up the torch at their Silverstone meeting of that year; as it happened, every event that day was a dull procession except the 750 Formula race, which was even more exciting than the previous one, as the cars were extremely well matched, if somewhat slow.

In 1951 a large number of clubs agreed to co-operate, giving too full a programme for the average participant to cope with, and every race was completely dominated by one particular car, the Austin Lotus. The outstanding performance of this machine drew considerable attention to the formula, but the races were uniformly poor in entries and spectator-value, so that it was with some trepidation that the 750 Club proceeded with its programme for 1952. Luckily the Lotus had changed hands, and, as so often happens, exhibited considerable temperament under new ownership. The five races were all well supported and of high spectator-value, in particular that at the Aston-Martin O.C. Silverstone meeting, which was really heart-stopping. That year without doubt saw the establishment of the 750 Formula.

Interest amongst the contestants was enhanced by the awarding of an annual trophy, presented by the President, Charles Goodacre, to the driver having the most success through the season calculated on a points basis. This was won by Charles Bulmer, Lionel West and Ron Grimsley in 1950, 1951 and 1952, respectively.

Mindful of the future, the club made a move last year which gave rise to some little outcry amongst the Austin Seven diehards. It announced a similar formula, calling for a Ford Ten engine, without restriction as to chassis and transmission, but with more severe limitations of engine specification, including the use of a normal camshaft unaltered, and a minimum weight limit to inhibit the use of expensive ultra-light chassis structures. This was done because all the parts called for by the 750 Formula were out of production, and, moreover, many constructors were finding that engine development was revealing fundamental weaknesses in the crankshaft department. It is thought by the Committee that the 1,172 Formula will eventually become the more popular, by reason of the very small likelihood of engine "blow-ups."

Although a few races have been staged for Ford-engined cars, the first ever to be run under the formula as such was at Ibsley last month. Up to the present there is no equivalent of the Goodacre Trophy for 1,172 Formula racing; this could be an opportunity for a would-be benefactor.

\* \* \*

Specifications of some well-known cars built to these formulae follow:—

### AUSTIN SEVEN SPECIALS

*J. M. G. Michelson's Austin.*—This is the ex-P. J. Stephens Stoneham Special.

*R. Lowe's Lowe Special.*—Cambridge Engineering cylinder head. Triple water off-takes. Scintilla vertical magneto. Twin S.U.s. "Chummy" fuel tanks in scuttle and tail. Four-speed close-ratio

gearbox. 4.9 axle. Ford divided front axle. Newton dampers all round. Morris hydraulic brakes. 4.00-15 front, 4.75-16 back tyres.

*R. H. Grimsley's Austin.*—Won Goodacre Trophy, 1952. Standard Austin engine, developed. 1933 Ford Ten carburetter. Standard four-speed Austin gearbox, remote control. Ford Ten front axle and Girling brakes. Austin Seven back brakes. Outrigged telescopic rear dampers. Ford front axle and steering. Early Austin chassis.

*J. S. French's "Simplicity Itself."*—Austin Eight carburetter on "Nippy" manifold. Oversize inlet valves. S.U. electric pump fuel feed from scuttle tank. Delco ignition coil. 1937 cylinder head. "Nippy" gearbox. 5.25 axle. L.M.B. front suspension. Flattened rear springs. Webbing bonnet straps. Chassis frame and body weigh 89 lb. (less wheels and tyres). 3.25-19 front, 110-40 rear tyres. Built in three week-ends for approx. £100. Won vintage race at Ibsley.

*V. N. Hood's Austin.*—Standard Austin Seven engine. "Nippy" carburetter and gearbox. 5.6 axle.

*F. J. Tiedeman's Austin.*—1931 "Ulster" with twin S.U.s, unblown "Ulster" head, enlarged inlet valves. "Ulster" gearbox. Standard "Ulster" suspension with one front shackle locked. Bowdenex front brake cables. 5.25 axle. 4.00-15 front, 5.00-15 back tyres (Michelin).

*L. L. West's Austin.*—Wide body. Tuned standard engine, very carefully assembled. Stiffened chassis. Ford front axle. Four-speed box. 5.25 axle. 15-in. wheels. Won 750 Formula Race at Ibsley.

*J. J. Macklin's Austin Special.*—L.M.B. chassis and i.f.s. Front spring acts as own radius member. Normal unboxed chassis. "Ulster" box. Narrow two-seater body. Rotoflow front dampers. Four-branch outside exhaust system.

*W. E. Wilks' Austin.*—Ordinary early chassis. Twin S.U.s. Wide-ratio, three-speed gearbox.

*A. McNorris' West Special.*—Winner of Goodacre Trophy, 1951. Known as "XK" Austin on account of body style. Touring engine, developed.

### FORD TEN SPECIALS

*P. A. Desoutter's Ford Lotus.*—Very light Mk. VI Lotus frame. Coil springs front and rear. Girling brakes. Lined-down engine (1,099 c.c.). Twin 1½-in. S.U.s. Alloy cylinder head, 7 to 1 compression ratio. "Bunch of bananas" exhaust manifold. Type C Buckler close-ratio gears. Ordinary Ford axles and wheels. 4.7 axle. 4.00-17 front, 5.25-16 back tyres.

*D. H. Small's D.H.S.*—Two-level home-built tubular frame. Split front axle with transverse spring. Coil springs at back. Buckler gears. Aquaplane cylinder head and manifold. 4.7 axle. West London Repair Co.'s 14-in. front wheels. Won 1,172 Formula Race at Ibsley.

*J. N. Dobbs' J.N.D. Special.*—Buckler frame with "cut and shut" seat and scuttle hoops to lower scuttle. Buckler close-ratio gears. Twin S.U.s. 5.5 axle. 5.25-17 back tyres.

*A. J. Currie's Lotus IIIb.*—Second Mk. III Lotus built. Lined-down engine (1,097 c.c.). Austin Ruby four-speed box on alloy housing. Alloy cylinder head. Twin-choke d.d. carburetter with hot-spots.

*G. Tapp's Buckler.*—Buckler frame and close-ratio gears. Twin S.U.s. Aquaplane cylinder head. Normal front axle. 4.7 back axle. Cowled radiator. West London Repair Co.'s 14-in. front wheels, 16" back tyres. Gained a second and third at Ibsley.

*R. Yeats' Yeats Special.*—Tubular frame. Swing axle i.f.s. with forward-facing radius-arms, and Morris Minor torsion-bars. Twin-choke d.d. carburetter, sans hot-spot. Doorless Fiat 500 coupé body.

*W. A. Liddell's Buckler.*—Ford d.d. carburetter. Aquaplane head (but normal head for Ibsley). All-enveloping body.

*Major A. M. R. Mallock's Austin/Ford.*—Stiffened Austin Seven chassis. Austin divided front axle. 5.25 back axle. Austin Nippy d.d. carburetter.

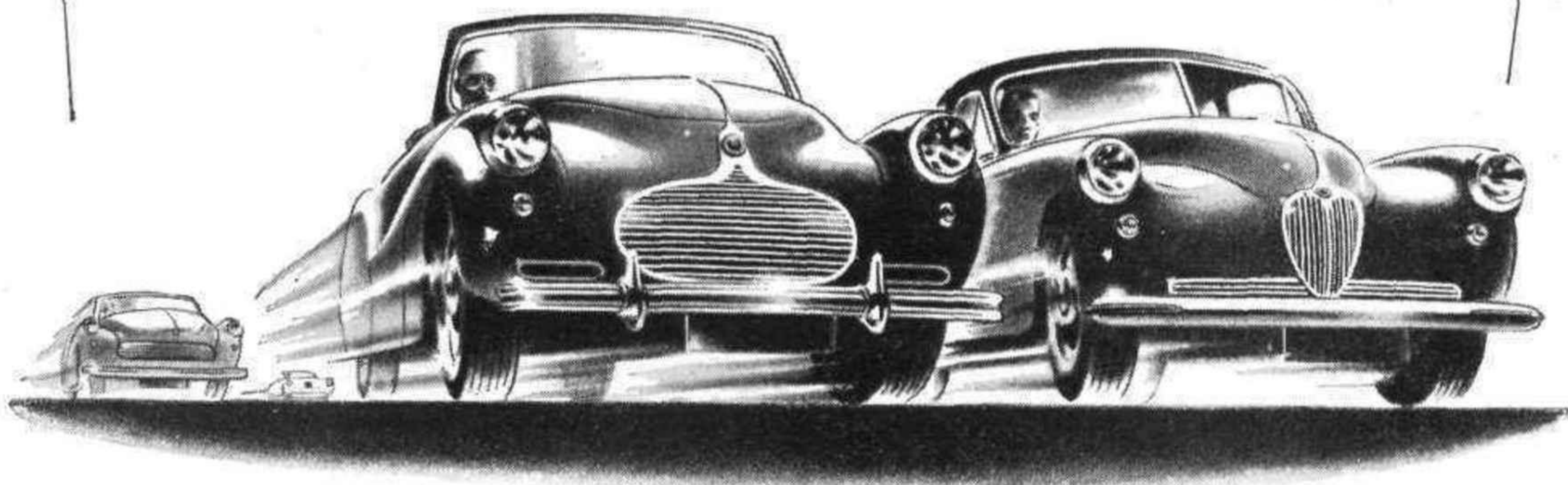
Lt. P. H. Scarf, R. M. and R. Carnegie have Bucklers which are mostly standard, the latter's using a standard single-carburetter induction system.

Overseas visitors who require hire cars, either with driver or self-drive, will find that Godfrey Davis Ltd., 7, Eccleston Street, S.W.1 (Tel.: Sloane 0022), can meet all requirements. They are Europe's largest car-hire operators.

\* \* \*

The 1953 National Competition List for 1953 is now obtainable in booklet form from the R.A.C., Pall Mall, S.W.1.

# CASTROL WINS



## R.A.C. BRITISH RALLY

Class I up to 1,300 c.c.

**1st** J. L. SHAW (M.G.)

**2nd** R. E. HOLT (M.G.)

**3rd** P. R. BOLTON (M.G.)



THE MASTERPIECE IN OILS

**EASTER AT GOODWOOD—continued from page 236.**

Rolt brought his Connaught in fifth, having effectively shaken off Gerard's Cooper-Bristol, both drivers doing all they knew how and using every inch of road out of the chicane. Flockhart was last—but only because he spun the E.R.A. off at Woodcote on the first lap and lost a lot of time. Whitehead's Cooper-Alta lasted for six laps, Coombs' Connaught shed a marker-flag and retired two laps later. It was a decisive, popular and thoroughly deserved victory for Ken Wharton.

1st: K. Wharton (B.R.M.), won by 6.0 sec., at 90.47 m.p.h. (New lap record, 92.21 m.p.h.)  
 2nd: P. Taruffi (Ferrari).  
 3rd: Baron de Graffenried (Maserati).

**B.D.C. EASTBOURNE RALLY (Mar. 27th-29th)**

The Bentley Drivers' Club annual Eastbourne Rally this year attracted the very excellent entry of 77 cars, including Sgt. Teer in the Mobile Police M.D.S.'s excellent 4½-litre Bentley saloon and other policemen in other cars. The road section was highly ingenious, and on the Sunday that useful acclivity at Firlie was used for a fully-fledged and well-organised speed hill-climb—only not all the cars were fast.

Watney's barrels marked the inside of the lower corner at Firlie. The first car we saw go up, on a wet, blustery afternoon, was Dr. Soltan's boat-bodied 3-litre Bentley with reversing lamp. Policeman Baker, in a TC M.G., was a thought "dicey," his colleague A. B. Mills in a 2½-litre Riley saloon was very neat, R. L. Rolt's touring 3-litre Bentley sounded very healthy, and Teer was outstanding in the aforementioned police Bentley, sliding its tail. L. S. Michael's 4½-litre Lagonda saloon displayed real power and was actually seen to accelerate, C. Jarvis' 4½-litre Bentley went up splendidly, as did Skeggs in a police Riley, needing all the road at the bottom corner.

N. Wood's open Speed Six Bentley, running on a rich mixture, toyed with the gradient in second gear, and C. Whitehall's 4½-litre Bentley came up really fast on a fine ascent. P. Major's Colmore Frazer-Nash did not seem to find high ratios any disadvantage, but M. Leo's blown 2-litre Lagonda was dreadfully slow. J. Bremner's special-bodied Lancia Aprilia went very well. A. G. F. Oldworth in a 2-litre Ulster Aston-Martin did it in true speed hill-climb style, and police driver Shillabeer coped professionally with a tail slide in a Humber Super Snipe.

Altogether a pleasant party. Going home we ran for a while in company with Showell's 4½-litre Bentley, its crew clad as for an Arctic expedition. Later, as trials specials were encountered, some on tow-bars, returning from a trial at Pirbright, we were relieved to meet Sears in his 1914 T.T. Sunbeam and Peter Hampton in his 2.3 ex-Mannin Mear Monza Alfa-Romeo on their way home from the Pomeroy Trophy contest.

**Results:**  
 Eastbourne Challenge Trophy.—C. Whitehall (4½-litre Bentley).  
 Sikelmore Trophy.—C. Whitehall (4½-litre Bentley).  
 Team Award.—B.D.C.—Crozier, Macleoid, Petrie-May (Bentleys).

**SOUTHERN JOWETT CAR CLUB**

It was announced at the annual general meeting of the Southern Jowett Car Club that M. Marcel Becquart had consented to become the Club's President. In accepting the Presidency, Marcel Becquart said it was a great honour to be asked to become President of one of the oldest Car Clubs in Great Britain and hoped that in view of the Javelin and Jupiter popularity and the successes both models had achieved the membership of the Club would greatly increase.

The S.J.C.C. feels that it now has an organisation sufficient to deal with the majority of the interests of Jowett owners and intends, if support is forthcoming, to enter teams in national and international events as well as hold its fixtures for the less ambitious Jowett owners.

The basic 1953 Fixture List has been decided on as set out below, but further fixtures may be added as circumstances permit.

**1953 Fixtures**

May 31st: Field events and Treasure Hunt at Balls Cross, Sussex.  
 June 28th: Rally in the West Surrey area.  
 July 26th: Mixed event, Sussex.  
 Aug. 30th: Field or track events at Tewin, Herts.  
 Oct. 25th: Point-to-Point map-reading event in Hertfordshire.

The current annual subscription is £1, plus 5s. entrance fee and 15s. for the Club Car Badge. The subscription entitles members to take part in all the Club's events and includes a free subscription to the Club's magazine "The Jowetteer."

Further particulars of membership may be obtained from the Hon. Secretary: Mr. R. Knight, 390, Hoe Street, Walthamstow, E.17.

**THE BRITISH RALLY  
(Mar. 23rd-28th)**

This year's British Rally went off very well, emphasis being placed more on the special tests at Silverstone, Castle Combe, Prescott, Llandrindod, Blackpool, Lakeland, Turnberry, the Yorkshire Moors and Hastings, than on the road section. Unfortunately, during the Rally Col. Barnes, of the R.A.C., was taken ill and detained in Winchester Hospital, and Dean Delamont, deputy clerk of the course, hit a telegraph pole and damaged his car. There was also an elaborate timed test at Goodwood, calling for braking from high speeds, reversing over lines and taking Lavant and St. Mary's corners at high speed.

Observing the Goodwood test, we saw white-capped G. M. White (Morgan) select wrong cog at the first stop-line, A. D. C. Gordon (Morgan) brake early and stall his engine, J. L. Kennett do likewise in a Sunbeam-Talbot, and W. C. Slocombe's Vauxhall jump out of reverse gear.

G. F. Hayward got lots of wheelspin in his Riley, R. Neate was fast to the line but stalled, J. Moore couldn't easily sort out his Morgan's ratios, E. J. Haddon's Jaguar was noticeable for a huge reversing lamp, and J. A. D. Lucas (Jaguar) slid under the brakes and lost his prop.

E. N. Brinkman (Renault) braked very neatly but lost precious seconds getting away, A. H. Hesp (Riley) preferred a sedate, neat drive, J. O. Grieve took a long time to pull up his H.R.G. but urged it away with body movements, and E. D. Barnfield (Hillman) stalled on braking.

At the second stop-line Peter Morgan made a very polished job of it in a Plus Four Morgan; I. L. Watkins (Sunbeam-Talbot) found an incorrect cog in trying to reverse and shot forward.

Round the circuit, N. Veronique cornered his Ford fast, J. G. S. Sears' Jaguar looked to be at its limit and later left the road, Gatsonides in a Ford Zephyr was rapid, and A. E. Belshaw (Austin) just missed an errant hare. Grant Norton (Jaguar) was recognised by his shirt, Risk drove his Ford fast, H. Sutcliffe's Mille Miglia Frazer-Nash, hood up, lost a fearful lot of time at line one, baulking D. S. Done's Vanguard, and B. M. Fursden was neat in a Renault. V. Cooper's Sunbeam-Talbot snaked into Lavant, H. M. Mettrick cornered his Morgan fast on soft tyres, G. H. H. Towse spun his XK120, J. D. Gibson's Hillman needed lots of road, R. Dickson's Vanguard was quick, then G. McVoy's Hillman spun round at Lavant in clouds of smoke. E. Elliott's Javelin sent out a smoke-screen as it stopped; both winner Appleyard (XK120) and P. G. Mallam (Jowett) were excellent.

**Results:**

**Outright Winner.**—Ian and Pat Appleyard (Jaguar XK120).

**Touring Cars:** Up to 1,300 c.c.—J. L. Shaw (M.G.).  
 1,301-1,600 c.c.—E. Elliott (Jowett Javelin).  
 1,601-2,600 c.c.—R. J. Adams (Sunbeam-Talbot).  
 Over 2,600 c.c.—D. G. Scott (Jaguar Mk. VII).

**Sports Cars:** Up to 1,500 c.c.—N. T. Lithgow (H.R.G.).  
 Over 1,500 c.c.—E. I. Appleyard (Jaguar XK120).

**Ladies' Award.**—Miss Van Damm and Mrs. F. Clark (Sunbeam-Talbot).

**Team Award.**—Appleyard, Grounds, Grant-Norton (Jaguars).



[MOTOR SPORT copyright] ANCHORS AWAY!—Gatsonides' Ford Zephyr stopping from high speed at Goodwood during the R.A.C. Rally.



1000 Miles Circuit of Ireland Trial • April 4/7, 1953

ULSTER AUTOMOBILE CLUB TROPHY WON BY  
**W. T. TODD**

*Dellow*

CLASS 1 **W. T. TODD** *Dellow*

CLASS 2 **J. MILLARD** *Austin*

CLASS 3 **S. PENTLAND** *Citroen*

CLASS 4 **G. W. HOUSTON** *Sunbeam-Talbot*

TEAM PRIZE (CLOSED CARS)

**HILLMAN**

C. W. EYRE-MAUNSELL • J. E. DOWLING • B. McCALDIN

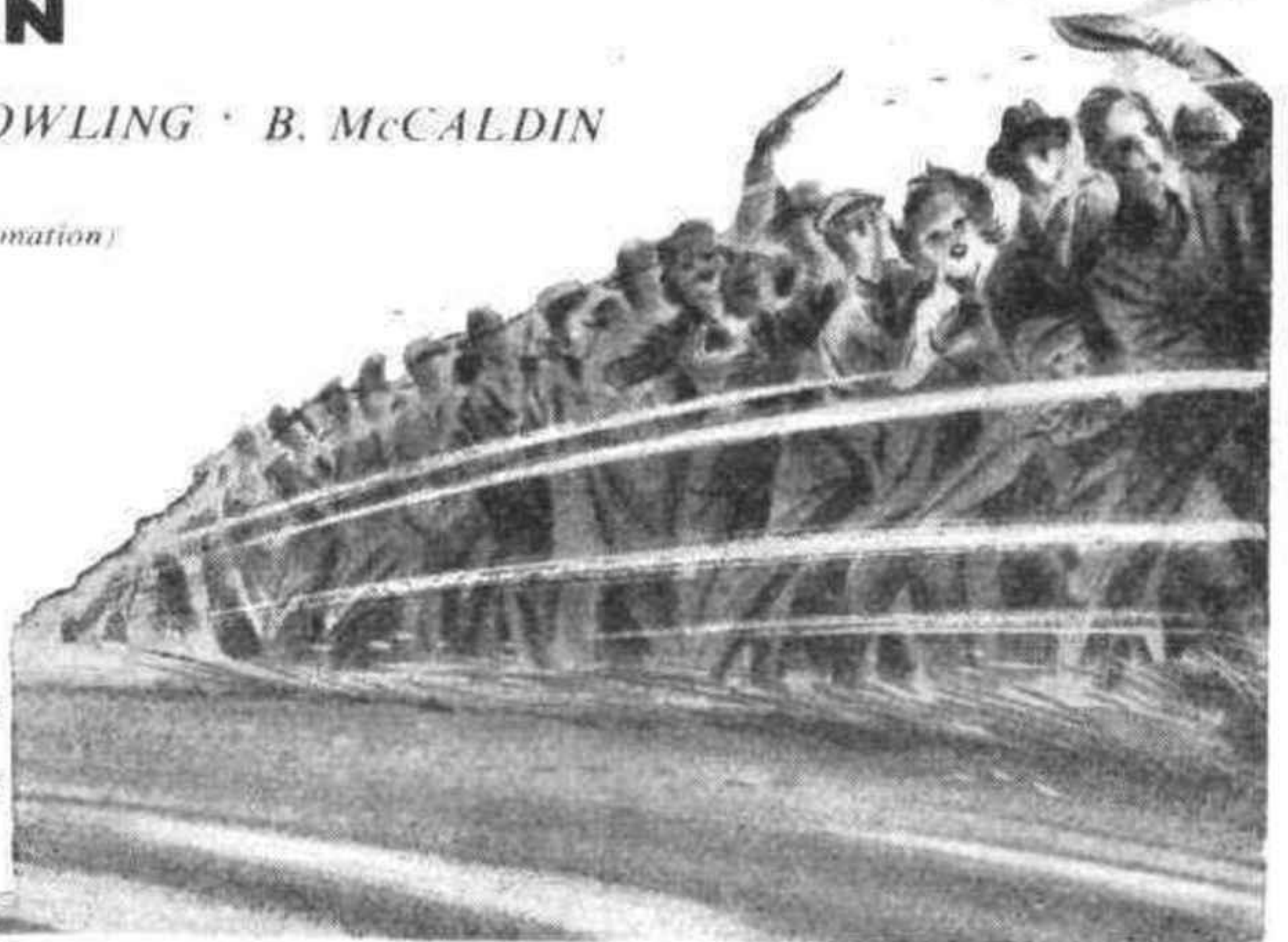
*(Subject to official confirmation)*

All the above  
Winners were  
also using



**EssoLube** MOTOR OIL

Exactly the same fine mineral oil that you can buy from your local garage



## AIR: Flying the Comper Swift

**S**MALL, fast single-seat aeroplanes always hold a strong appeal to those who appreciate flying in the true sense of the word, so it is hardly necessary to mention that when I was granted an opportunity to fly a few hours in a Comper Swift I wasted no time before leaping into the air!

However, before harping on the merits of the type and the joys of flying it, perhaps a few details of its origin and layout will place the reader more truly in the picture, for the CLA 7 Swift is one of those pre-war designs that can claim no really direct connection with the major members of the aircraft industry; in fact, it is largely the result of a pilot's dream, being based on the ideas of one who knew what he wanted to fly and therefore built it to his own personal ideals. How some of us wish that we could do the same today!

Responsible for the Swift's conception was F./Lt. Nicholas Comper, an instructor at Cranwell, who was also behind the series of light aeroplanes that emerged from there as R.A.F. products. Unfortunately, he died just before the last war, as the result of an accident that was in no way connected with flying. Nevertheless, he lived long enough to prove to all those interested that his ideas of a sportsman's mount were not far adrift from what others wanted—in appearance his little Gipsy-engined Streak left little to the imagination of an enthusiastic racing pilot, although in practice I believe it proved too vicious.

The Swift is a diminutive single-seat high-wing monoplane of just sufficient size to accommodate the pilot and with no room to spare; various power units have been used, but the standard equipment was the 75-h.p. Pobjoy "R" seven-cylinder radial fitted in an uncowed state, and one of the two surviving airworthy examples, G-ACTF, still retains this engine. This machine, until recently owned by Ron Clear, an Airspeed test-pilot, sports an attractive removable enclosed canopy as a very post-war modification.

At one time three Swifts existed with a far greater abundance of power than was available from the Pobjoys. Fitted initially with the Gipsy III, this "hotted" version was married eventually to the inevitable Gipsy Major, and one of these, G-ABWW, remains astray somewhere in this country despite fruitless efforts to trace its whereabouts.

G-ACTF's only companion is G-ABUS, of 1932 origin and the fourth of the type to be built. Although most of its life has been spent behind the standard "R" engine, in 1951 it was remotored to the tune of an additional 15-h.p. with the Pobjoy Niagara 3, and numerous other minor modifications have taken place from time to time.

G-ABUS, blessed with the name "Black Magic" and finished in a glossy black with white trimmings, has had a fairly notable career in post-war racing circles, firstly in the hands of A. L. Cole and more recently with Geoffrey Abington, a Fairey test-pilot and former owner of the late-lamented Miles Sparrowhawk G-ADNL, at the wheel. When permanent racing numbers were allocated for the 1951 season it was given "51," which figure it still holds.

Within, 'BUS boasts only the bare essentials for practical operation. There are neither brakes nor a trimmer, and the only instrument not usually found in so small an aeroplane is the cylinder-head temperature gauge, a rather essential item for a radial engine that is neither cowed nor baffled. It is interesting to note an increase of up to 100 deg. C. during a take-off and climb.

Starting can be something of a problem; the only person who seems to have the knack of swinging the propeller and obtaining the desired result each time is Douglas Bianchi, in whose capable technical hands "Black Magic" spent the past season. It is at this stage that the unwary pilot feels rather ill-at-ease, for with the engine idling the noise and vibration are nerve-racking, to put it mildly!

The reason for this shattering behaviour is the engine/propeller reduction gearing, and the sequence of events smooths itself only at settings in excess of 1,600 r.p.m. At this and all higher throttle openings the running is exceptionally sweet and quiet, and as the Niagara is a high-revving unit it is possible to remain at the higher end of the scale and so prevent the "sewing-machine" rattle.

Moving away needs a fair burst of power to initiate the roll forward, as there is a tailskid attached direct to the fuselage stern-post and therefore unsteerable. Taxying, as a result, can present a very real problem and progress across wind is virtually impossible under certain conditions.

With so few movable items to play with, the only possible vital

action of relevance is to ensure that the fuel is on, as trimmer, mixture control, flags and hatches are completely absent.

Normal take-off procedure is not to be encouraged, as the propeller ground clearance is disturbingly small. As the aeroplane is light and the power available excessive, it is safe to hold the small wooden control column well behind neutral, open the throttle and wait; however, the delay is a short one, for into the gentlest of winds the Swift unsticks in under 100 yards and literally hangs in the air! At this stage the air speed indicator registers nothing and the rev.-counter about 3,000.

The climb itself is fantastic and can be made at any angle to suit one's feelings and ambitions. I have not measured the rate of ascent, but taking off from the south at White Waltham it is easy to attain 1,100 feet on crossing the northern boundary still with no I.A.S.!

This business of having no measurement of forward speed is not quite so terrifying as it may sound, for it does not necessarily mean that the true figure is a very low one. Although the A.S.I. is graduated upwards from 40 m.p.h., the absurd position of the pilot and static heads between the front and rear wing-struts causes a blanketing effect and it is a wonder that the instrument reads at all! However, it jumps into action at between 65 and 70, and appears to be quite normally accurate throughout the remainder of the scale.

As soon as one is airborne in the Swift and, in fact, to a smaller extent even when on the ground, there is a very satisfying sensation of being aloft in a home-made toy, yet at the same time having an almost fighter-like reserve of power that creates an uncanny unreality. I like very small aeroplanes with an abundance of horses, so I was more than happy with it right from the start.

I have mentioned already that there is no fore-and-aft trimmer and whilst climbing this is particularly noticeable, for 'BUS is nose heavy and it is necessary to maintain a steady back pressure on the stick at all times. With no recommended figures available I coined my own, to find 80 I.A.S. and 3,000 r.p.m. a comfortable combination.

Stalling is a game always to be tried with a strange type and as one may not know the idiosyncrasies of the individual machine, I took the Swift to 3,500 feet and had a go. Owing to the ineffective pilot it is impossible to measure the speed at which it actually falls out of one's hands, but with power off there is an increasing degree of all-round sloop at speeds below 70, and at a guess I should imagine the stall to be around the 50 mark, but it is a tame enough sequence with no inherent flicking tendency, although the starboard wing will play foul if provoked.

The Swift appears considerably faster than it is in reality, a delusion caused, of course by its size. At a cruise setting of 2,800 r.p.m., the needle settles at between 105 and 110 m.p.h. and at this speed the controls are pleasantly responsive. They are, in fact, about as light as one would like them to be, although there is an unfortunate sensation of a hunting instability.

At full-throttle the A.S.I. winds round to 136, whilst the revs. do the same to nearly 3,600 under very favourable weather conditions. I mention this as on those days when neither humans nor machines seem to have any power, the Pobjoy refuses to give more than 3,400 r.p.m. The gearing gives a very genuine step-down in revs. from engine to propeller, and it is momentarily worrying to look at the gauge and then glance at the large coarse-pitch blades, which appear to be windmilling—all of which creates the erroneous impression of an engine failure!

Being a small aeroplane with plenty of urge, there is more change in foot-load between full throttle and the glide than is normal with light types. Actually, at 3,200 r.p.m. with feet off the rudder and



holding-off bank with port aileron, the nose swings starboard round the horizon through ninety degrees in sixteen seconds!

In pre-war days Swifts were aerobated with some élan, but the increased weight of the Niagara over the Pobjoy "R" has resulted in G-ABUS being granted a C. of A. only in the Special Category. This is a pity, for I should imagine that successive loops could be maintained with a gradual increase in height between each.

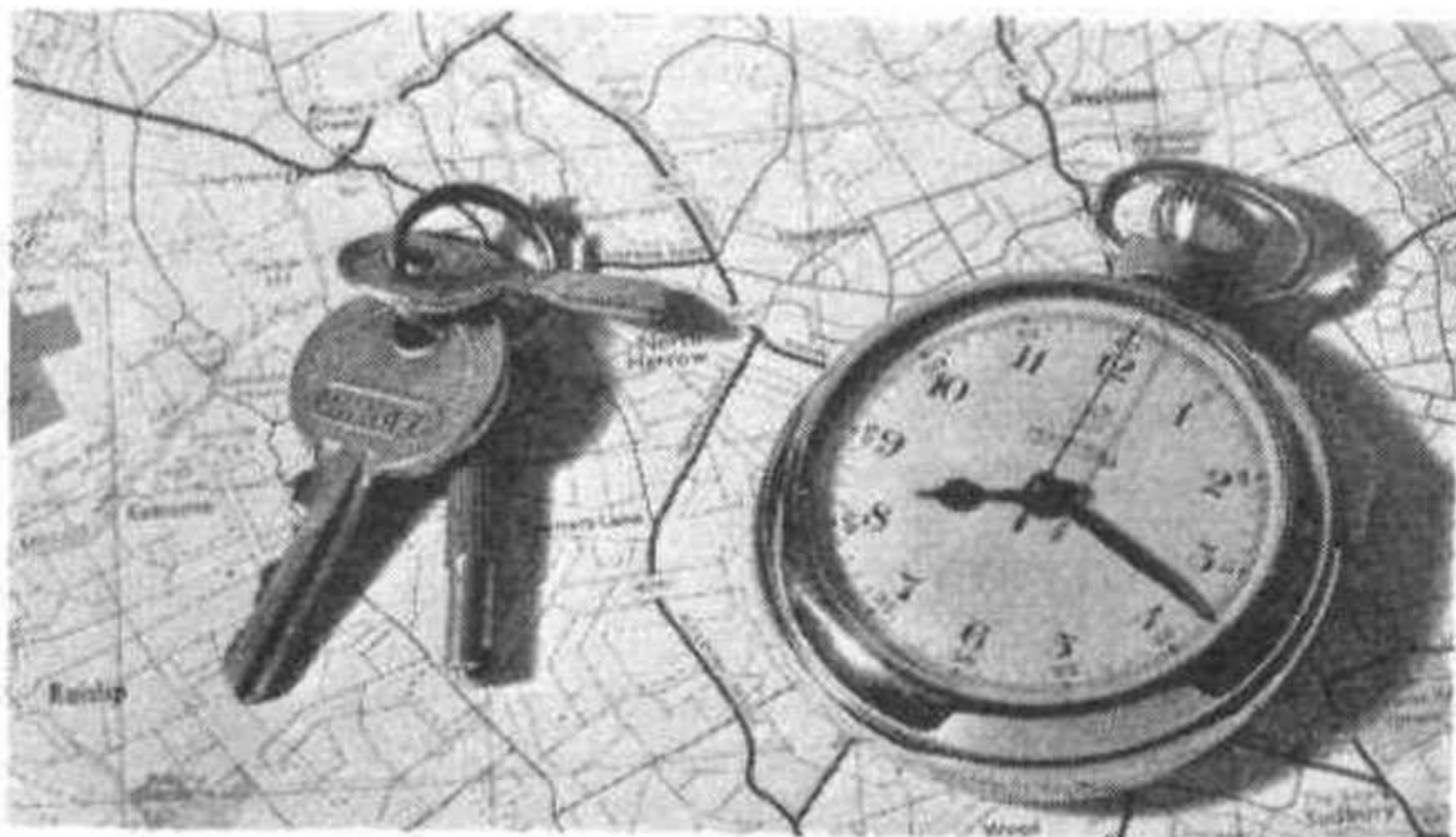
Lack of view is perhaps one of the Swift's most apparent shortcomings. In flight there is a complete blind spot forward, so it is necessary to poke one's head outside either to port or starboard and look ahead under the wing. However, this shortcoming is not very upsetting, for in normal circumstances there is no need to be able to see what is going on in front; it is merely a luxury to which we have been accustomed and the Swift's blindness is no worse than some piston-engined fighters, while the racing Percival Mew Gull G-AEXF after the Henshaw/Cross modifications (see MOTOR SPORT for April, 1952) was considerably worse. It is merely a penalty for performance.

Returning to the circuit it is especially important to keep one's eyes wide open and perhaps raise the odd wing from time to time to ensure that all is clear; with no flaps, the glide is rather flat and there is a marked tendency for the air speed to build up on the way in, but a curved fighter approach should be made, aiming to cross the boundary at from 75 to 80 m.p.h. I.A.S.

The actual landing is straightforward, but must be made on three points owing to the small propeller clearance. Fortunately it is quite safe to hold off rather high and drop in from a few feet, rather than risk touching without having the tail right down; however, towards the end of the run if slightly out of wind there is a tendency to weathercock and this cannot always be checked, for the rudder is the only medium for directional control and when this becomes ineffective at low speed there is nothing left. The moral, of course, is to land exactly into wind, but this is not always possible.

During last summer I flew about fifteen hours in G-ABUS and became very attached to it. It is an aeroplane that serves no practical purpose—there is no room even for personal luggage, as everything has been faired over—but an ideal mount for personal entertainment of a rather spirited nature. If I finish by saying that I would like a Swift of my own, preferably Gipsy-powered. I consider further comment unnecessary.—D. F. OGILVY.

**GOOD AND INEXPENSIVE**



It is always pleasant to be able to recommend a product both inexpensive and well worth owning. The Ingersoll "Cronostop" 50/- stop-watch comes into this category. It has clear figures, keeps good time and functions reliably in spite of harsh treatment—remarks we base on a year's experience of the even less-expensive 30/- type without a separate large seconds-hand. This watch was bought to tide a club over an emergency when tests had been planned and no stop-watch was to hand. It has since run non-stop although grossly neglected and dropped more than once. The 50/- version has this full-dial seconds-hand, which is adequate for timing to within about a fifth of a second. Naturally, at this competitive price a fly-back action cannot be included, but provided both hands are available for holding the watch and operating its stop-action reasonably accurate results are achievable, suitable for the ordinary person's lap-time checks or for ordinary club driving-test contests. While the seconds-hand is stationary the entire movement is likewise out of action, but here again, the low price has to be respected. As an ordinary watch this 50-bob Ingersoll is remarkable value and should save many a young enthusiast much gold for expending on his car. The makers are Ingersoll, Ltd., Ingersoll Corner, Ruislip, Middlesex.

**Reports of Recent Events**

**S. JOWETT C.C. MYSTERY RUN (Mar. 29th)**

- 1st: R. Knight (Javelin).
- 2nd: A. S. Bennett (Velox).
- 3rd: P. D. Bailey (Morris).

**MID-CHESHIRE C.C. SPRING TRIAL (Mar. 29th)**

- Best Performance.—D. Lilley (Wharton).
- Up to 1,500 c.c.—B. J. Bodenham (Dellow).

**500-c.c. RACING, BROUGH (April 3rd)**

Scratch Race:	Heat 1.—L. Leston (Cooper-Norton) ...	59.94 m.p.h.
	Heat 2.—A. J. Nurse (Cooper) ...	58.11 "
	Final.—L. Leston (Cooper-Norton) ...	60.12 "
Handicap:	Heat 1.—P. Cousins (Cooper) ...	56.7 "
	Heat 2.—R. A. R. Bell (Cooper) ...	58.4 "
	Final.—J. Russell (Cooper) ...	58.9 "

**PEMBROKESHIRE M.C. LYDSTEP HILL-CLIMB (April 4th)**

Sports Cars:		
Up to 1,100 c.c. non-s/c.—W. L. Edwards (Ford Special)	38.93 sec.*	
1,101-1,500 c.c. non-s/c.—W. L. Edwards (Ford Special)	38.03 "	
1,501-2,000 c.c. non-s/c.—W. P. Rhodes (Rhodes Special)	36.30 "	
2,001-3,000 c.c. non-s/c.—H. J. Hunter (Healey)	37.14 "	
Over 3,000 c.c. non-s/c.—J. Peatfield (Restfield Special)	39.36 "	
Production Cars:		
Open M.G.s up to 1,500 c.c.—M. Llewellyn	38.81 "	
Saloons, Handicap.—O. H. J. Davies (Morris Minor)	—	
Racing Cars:		
Up to 500 c.c.—C. G. Arengo (Arengo 500)	34.82 "	F.T.D.
501-1,100 c.c.—D. J. Smith (Turner-M.G.)	38.05 "	
Ladies' Award.—Mrs. Reece (Morgan Plus Four)		

\* New class record.

**HIGHLAND THREE-DAY TRIAL (April 4th/6th)**

- Best Performance.—C. W. I. Jeffrey (H.R.C.).
- Open Cars under 1,500 c.c.—N. T. Lithgow (M.G.).
- Closed Cars under 1,500 c.c.—W. W. Fulton (Jowett Javelin).
- Open Cars over 1,500 c.c.—J. M. Cringean (Jaguar).
- Closed Cars over 1,500 c.c.—B. Dickson (Standard Vanguard).
- Team Award.—Miss Balfour (M.G.), N. T. Lithgow (M.G.), C. R. S. Robertson (Morgan).
- Ladies' Prize.—Miss Neil (Morgan).

**CIRCUIT OF IRELAND TRIAL (April 4th/7th)**

- Best Performance.—W. T. Todd (Dellow).
- Open Cars, Unlimited.—W. T. Todd (Dellow).
- Closed Cars up to 1,100 c.c.—J. C. Millard (Austin).
- Closed Cars, 1,101-2,000 c.c.—I. S. Pentland (Citroën).
- Closed Cars, over 2,000 c.c.—G. W. Houston (Sunbeam-Talbot).
- Novices Award, Open Cars.—M. F. Mackie (Lea-Francis).
- Team Award, Closed Cars.—Hillman team.
- Team Award, Open Cars.—M.G. team.
- Ladies' Trophy.—Mrs. Flynn (M.G.).

**W. CORNWALL M.C. TRENGWAINTON HILL-CLIMB (April 6th)**

Sports Cars:	Up to 750 c.c.—D. G. Watts (Wastin)	30.76 sec. F.T.D.
	Up to 1,300 c.c.—W. A. Cleave (Morris)	28.37 "
	Up to 2,000 c.c.—G. Crossley-Mcates (B.M.W.)	27.56 "
	Over 2,000 c.c.—P. Jackson (J2 Allard)	27.16 "
Championship.—P. Jackson (J2 Allard)		26.41 " F.T.D.

**M.G. C.C. COCKSHOOT TRIAL (April 12th)**

- Best Performance.—E. Lister (H.R.C.).
- Best N.W. Centre Member.—J. O'Hanlon (Renault).
- 1,000 c.c., Closed and Open Cars.—H. Jacoby (Renault).
- 1,000-1,300 c.c., Closed Cars.—J. P. Boardman (Austin A40).
- 1,000-1,300 c.c., Open Cars.—W. D. Bleakley (M.G.).
- 1,301-2,250 c.c., Closed Cars.—J. C. Wallwork (Standard Vanguard).
- 1,301-2,250 c.c., Open Cars.—H. Harrop (Morgan).
- Over 2,250 c.c., Open Cars.—I. F. Handforth (Jaguar).

**WANTED—A RACE FOR HISTORIC RACING CARS**

We had a parade of historic racing cars at a big Silverstone meeting three years ago and the V.S.C.C. holds its own races for such cars, but it is high time the race-going public at a big meeting saw a short contest between the faster Edwardian racing cars and those of the early and mid-1920s. These fine cars seem to come to no harm during such races and are a stirring sight in action. The *Daily Express* seems to have "missed the boat" with such a race at its mixed meeting of May 9th, but could not a contest of this kind precede the British Grand Prix at Silverstone on July 18th, or perhaps be included at one of John Morgan's excellent Goodwood meetings?

W. B.



## VINTAGE VEERINGS

WITH the approach of summer the demand for good vintage cars will presumably rise and, as there are few experiences so fascinating to youthful enthusiasts as running through the small ads. and setting out to seek a bargain, may Old Father Ed. offer some advice on the subject?

In the first place, do not be misled by the argument that today's cost of living bears no relation to that of 1939 into paying absurdly high prices for old machinery. Remember that the counter-argument has to do with the equally true fact that a vintage car is at least 23 years old and, unless rebuilt (ask to see bills!), has obviously depreciated quite a lot during that time, whether in use or standing in a shed.

Whether to buy from a dealer or privately is a debatable point. The former has stock for inspection but has overheads to meet and must make a profit; the private seller will have only one car to sell but you may get it for less money. Once bought, generally, a guarantee is not likely to be of much value (there may be exceptions), so insist on a trial run long enough to thoroughly warm the oil—few cars should show less than 8 lb./sq. in. pressure when hot. Take the log book with you when you leave, having checked all numbers therein with those on the vehicle.

Beware of traders who deal from private premises if they pretend to be private owners, and do not be misled by dealers who advertise a big selection of cars but have few in their showrooms. As to prices, I am informed that these will rise a bit until the middle of the summer and then come slumping down to a level lower than has been reached this winter, which was pretty low—and that it is in order to offer in the region of half the advertised price by today's standards!

The R.A.C. and A.A. can arrange engineer's examinations of cars but common-sense must otherwise prevail. Remember that wear in bores is one of the most depressing of motor ailments, along with any maladies which will necessitate stripping the entire engine—unless you seek a bargain from this standpoint, intending in any case to strip and rebuild before use.

Dates of cars often make a big difference to value and the one-make organisations will often tell a prospective purchaser useful things under this heading, including how to discover the correct year of manufacture. If you buy the specimen concerned, it is then a decent gesture to join the club or register which helped you!

Generally, the young and inexperienced should go for a car rough externally if sound mechanically, instead of *vice versa*, but experience suggests that cars advertised as "body needs attention" can be a shocking sight—and body repairs are amongst the most difficult and expensive of all. Worn king-pins and bushes can be replaced—if replacements are available—more easily than a run bearing in the engine. Tyre wear can tell you a lot about the condition of brakes and steering—and tyres which look new in photographs can be found to be dubious retreads on inspection. Safety-glass is essential in windcreens and nearly always has a trademark near one corner. After trying for play in the steering, look at wear on control pedals, rock the front wheels from the top, test components—drives for "play" and jack up a back wheel with a cog engaged to feel for free movement in the transmission, continuing to use common-sense while doing all these revealing things. Ask the vendor, "Do you guarantee such and such speed, this m.p.g., that consumption of oil?" and look him straight in the eyes as he replies! You will probably still be caught but it will ease your conscience later. Don't jump to the conclusion that a vendor is a good fellow because he has a car groaning under a load of the best club badges—they often collect them off cars which pass through the emporium into one glorious display.

However, there is little on paper that will guide you. Take an experienced enthusiast along with you if you can. It can certainly be a thrill looking through hundreds of small advertisements for cars which sound intriguing, and going off to see them—for the first few days after the first of each month, I shall have my fingers crossed for you.

Definitions of some advertising slogans:—

"Only wants seeing": Make sure this applies to the car and not to the price ticket.

"Late property of a nobleman": How late? It may have been handed down and down and used by the under-gardener's boy for the past five years.

"Winner of 19—Grand Prix": Racing cars, correctly designed,

should last the distance of the race only, then fall to pieces. The vendor may excuse himself thus if you find it is almost in pieces, of course.

"Absolutely perfect throughout": In other words, better than a brand new Silver Ghost Rolls-Royce!

"A gift": This probably refers more specifically to your cheque than to the vendor's car.

"Sell, or break for spares": If you buy it, you will save him the trouble.

\* \* \*

The V.S.C.C. Pomeroy Trophy Contest, designed to discover the best all-round over-2-litre touring car amongst the entries, which this year ranged from the venerable 1908 G.P. Itala and Sears' 1914 T.T. Sunbeam to modern saloons, was won by John Vessey's 1927 Lancia Lambda. He started off well by being very brisk in the test involving driving over a wet Silverstone runway through a series of "wiggles." Poor Pomeroy, who devises the contest, had a failure of the "Prince Henry" Vauxhall's clutch plate mechanism and was unable to continue, nor was a Hotchkiss allowed to do the Hour High-Speed Trial, because its windscreen, fitted by a well-known coachbuilder, was found to be of toughened glass. The high-speed part did not mean much to an onlooker because cars had only to maintain stipulated speeds; but Dr. Ewen obviously enjoyed driving the 1908 Itala and did the entire lap in top cog, disposing of L. S. Richards' Speed Twenty Alvis, which had its screen folded flat. A 3½-litre Bentley saloon cornered very effectively, the car looking as if it knew what was expected of it so unexpectedly, but E. N. Whiteaway's Railton saloon, also fast, went to earth on one occasion. T. B. Webb's 30/98 Vauxhall was notably quick. Gibson-Jarvie's Fiat Forty tourer merely sedate, and no one broke down.

We took an A30 Austin to Silverstone because we wanted to use its radio to listen to the University Boat Race and the Grand National. But we knew this to be a rash undertaking and, sure enough, great persuasion was required to prevent carnivorous vintagents from dismantling certain parts or placing the wee thing on its roof, while Cecil Clutton wore a resplendent buttonhole badge most of the day which, we assumed, represented some very high office, until we discovered it to have come from the middle of the A30's steering wheel! The results follow—congratulations, Vessey.—W. B.

**Pomeroy Trophy.**—J. G. Vessey (1927 Lancia Lambda), 457 points.  
**First-Class Awards.**—Webb (Vauxhall), E. Sears (1914 T.T. Sunbeam), and Richards (Alvis).  
**Second-Class Awards.**—P. Binas (30/98 Vauxhall) and C. W. P. Hampton (Monza Alfa-Romeo).

\* \* \*

Loyalties will need to be divided on May 2nd, when the B.A.R.C. has its second 1953 Members' Meeting at Goodwood and the V.S.C.C. its first 1953 Silverstone Race Meeting. Vintagents who wish to support the latter must get tickets beforehand, which means today if you haven't them already, from a V.S.C.C. member. The meeting commences at 12.15 p.m. and includes the One-Hour High-Speed Trial with "Le Mans" start, handicap races for vintage and non-vintage cars which count towards the MOTOR SPORT CLUBS Trophy and cash prizes, a handicap for vintage light cars, and the G.P. Itala Trophy Race over 10 laps for vintage racing cars. Roll up! It sounds like a very fine day's sport, amid the right sort of exhaust notes.

## NORTH DEVON MOTOR CLUB

The third Ilfracombe Rally will be held on Saturday night, May 9th and Sunday, May 10th this year.

The clubs which have been invited are the West Hants & Dorset M.C., Taunton M.C., the London M.C., Plymouth M.C., Exmoor M.C., Bristol M.C. & L.C., and the M.C.C.

This year the starting places have been altered to assist the London area enthusiasts. Starts are now being made from Virginia Water, Bournemouth, Bristol, Plymouth and Ilfracombe.

All routes will converge near Taunton and then take in part of Devon and Cornwall. Special and regularity tests will be held *en route*. The route will also take in such famous hills as Porlock, Countisbury, Lynmouth, etc.

It is hoped that the winner of the Rally will be decided on the road sections. Awards to the value of well over £300 are to be won.

Headquarters for the Rally will be the Imperial Hotel in Ilfracombe, which has been taken over completely.

Registrations are now available from the Club Secretary, H. Bartlett, 43, Charles Street, Barnstaple, North Devon.

## LETTERS from READERS

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

### THE BRITISH INDUSTRY

Sir,

It is seldom that I put pen to paper, but the forthright nature of your journal prompts me to do so.

Can nothing be done to make British manufacturers produce a car for the overseas colonial market—just one make of car that can satisfy a very real demand?

In the Rhodesias, where there is a fast-expanding country involving thousands of miles of motoring, it can be safely said that only American models are built to last. I have seen Humber Super Snipes (two in our firm) pack up in twelve months; Rileys rattling like tin cans; Sunbeam-Talbots, Wolseley 6/80s, wasting in showrooms because they are unfit to take out of town, and Hillman Minx and Vanguards sold as worn out after 40,000 miles. The family's Vauxhall Wyvern cannot be driven over 45 m.p.h. in case it turns over, while there is no need to open the bonnet for water or the boot for luggage as they spring open in turn at the slightest bump. Jaguars are popular for town and country, and Austins have a fairly successful time, but the Morris Minor for roadholding and cruising beats all comers.

The finest car I have had was a Citroën Fifteen, and these cars, I would say, sell as well as American cars. Although twelve years old, my favourite gave me 33 m.p.g. (water injector fitted, of course) running at 60-65 m.p.h. when I drove from Beit Bridge to Cape Town, some 1,400 miles, in 33 hours' continuous going in December, 1951. She had only a set of Cord rings in the engine, new valves and springs, new front drive, and on the roughest of Rhodesian roads, with 57,000 on the clock, did not have one single rattle or squeak. Despite one head-on collision and a crash over a bridge, she was as sweet to drive as the day she was born. After 7,000 miles of holiday driving in South Africa, ending in 300 miles of driving in torrential rain when the car seemed more like a boat, the only running expenses were one shock-absorber bush and a burnt exhaust valve.

Just before leaving Rhodesia one of our engineering staff was told to buy a car, expense unlimited, for a company representative from abroad. How well I remember his face when, after three days of testing models, he returned empty-handed, saying that as no American cars were available, he would prefer not to spend the money. Would our zealous friends at Earls Court try to explain that away?

If there's not something radically different on the market when I return to Africa next year, having had a quiz at some of our sales friends in London, then I shall wonder whether Britain really does want to recover her prestige.

I am, Yours, etc.,

ROY BUCKLAND.

Newport.

Sir,

Having just returned from Uganda after two years, I was extremely interested in the correspondence in your April issue about the standard of British motor manufacturers. I feel that little more is to be gained by merely stating that I endorse the general run of writers who assert that some of the defects in new vehicles are absolutely appalling, but you may be interested in two recent tours in Africa that I have completed, both of which necessitated using vehicles of every description.

The two greatest problems in Africa are dust and rough roads. Time and again one hears people say about certain well-known makes of British cars, "Yes, but the engine is good." Meaning the suspension and bodywork are terrible. My own popular make of British car completed 52,000 miles in East Africa, and at the end of that time was still using the minimum of oil. But how many pairs of shock-absorbers had I used? How many temperature gauges have I had to have fitted, each with three months' delay? How many buckets of African red dust have been carted out of my upholstery? How many times have I been locked in second gear for many miles? And how many cracks in the chassis has our farm welding apparatus had to stitch up? In each case the total of occasions is very numerous, and I have regretfully joined the band of old and wise in East Africa, and pray for the day when the dollar problem will be solved. But the engines are superb.

On the first of my two journeys I travelled to Kenya to test vehicles for agricultural stations. An economical and simple vehicle was

required, which would give passengers freedom from dust and provide the minimum of maintenance. In each case the test was practical, followed by inspection of stores and spare parts, and an examination of the rate of usage for certain well-known vulnerable parts. My conclusion came firmly to the side of three Continental manufacturers. One of them is the superb Volkswagen. Both French and German products were superior to anything I could get from U.K. The engines were not as good, but suspension and bodywork were two years ahead. English vehicles were eventually purchased, as patriotism still has some significance.

I then went down to Southern Rhodesia and Nyasaland on a six weeks' tour of farms. I went over some appalling roads, and covered some 3,000 miles. The vehicles I used were hired, and represented Germany, America and Great Britain. All had done over 10,000 miles, and the American car had done 56,000. In spite of heavy rain throughout the trip I never once got stuck in the German vehicle. I got thoroughly bogged down in the American car, though otherwise I was in great comfort. The British car was as wet inside as out. The engine behaved superbly, but the bodywork was terrible. Pieces of chromium came off internally, the radiator broke loose from the chassis, and one of the control knobs came away as I pulled it.

Now that I am home I have bought a new version of a well-tryed Midlands product. It looks good, and again the engine is a pleasure. I find, however, a whistling draught in the rear seat because there is no separation between the boot and the rear seat. No boot was ever made leak-proof, and the cold air sucked into the boot whistles around the interior like a gale. In Africa this would mean a cloud of dust. And this is in 1953, on a model that has been in production at least five years, and by a firm that takes more than normal trouble to rectify export problems.

If this is the best they can do in Britain, we wish we could keep the dollars we earn in East Africa and buy some decent American cars.

I am, Yours, etc.,

ARVIAN D. LLEWELLYN-JONES.

Masindi.

Sir,

I was most interested to read your views on the M.G. 1½-litre saloon and thought I detected a trace of disappointment, reading between the lines. The words "let's face it" at least had a ring of ugly foreboding unless I am unduly sensitive following my recent purchase of this model.

I had decided the car was under-powered and it was cold comfort to be informed that the car was not a "sports saloon" but a "saloon for the sports motorist." In another age this could have been considered misrepresentation, especially as the car appears to have no claim to the word "sports" at all. My 20-year-old Hornet-Special, weighing nearly the same as the M.G. and with a comparable capacity engine, can equal it for top speed, petrol consumption and roadholding, which prompts me to ask what progress has taken place in the meantime. And the gear lever has a far more restful time!

Admittedly, the trimming and appointment are good by modern standards, being up to pre-war quality, but the reputation of the M.G. was surely not founded on upholstery, nor, I hope, was it founded on inertia.

Incidentally, the plywood dashboard is showing signs of losing its walnut veneer. Let's face it, indeed!

I am, Yours, etc.,

M. K. JOHNSON.

Birmingham, 13.

Sir,

I want to add my warmest praise for your hard-hitting editorial in the March issue. Every word of it is so true; it is no use, as you say, consoling ourselves with a Le Mans state of mind, we must get down to brass tacks if we are going to keep our export markets.

British manufacturers seem to fail to realise exactly what is expected of their products in foreign countries. Here in Canada cars are not treated fondly, they are a method of transportation and are driven accordingly. No one cares two hoots whether a specially prepared product was driven through umpteen countries in Europe. The day when a British car is used as a taxi in Montreal will be a far greater achievement!

One of the great failures in British cars is that they do not seem to be thoroughly road-tested before they are mass-produced. American manufacturers make a great feature of this and also advertise the fact.

Let me end by adding a bit of praise for a British product. I am the proud owner of a Morris Minor, a grand little car in every respect, but even here why did the windscreen have to leak, why did the floor become a morass after a bit of wet driving? Could it be bad workmanship, lack of road-testing?

I am, Yours, etc.,

BRYAN STAMP.

Montreal.

Sir,

I rejoice to see that Mr. Denis J. S. Fletcher has contributed some comments on the distribution and servicing of British cars in South Africa. Three years ago I bought a medium-weight, not-so-expensive British car. Within two months I discovered around 30 faults, mostly in the bodywork, but including stripped bolts on the cylinder head. After a running and largely unsuccessful fight with the suppliers, I ripped off a stinker of a letter to the manufacturers, who issued instructions that the car was to be fixed to my satisfaction free of charge. This included dustproofing it—an essential in this country. (Incidentally, believe it or not, a Rolls-Royce recently imported had to be dustproofed here, costing the owner an additional £39 10s.) I saw the letter of instructions by accident. It stated that the car had better be fixed up as I was a newspaperman and they did not want to fall foul of the Press. Other owners, I assume, were less fortunate. It was never, however, satisfactory and was duly got rid of.

Being still of the opinion that a good British car cannot be beaten, I acquired the 1946 3½-litre job of the greatest sports car outside the millionaire class with an honest 12,000 miles on the clock, which had never been driven more than 50 m.p.h. on tarred roads. The seller's parting words were: "For God's sake never let the agents get their hands on it." Owners of cars of the same make and another famous car represented by the same company hold firmly to the same view. Apart from carrying virtually no spares, both they and the factory seem completely disinterested in helping others. I required a spare urgently. The local firm wrote to the factory, while I made arrangements to have it flown out here at high speed. Nothing happened. I cabled the factory. My friends in London telephoned. After a month, the factory announced that they didn't have it, they didn't know whether the company that made it had any. Fortunately, I had a brainwave and wrote to Henlys. Within a week, they advised that they had not a new part in stock but could pick up a secondhand one in good condition. Two days later, an airmail parcel arrived at my office with the part, accompanied by a note, "With our compliments—No charge." When I do manage to hit London, one of the first things I intend to do is to buy the guy at Henlys a quantity of doubles at the nearest local.

This action did my morale a world of good after my local experiences.

Seriously, however, the U.K. has a great market for its cars in this country. But manufacturers *must* devote time and money to picking agents, seeing that their workshops are properly equipped, that the mechanics are top-class men, preferably with factory training, and that spares are available in all main garages throughout the country.

I am, Yours, etc.,

G. M. THAIN.

Johannesburg.

Sir,

The March issue of MOTOR SPORT focuses an uncomfortably penetrating spotlight on the British motor industry which is, I sincerely trust, profoundly disturbing to its complacency and false sense of well-being.

Quite apart from the disintegration of the seller's market, which alone is sufficient to jerk some of the smooth gentlemen with the title of salesmen out of the artificial world of quotas, four-year delivery dates, waiting-lists, and covenants. Your correspondence columns indicate widespread and informed criticism of the finish, performance and after-sales service of British cars which they will ignore at their peril.

Add to this the dramatic resurgence of the German motor industry, which is tearing into our overseas markets with its customary diligence and efficiency, and the picture is far from bright for anybody who takes the trouble to look.

Woven into this pattern of international sales competition for export markets is motor racing, whether the Grundys like it or not, and it is not difficult to forecast which country will dominate international motor racing next year, when the new formula is unleashed.

If we accept this, and I think we must, our position as an exporter will be affected and undermined to such a point that, with the home market able under present economic conditions to absorb only 50 per cent. of production, the industry will find itself in very grave difficulties indeed.

The contention that export sales depend *entirely* on motor-racing successes cannot be supported, but that they have a very considerable effect cannot be denied. Next year even Ferraris are going to find it difficult to cope with the new Mercedes, and in step with the string of successes which inevitably the Merces will chalk up at our expense the overseas sales of the Volkswagen will climb, to the detriment of the Minor, the A30 and the Anglia.

If it is important to win races, *and it is*, we must approach the problem with some of the ruthless commercialism of the Germans, the inventive fertility of the Italians, and for good measure the Gallic ardour of the French. The British Formula 1 cars in 1954 *should* be the best that the British industry can produce, but in fact they will be the best that scattered groups of bright young engineers, working on shoe-string budgets with limited facilities, can produce and they will put up a gallant show, but with sadness in our hearts we will watch them finish nowhere, blow up, shed wheels, demonstrably and lamentably outclassed by our late enemies and present rivals.

We have, scattered throughout our industry, the inventive fertility, we can match the Gallic ardour with our own brand of enthusiasm, that leaves "ruthless commercialism"—and it is this which requires the most fundamental change in our approach to motor racing. Motor racing is no longer the sport of the monied young man thundering round Brooklands in his Sunbeam, it is the conflict of slick, meticulously prepared, and organised teams representing their country with world prestige and consequently world markets at stake. The fact that it is the greatest spectator sport on earth is largely incidental.

The racing team which is going to win races as the Ferraris have been doing, and the Merces almost certainly will next season, needs financing on a scale which no private syndicate can provide—since successive governments have declined to support a national British racing car, it therefore devolves on the industry itself to pour money into the development of cars which will win races, if for no other reason than the basic one of self-preservation. Surely, now, there is a case for the development of cars sponsored by the component manufacturers, the oil companies, the tyre companies, etc., as in America. It would open the hallowed atmosphere of motor racing to the publicity hounds, but if that meant a green car being first past the chequered flag wouldn't the sacrifice be worth it!

I am, Yours, etc.,

Brighton, I.

PETER ROSS.

Sir,

The Poske criticisms and the replies are most enlightening. While the European cars, particularly the English, are held in high esteem in the eyes of Americans, it is necessary to correct the defects that exist. Reliability *must be improved*. It has been found that two faults are prevalent in most English cars: the wiring fails to last more than 30,000 miles and, worse, the rubber hoses no more than 20,000 miles. There is, of course, room for improvement in all automobiles, but I should like to point out a few details concerning one of the best of your cars sold in any quantity in the U.S.A., the Aston-Martin. Its virtues are too well known, so I shall be pessimistic and list only faults.

Steering, too much play and wander; rattle of the bonnet; reflection of panel lights on the windshield; brake grabbing; overheating in U.S.A.; instability of the cylinder linings; and, last and probably most important, seating—no support for legs or back. These small defects are so vital that they tend to drive one (me!) to distraction, so much in love with it am I.

I am a very poor letter writer and were it not for the hour and a drink or two you would not even hear from me. Please do not think that the criticisms are an indication of my personal preference, for in truth I am really on your side, the American cars having long since lost any amount of that vital ingredient, *fun!*

My plea, and long may it ring with a strength undimmed by the influence of America and a weak disposition: live on, O mighty spirit, for what you are, let not the weaknesses of man deter you from your worthy cause, giving pleasure to us poor mortals in these most fearful days.

Many thanks, good luck, good night.

I am, Yours, etc.,

ALLEN GEORGE DARTT.

Long Island, New York.

## A MARK VII IN DENVER

Sir,

Accolades to Uncle Tom McCahill and his criticism on the Mark VII Jaguar (page 476, MOTOR SPORT, October, 1952).

As much as I dislike McCahill, he really hit the nail on the head in summing up the many troubles on the Mark VII. I have owned one of these monsters and could hardly wait to unload it on some unwary individual who thought "Made in England" could have no faults.

I can honestly say 98 per cent. of all Jaguar Mark VII owners feel as I do—can't wait to get rid of the car, are afraid to admit they had been fooled into thinking they were buying real quality, an engineering masterpiece instead of a mass of engineering nightmare—it won't happen on another "Made in England."

I firmly believe the Mark VII Jaguar has lost more business for British cars than any other single factor. I got weak and tried a new Mark VII with automatic gearshift and almost tore my finger off when I got it caught between shift lever and fascia—no more!

I am, Yours, etc.,

Denver.

G. JOSEPH.

\* \* \*

## AMERICAN ADVICE TO M.G. AND JAGUAR

Sir,

With immense pleasure I have just read your article "The Future of Grand Prix Racing," and especially paragraph two, in particular the part which states British G.P. cars are only being accepted in races to make up the starting-line numbers.

I am more than glad to finally realise that there is at least one British magazine to admit British cars aren't exactly setting the world on fire as several people might think.

If you were here in America you would also realise that my first paragraph not only refers to British G.P. cars, but to every single British sports car in racing, except perhaps the XK120C or Frazer-Nash—the M.G. series and the XK120 have both gone by the wayside and can't hold a candle to Continental cars hot after the juicy sports-car business in the U.S.A. I am sure some 50 million dollars in exports for Mercedes in 1952 was helped a little by their racing activity—a little, I say.

Further, the fact that the M.G. and the XK120 Jaguar won races here and abroad when first introduced has done more than anything else in the world to sell these marques on the American market, and that is why they are selling today, and is the greatest single factor; it has even helped every other British car.

But alas, they haven't got the checkered flag in a hot top race in the last couple of years, and considering the snail's pace at which the British industry is able to cope with competition and race-bred machines, I am afraid they will be wiped off the American market before they wake up and realise their little "dollar earners" aren't exactly earning as fast as they should be, considering they were here first and should be entitled to the greatest share of business. Frankly, in proportion to the time British cars have been on the American scene they are quickly losing ground, in spite of increased sales; which isn't a true indication of the situation.

I like British cars, but if the leaders, M.G. especially and Jaguar, don't come out with a new winner, well, goodbye—let's have a new Aerodynamic M.G.—a winner!

Oh, yes, Jaguars had some trouble in the Mexican road race—out of the many entries only one XK120 was able to finish—last in sports-car class and behind a lowly 1½-litre Porsche and many slower American bathtubs—no excuses, "also-ran" doesn't count, only winners.

I am, Yours, etc.,

Colorado.

GEO. JOSEPH, Jr.

\* \* \*

## GOOD SHOW!

Sir,

I should like to commend to your readers the service offered in your advertisement columns by Packer of Bristol for re-silvering reflectors.

On Friday I sent off a headlamp reflector in the most intolerable condition. Pretty well all the silver was gone and the brass was so green with verdigris that I got my hands filthy handling it. I mentioned that I was going touring this week and asked if it could be sent literally by return. This morning, Monday, I received it back first post (cost of 1s. 2d. return express postage included in the charge of 5s. 6d.) looking dazzlingly like new.

Here really is a service as good as or perhaps even better than pre-war as to quality, speed and cost.

I am, Yours, etc.,

Bromley.

H. HOWELL THOMAS.

Sir,

## BOOST FOR ADLER

No comment on your storm of letters about British cars but may I offer an experience of mine which says a great deal for Continental cars?

Last September I travelled with two others in a 9-h.p. Adler saloon (1937) in Germany and Austria. In ten days we ambled 1,600 miles. Of this 1,600 miles about 100 were on the autobahns. The rest were over those shocking German cobbled roads and up and down obscure dirt roads in all sorts of obscure corners of the Austrian Alps, including a climb to the ski-ing centre of Ob-Gungl.

The car, with its front-wheel drive, steering-column gear-change and torsion-bar rear end, was remarkable. The terrain necessitated the buying of two new tyres so you can imagine what the rest of the car put up with.

We had our troubles, of course, but none, other than the tyres, needed outside assistance. First, the brake shoes disintegrated on the front off-side wheel descending a 1 in 7 mountain slope. The others stopped us and with a little juggling and small loss of time the front brakes at least were made sufficient to stop us, as and when desired, for the rest of the journey. Then, in the Saar, coming home, a front wheel came off (f.w.d. remember), and after grinding 50 yards on three wheels and a shock-absorber we thought all was lost. But no, only a slipped lock-washer, and having removed the shock-absorber and replaced the wheel all was well again except that the steering naturally drifted a little on steep cambers. The engine? A blocked jet was the most it had against us.

It used just under two pints of oil in the 1,600 miles, averaged 35 m.p.g. up hill and down dale, and it went up some hills at that!

My friend who owned the car was thinking of buying a new British car when he came home. I lightly suggested that an Adler would be rather unusual in this country and seemed worth the hundred or so pounds he paid for it. So why not keep it? I am sure now that I would if it were mine. And I would not undertake the same journey in a similar 1953 British saloon car without a lot of thinking. And incidentally, he had the brakes fixed and shock-absorber replaced within about three days of returning to his camp. Just a little local German garage—cheap too. German car anyone?

I am, Yours, etc.,

Southampton.

DAVID H. STEAD.

\* \* \*

Sir,

## DREAM CARS

Your correspondent, Mr. J. Wolstenholme, asks for readers' opinions as to what constitutes the ideal "dream" sports car.

In my mind are two dream sports cars, neither of which I shall ever own, unless someone leaves me a large packet of money.

I should have to try both of them to find out which was my ideal. They are both converted racing cars; one the 3.3-litre Bugatti still owned I believe by Rodney Clarke. [In America, alas, ED.] My first acquaintance with this car was seeing it raced at Brooklands by Lord Essenden (then the Hon. Brian Lewis). In its present form it is a poem of perfection. The other car is the recently converted 2.9-litre *Monoposto* P.3 Alfa-Romeo of the late Dick Shuttleworth.

Could any modern sports car compete with either of these cars for performance, roadholding and superb workmanship? I doubt it very much.

Modern sports cars, softly sprung, many of them over-bodied, some of them even with soup plates on their wheels, look wrong and are wrong. See how they keel over going round a bend; it is painful to watch them. Even the great 8-litre Barnato-Hassan can go through an S-bend quicker and with less fuss than an XK120.

Next to the cars mentioned, give me an old Bentley, strong as a lion, steady as a rock, and a great joy to drive.

I am, Yours, etc.,

Ludlow.

C. A. L. MEREDITH.

\* \* \*

## THE V12 HISPANO-SUIZA

Sir,

The recent Hispano-Suiza correspondence has as yet brought no mention of the 1½-litre, V12 jobs, which must have had a R.A.C. rated h.p. of something approaching 90. I believe that three were built, and Count Trosse and Whitney Straight were one-time owners. I have a photograph of the latter's example, a beautiful sedanca by Fernandy and Darrun, and am enclosing for your perusal some interesting drawings which were made for me some years ago by two Colonial friends, Mr. A. E. Lloyd and Mr. R. G. Shepherd. The coupé was, I believe, an actual show model of around 1935, but the open models are conceived entirely by the artists concerned; and, imagined as mounted on the aforementioned 1½-litre chassis, really make one's mouth water.

I am, Yours, etc.,

Bournemouth.

REGINALD MILES.

PSYCHOLOGY OF R.-R. v. M.G. OWNERSHIP

Sir,

A bouquet to Raymond L. Osborne, M.D., and to you, dear Editor, for having the letter published. (Indeed, I find the "letters section" the most interesting and entertaining part of MOTOR SPORT.)

Mr. Osborne's words of analytical criticism, in the Rolls-Royce versus Cadillac battle, are nothing short of brilliant when he writes: "We live in a dreary post-war world conspicuous for its shoddy, tawdry tinsel and ersatz—the brave new world of plastics and cheap inferior substitutes, designed to bring to the common man the elegance of kings . . ."

Granted the Cadillac is the symbol of the vulgar rich (who show poor taste in driving such a freak car)—but I cannot agree with Osborne when he states that the R.-R. has elegance of line. Let him say, rather, it comes close to this. Or, it tries to have this.

If reader Osborne for a minute should be not dazzled by the sheer price of a car and would consider sheer classic beauty in simplicity of line, I would suggest he look closer (or have a look at . . .) the humble M.G. TD Midget. This car is quietly scooping the world market.

Has Osborne ever noticed the type of people who own and drive M.G.s? Faddists there are amongst them, yes. But the solid core of M.G. owners who care for their little Midgets with devotion, are also people of good taste in other respects (moderation of the cost of a car can also be a reflection of good taste).

There is a saying, a person is judged by the company he keeps. I will go further. A person is also judged by the car he owns. (Because a car is the most expensive, Mr. Osborne, that is not a guarantee that it is the last word in, as you hope, elegance of line.)

I cannot help thinking, about here, how R.-R. try so hard for classic beauty but instead falls short in creating but an austere shadow of what they strive for. To my mind, I believe the designers of the M.G. Midget could do a better job than the R.-R. people for a lot less money (so far as that goes—so could I).

If the M.G. designers and stylists do such a splendid job on a car which sells for \$2,100 here—what could they not do with a \$15,000 price tag (I could easily dream the answer!).

I am, Yours, etc.,  
ROBERT HARVEY KILLWYN.

Los Angeles.

[I agree, the M.G. has its radiator where radiators should sit!—ED.]

\* \* \*

WHAT PRICE THE HORIZONTALLY-OPPOSED ENGINE?

Sir,

I have read your interesting account of Javelin and Jupiter flat-four engines and appreciate that the Jowett engineers have arrived at a state of development which gives a reliable engine. But then pause to wonder at the trend of design after considering the more or less expensive aids used in arriving at an output about the same as that achieved during the last 25 years with in-line four-cylinder engines of orthodox and less "advanced" construction.

Setting aside those problems which are not peculiar to the horizontally-opposed engine such as strength and rigidity of the various components, cam form, combustion chamber design and the problem of fitting wet liners, one concludes that bearing failure and excessive variation of oil consumption were major problems.

The compact arrangement of the aluminium-alloy crankcase and water jackets, together with the greater probability of circulating oil coming in contact with the piston, liner and crankcase surfaces, must result in the oil and crankshaft picking up a greater quantity of heat under similar operating conditions than in a more spacious in-line engine. The narrow large-diameter big-end bearings employed will add to this effect and we find an oil cooler is added; also the large volumes of oil arriving on the liner bores are scraped by high-pressure rings. This is the present arrangement, which works, but on occasions gives excessive oil consumption. The possible alternative and cheaper solution lies in a cast-iron crankcase and smaller diameter white-metal bearings with the appropriate smaller clearances, obviating the need for a hardened shaft.

Horizontally-opposed engine problems have been overcome in years gone by. For example, Douglas and B.M.W. flat-twin motorcycles have taken various records, including the world's speed record on more than one occasion but rely on bearings insensitive to temperature in the range under consideration. The Volkswagen and the small flat-twin Citroën engines are lowly rated, yet the latter employs an oil cooler. However, it seems that the horizontally-opposed engine is not specially tricky if there is a reasonable heat barrier between the cylinders and crankcase.

I have seen no impressions in the motoring press of the 2-litre

Hotchkiss Gregoire flat-four exhibited at the last Motor Show, but if data is available it should be of topical interest.

All things considered, is the flat-four engine really the most useful solution for the forward-mounted engine in a motor car?  
I am, Yours, etc.,  
R. HARGREAVES.

Reigate.

\* \* \*

BEYOND CHALLENGE

Sir,

I wish to congratulate and thank you for publishing the very fine article "Some Thoughts on Mercedes-Benz," by D.S.J. in your April issue.

I considered the standard of impartiality, factual reporting and unbiased intelligent comment most praiseworthy following upon the recent Ferrari challenge hysteria indulged in by the popular motoring press which conveniently forgot that Ferrari had their chance in 1952 and in five International duels with Mercedes only beat them once.

Mercedes have been racing for 59 years and it is completely outside their traditions to take part in stunt challenges—it is likewise not in keeping with the rules of the International Board of Control.

D.S.J. puts the matter in a nutshell in his concluding remarks that "Daimler-Benz are not interested in beating challengers—they are more concerned with winning races."

After the recent misrepresentation in the popular press of what Daimler-Benz actually said in withdrawing from the Sport in 1953, I have sent a copy of your April issue to Ober. Ing. Alfred Neubauer, to make quite sure this fine article comes to his notice.

On behalf of the Mercedes-Benz Club, I must also thank you for the splendid half-page photograph in the same issue of our Club Captain, Norman Powell, winning his race at Goodwood in the S.S.K. This car is the very first S.S.K. to be manufactured, and is reputed to have been a "works" team car, eventually coming to England in 1935 for Denis Conan-Doyle.

The alarming exodus of all that is best of high-performance vintage sports cars from this country to the U.S.A., has resulted in only three S.S.K. model Mercedes remaining in England, only one of which may have the "elephant" supercharger fitted—this we do not know for certain as the car concerned is one of a private collection.

My self-imposed mission in life appears to be the definition and identification of S.S. vis-a-vis S.S.K. Will D.S.J. and ("tell it not in Gath")—Mr. "Baladeur"—please note that the lone Mercedes in the 1930 Le Mans Race was an S.S., not S.S.K.

I am, Yours, etc.,  
R. H. JOHNSON,  
Hon. Secretary, Mercedes-Benz Club.

\* \* \*

IDEA

Sir,

Like many other followers of motor-racing, I am looking forward to Silverstone on May 9th, and subsequent meetings. Let us hope that during the 1953 season the organisers of the various large meetings will not, by a certain lack of organisation, deter many from ever coming again.

I intend these words in reference to the useful but often opaque portable grandstands. Cannot a space of, say, 10 feet behind the rope barriers be reserved solely for sitting and standing spectators, and portable grandstands be allowed only behind this area? Those sitting or standing on the many and varied structures would lose nothing by being a few feet further back, and the enjoyment of many would be increased immeasurably by gaining, as far as possible, a relatively unimpeded view.

I am, Yours, etc.,  
Solihull.  
R. S. BREAKEY.

\*\*\*\*\*

BIG ENOUGH TO KNOW BETTER

While we were adolescent we were sometimes, or if you like, frequently, told that we were "big enough to know better." We were reminded of this a few days ago when there arrived at our office an expensive art-paper folder of text and pictures issued by one of the leading petroleum companies—they said to give thanks to those who helped them when their refineries were engulfed in the Flood Disaster. In effect, the publication, although very nicely and tastefully done, smacked of publicity. The disaster in question should not have been used as an opportunity for self-publicity, by firm or individual. We feel that the money spent on rushing into print and picture might have been gratefully received by flood victims. And that the company concerned is "big enough to have known better."

**A.M.O.C. SPRING MEETING, SNETTERTON HEATH (April 18th)**

The interesting list of entries plus fine (appropriate) spring weather attracted a good attendance at the circuit. In the Formula II event Ken Wharton retired with final drive trouble, but made amends in the Formule Libre by breaking R. Baird's lap record at a speed of 87.72 m.p.h. in his Cooper-Bristol. Bob Gerard had a good day with two seconds and a fourth. The sports-car invitation race provided lots of excitement, with a ding-dong struggle between F. C. Davis (Tojeiro), R. Salvadori (F.N. Le Mans) and H. Howarth (XK120), with the Tojeiro emerging the winner.—W. J. F.

**Results :**

**First Sports-car Handicap Race (10 laps).**—1st: R. F. Fyson (Aston-Martin Le Mans), 26 min. 53.4 sec., 62.57 m.p.h. *Fastest lap:* B. Baxter (Aston-Martin Speed Model), 2 min. 20.4 sec., 69.22 m.p.h.  
**Second Sports-car Handicap Race (10 laps).**—1st: F. C. Davis (Tojeiro), 22 min. 37.8 sec., 78.53 m.p.h. *Fastest lap:* F. C. Davis (Tojeiro), 2 min. 1.0 sec., 80.32 m.p.h.  
**25-Lap Handicap Race for Aston-Martins.**—1st: R. F. Fyson (Le Mans), 52 min. 24.6 sec., 61.84 m.p.h.  
**10-lap Scratch Race for Formula II.**—1st: E. D. Thompson (Connaught), 19 min. 11.0 sec., 84.44 m.p.h. *Fastest lap:* R. Baird (Ferrari), 1 min. 51.0 sec., 87.55 m.p.h.  
**10-lap Scratch Race for Formula III.**—1st: D. Parker (Kieft), 20 min. 46.0 sec., 78.01 m.p.h. *Fastest lap:* D. Parker (Kieft), 2 min. 1.2 sec., 80.20 m.p.h.  
**10-lap Scratch Race for Formule Libre.**—1st: K. Wharton (Cooper-Bristol), 18 min. 44.2 sec., 86.46 m.p.h. *Fastest lap:* K. Wharton (Cooper-Bristol), 1 min. 50.8 sec., 87.72 m.p.h.  
**Third Sports-car Handicap Race (10 laps).**—1st: H. J. Goldschmidt (Performance Special), 25 min. 14.2 sec., 72.86 m.p.h. *Fastest lap:* F. C. Davis (Cooper-M.G.), 2 min. 8.0 sec., 75.9 m.p.h.  
**Sports-car Invitation Scratch Race (10 laps).**—1st: F. C. Davis (Tojeiro), 20 min. 34.2 sec., 78.76 m.p.h. *Fastest lap:* R. Salvadori (Frazer-Nash Le Mans) 2 min. 1.0 sec., 80.33 m.p.h.

**BRANDS HATCH (Easter Monday)**

The opening meeting of the Half-Litre Club was held on the coldest Easter Monday of the twentieth century, but as all the engines were air-cooled, none of the cars froze-up. The meeting was well attended by the great British sporting public, but as the Half-Litre Club chaps had not completed their full preparations for the 1953 season a rather poor turnout of cars was seen and breakdowns were frequent. The racing was spirited, and there were some exciting moments after a heavy and sustained deluge of rain. Once again Master Don Parker showed his superiority not only through his driving ability, but in the excellent mechanical condition of his mount. Master Daniell in his Emerson showed us how to corner really fast on a wet and greasy track. We hope that the Half-Litre Club will be blessed with better weather for the remainder of the 1953 season.—J. C. M.

**Results :**

**The Easter Twenty (Final).**—1st: R. Bell (Cooper), 65.72 m.p.h.  
**The Easter Twenty-Five.**—1st: D. Parker (Kieft), 68.25 m.p.h.  
**The April Sprint.**—1st: G. Wicken (Cooper).  
**The Easter Handicap.**—1st: R. Nuckey (Cooper), 61.96 m.p.h.  
**The Easter Open (Final).**—1st: D. Parker (Kieft), 66.07 m.p.h.

**C. J. BENDALL**

**BENTLEY 3-LITRE RED LABEL V.D.P.** 4-seater. Original in every way save for Grebel headlamps and 20-in. wheels. Mechanically much above average. Excellent hood, new screens and tonneau cover. But paint and leatherwork somewhat tired. Apart from the latter failings this is about the best "3" I have had in the last five years, and is outstandingly cheap at £175.  
**LAGONDA 2-LITRE** high-chassis 4-seater. Original body, modified and rather crude hood, but efficient, 18-in. wheels, new tyres, rewired, re-ringed, de-cooked and valves ground. A thoroughly sound car on which I have just done a run of 800 miles, including the Land's End trial. £160.  
**SUNBEAM 16-H.P.** fixed-head 4-seater coupé, 1936. Very nice body inside and out, rather rough wings, excellent tyres. Engine recently overhauled; quite a few useful spares are included in the very moderate price of £95.  
**VOISIN 23-H.P.** 4-seater, 1925. A sleeve-valve which does not live down to its usual reputation; this is a specimen car in every way, and in a thousand miles driving has proved utterly reliable and charming, quite fast and moderate on both petrol and oil. The price is very low for a car of this quality and condition. £125.  
**1939 JAGUAR 3½-LITRE** drophead coupé. This car has had a very poor respray, and is by no means immaculate, but still looks good. Goes well, has first-class tyres and a good hood, and is probably the cheapest 3½ Jaguar ever offered. £200.  
**1929 HUMBER 9-H.P.** saloon. £65.  
**1927 LAGONDA 2-LITRE** family saloon. £55.  
**1927 CLYNO 11-H.P.** 4-seater tourer. £42 10s.  
**1926 LEA-FRANCIS 12-H.P.** (12-22) 4-seater tourer. £42 10s.  
**ALL ABOVE IN SOUND RUNNING ORDER**  
*Hire purchase and insurance can be arranged on any car*  
**25, ORCHARD RD., STEVENAGE, HERTS.**  
**STEVENAGE 566 (Day) HITCHIN 1108 (Eve.)**  
 Open all Saturday.

*Mercury Offer*

**£475 328 Frazer-Nash B.M.W.** super sports 2-seater. A very fast car, fitted racing E.N.V. box, twin exhausts, three S.U.s, Vertex magneto, alloy wheels, with racing tyres, new hood and tonneau. Capable of over 100 m.p.h.  
**£295 1939 M.G. TA** 2-seater, finished in cream, fitted cycle-type wings, aero-screens, new hood and tonneau cover. A very clean car.  
**£295 1933 Aston-Martin Le Mans** 2-seater in superb condition. Recent £150 overhaul, new hood, tonneau. An excellent example.  
**£275 1938 Talbot Ten** 4-seater D.H. coupe. Resprayed dark blue, very smart.  
**£255 1936 M.G. PB** 2-seater in red. An immaculate car in every respect.  
**£245 1930 Alfa-Romeo 1,750** twin-cam, supercharged 2/3-seater, James Young D.H. coupe. Exceptional condition.  
**£245 1950 Cooper, Mk. IV,** alloy J.A.P., hairpins, with spare Manx gearbox and clutch.  
**£195 1935/6 Frazer-Nash B.M.W. Type 45,** 4-seater D.H. coupe. An excellent runner except for noisy second gear.  
**£195 1936 Singer Le Mans** 4-seater sports. Resprayed red, new hood. Nice condition.  
**£185 1934 Singer Le Mans** 2-seater, in blue. Very clean.  
**£175 1932 Lagonda 2-litre Speed Model** open 4-seater. Resprayed, new hood. Nice runner.  
 Terms and exchanges on any car with pleasure  
**HOURS :**  
 9-7 weekdays, 10-1 p.m. Sundays, for inspection.

*Mercury Motors*

**UNIVERSE HOUSE,**  
**824/6, Harrow Road,**  
**WEMBLEY,**  
**Middlesex.**  
 Tel. : WEMbley 6058/9

**BRANDS HATCH**

*Motor Racing*

The track is two miles south of Farningham on the London-Maidstone road (A 20); by Green Line 703 from Victoria, or Buses No. 478 and 21 from Swanley Junction (S.R.).

**SUNDAY, MAY 3rd, at 2 p.m.**

**CORONATION MEETING**

**WHIT SUNDAY, MAY 24th, at 2 p.m.**

ADMISSION 3/-. CHILDREN 1/-. CAR PARK 5/-. MOTOR-CYCLES 2/-

Organised by **THE HALF-LITRE CLUB**

**MOTOR-CYCLE ROAD RACING**

Sunday, May 10th, 1.30 p.m.  
**OPEN TO CENTRE**  
 including qualifying heats for  
**CLUBMEN'S T.T.**

Sunday, May 31st, 1.15 p.m.  
 8th Annual  
**NORTH v. SOUTH**  
**SCRAMBLE** for the 'MOTOR  
 CYCLING' CHALLENGE CUP

Admission 3/-. Children 1/-. Car Park 3/-. Motor-cycles 2/-

Tele: MUSEum 4314/5  
**Dewis** LTD  
 124  
**GREAT PORTLAND ST.**  
**LONDON, W.1**  
*Est 1892*

*Specialists in Racing Equipment*

**THE BEST PROTECTION**  
 for Speed Wear



**Racing Crash Helmet**

Lightweight yet affording the maximum protection both for accident and weather. Comfortable fitting head harness. Specially ventilated. Goggle-retaining strap. Visor of unique and most efficient design. **£7.10.0**  
 Helmet, £5.5.0. Visor, £2.5.0. COMPLETE.

**Racing Suit** CONTINENTAL PATTERN

A well-made suit of proofed gabardine possessing many attractive features, including "snugfit" ankles and cuffs, anti-lash collar, and having a zip-fastening front and all-round belt. Available in fawn or B.R.D.C. Green. **£8.8.0**







# Vintage

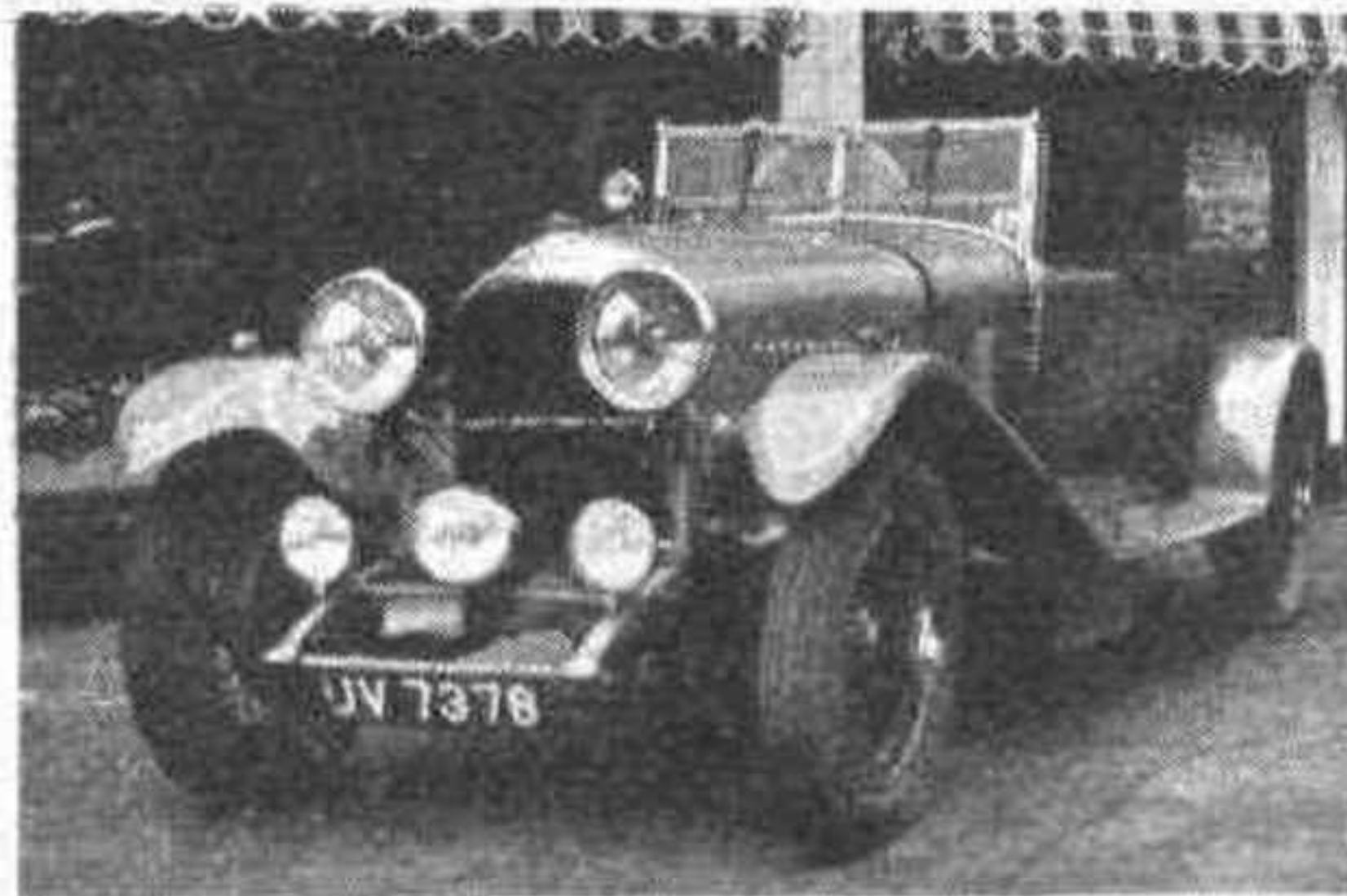


# Autos

## of England

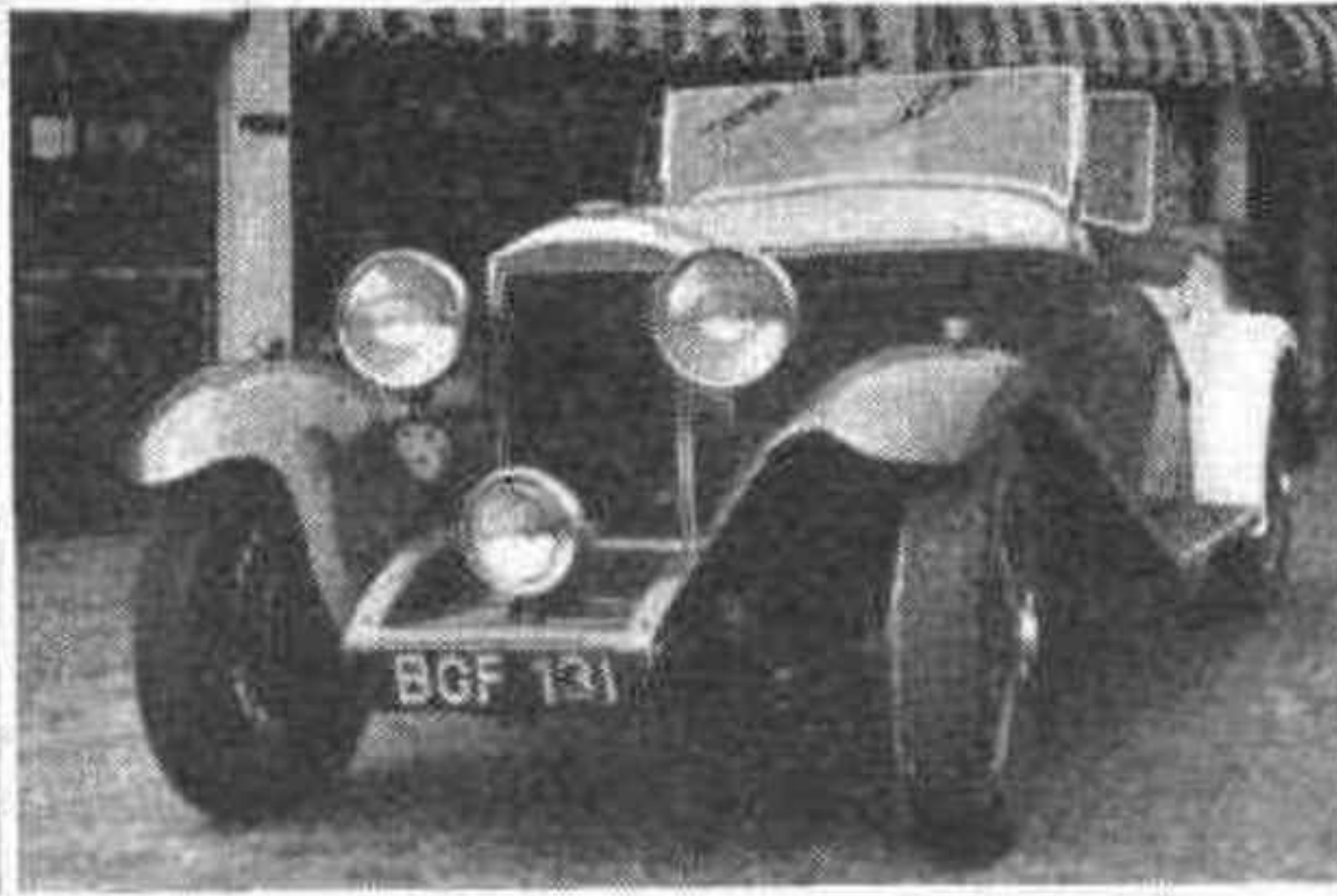
Proprietor: JACK BOND

Run by an Enthusiast for the Enthusiast



**BENTLEY, 1929, 4½.** This sportsman has been extensively overhauled in the last two months at the cost of about £600. Work carried out includes engine rebuild (£300), completely re-upholstered in genuine best quality red hide, new hood, side-curtains, tonneau cover and envelope. Refabricated, rechromed, resprayed, etc. This car has been reconditioned as original and is quite a show-piece. Fitted many extras. Taxed year ... .. £465

**ASTON-MARTIN 1½, 1933,** sportsman saloon. Excellent and economical sports motoring for those that must have a lid. Excellent tyres ... £145  
**B.S.A. 10-h.p., 1936,** 2/3-seater coupe. I took this little car in part-exchange but nevertheless it is a form of economical transport for a small outlay ... £125  
**ALVIS 12/50, 1927,** 4-seater tourer. Recently resprayed and fitted excellent set of side-curtains and hood. The engine is extremely quiet and the whole car is in quite nice original condition ... £95  
**ALVIS SPECIAL,** rebuilt, re-regd. 1950. This very potent piece of machinery is an Alvis Speed Twenty with a Ford Mercury engine. The engine and gearbox have recently been rebuilt. The acceleration is out of this world (in more ways than one), and a top speed of 95 m.p.h. is reputed. Ideal for hill-climbs, rallies, etc., or, if you are brave enough, daily use ... £125  
**ALVIS Silver Eagle, 1929,** sportsman saloon. In very clean and original condition and definitely not an old rag-bag ... £85  
**BENTLEY 6½, 1929,** fitted with attractive late-type 2-seater coachwork ... £325  
**BENTLEY 3-litre 4-seater** tourer, choice of three, from ... £150  
**CITROEN 12.8 (regd. December, 1936),** 2/3-seater, fixed-head coupe. In the last few months it has had an engine and steering rebuild (all bills available). Excellent tyres, etc. ... £245  
**DAIMLER Twenty, 1930,** close-coupled sportsman coupe. Clean interior, etc. This monstrosity can just about drag itself along ... £25  
**DELAGE, 1931, D.H. sportsman saloon.** In the last two years about £350 has been spent on the reconditioning of this car. Work carried out includes re-cellulosing in two shades of blue, rechromed, engine rebuild, etc. A spare engine is also available. All bills and history, etc., of this very smart carriage ... £185  
**INVICTA 1½** foursome D.H. coupe. This car has reputedly had about £400 spent on it in the last year. Work carried out includes engine and new coachwork. Excellent tyres. Very economical ... £250  
**INVICTA 2-litre, 1934.** Rebuilt in 1947 with an extremely attractive new Corsica coachbuilt 4-seater touring body. Excellent hood and side-curtains and in really imposing condition ... £250  
**LAGONDA 16/80, 1933,** sportsman saloon. Just resprayed black and maroon, and very clean maroon leather interior. Four new tyres, etc. ... £225  
**LAGONDA 16/80, 1933.** Recently rebuilt with an attractive 2-seater coachwork. Excellent paintwork, hood and curtains, and fitted many mods. and extras ... £250  
**LAGONDA 2-litre 4-seater** tourer. Choice of two ... £185



**INVICTA, 1934, 4½.** Fitted with very attractive coachwork by Corsica in blue and cream, with chrome wastline. Very clean interior. Excellent hood, side curtains and tonneau cover, radiator, etc. Goes like a pound note ... .. £245

**MERCEDES 170V** German-bodied sportsman saloon. Now being resprayed, etc. ... £235  
**MERCEDES 320, 1938,** 2/3-seater cabriolet. This very attractive car has just been extensively overhauled and the engine is not yet run-in. In mint condition throughout ... £625  
**MORRIS Cowley 2-seater** and dickey. Fitted Hotchkiss engine. A very good example of the much-sought-after "Bullnose" ... £65  
**ROVER Ten, 1930,** 4-seater tourer. Just fitted new hood and tonneau cover. Very reliable and 32 m.p.g. ... £85  
**TALBOT Ten, 1936.** This car has just been rebuilt as original with brand new 4-seater touring body and engine reconditioned at the same time. 1948 condition throughout ... £285  
**TALBOT Seventeen, 1937,** sportsman saloon. Recently extensively overhauled. Clean interior and paintwork ... £250

We always have an ever-changing selection of the older type Rolls. At the time of going to press we have the following cars in stock:—  
**ROLLS Twenty, 1928,** landaulette. Recently resprayed, rechromed and re-hooded. This very reliable old girl has just been driven down from Scotland ... £135  
**ROLLS Twenty, 1927.** Rebuilt in 1948 with shooting-brake coachwork. Engine has recently been rebuilt but alas her head was cracked in the frost ... £125  
**ROLLS 20/25, 1930,** owner-driver saloon by Hooper. Very clean paintwork and interior ... £335



**BUGATTI.** This Bug. was fitted with ultra-modern coachbuilt 2-seater body with wind-up windows and re-registered in 1950. The engine is Type 43 and chassis Type 44. The condition of this Bug. is post-war throughout and is ideal vintage motoring with modern lines ... .. £465

## REGENT PACKS PUNCH!



To get the MOST out of your car for the LEAST cost we highly recommend and stock Regent Benzol mixture as the finest petrol for the Vintage car and Regent T.T. for that extra punch for the fast sports car.

Gordon & Glynn **THE RILEY CENTRE**

£260 1935/6 Kestrel 12.4, 1½-litre, saloon. Recently, engine, crank and gearbox rebuilt, excellent tyres, clean interior and original paintwork.  
 £95 1931 9-h.p. sportsman coupe. Four-seater. Smart and reliable.  
 £205 1934/5 Kestrel Nine, in superb condition.  
 £185 1935/6 Falcon 1½-litre saloon. One lady owner since new.  
 £185 1935 Kestrel 9-h.p. saloon. Really nice condition.  
 £155 1934 Kestrel 12.6 saloon. Alive performance. Three carburettors, etc.  
 £285 1937 Merlin Utilicon. Brand new coachwork, recently fitted. This vehicle is 100 per cent. in every respect and has 1953 lines.

189/195, PAVILION RD., SLOANE ST., S.W.1  
 TELEPHONE: SLO 8326

Another member of our group:

Queen's Gate Mews,  
 Gloucester Road,  
 South Kensington

Telephone: WESTern 5522.

Specialists in repairing vintage,  
 Continental and sports cars at  
 competitive prices.

DON'T COME TO US if you wish to purchase a post-war modern or pre-war bread-and-butter car (we hate 'em), but if you require a good thoroughbred vintage sports or Continental car we have one of the finest stocks in the country. Whilst I do not give worthless three-month guarantees, I always try and give fellow enthusiasts a square deal and tell them of any tantrums that my cars might possess. We pay top prices for good condition cars or will quickly sell for you your car on a small commission basis, and our motto is "Service and civility." H.P. terms and insurance on any car and never less than 70 thoroughbred carriages in stock.

66 LONDON ROAD, TOOTING - Telephone: MITcham 3951

OPEN MONDAY TO SATURDAY, 7.30 a.m. to 9 p.m. SUNDAYS, 9 a.m. to 8 p.m.

Nearest Tube Station:  
 Tooting Broadway,  
 (Northern Line)

### SPECIAL RILEY CAMSHAFTS

High lift, increased overlap, accuracy and finish good. 9 h.p.: £6 each or £11 10s. pair. 12/4: Inlets £7, exhaust £6. 6-cylinder £7 10s. each

S.A.E. for full details. Enquiries for special grinds on other makes considered.

G. R. STOKES

NORTHFIELD AVENUE, SAWLEY, LONG EATON

### CLIFF ROWLEY & CO., LTD.

Alvis Speed Twenty saloon, 1936. Extremely good ...	£325
H.R.G., 1949. Unusually good. 1,500 c.c. Many special features ...	£520
M.G. Magnette, N-type, 4-seater, 1934. Very good indeed ...	£120
Singer Le Mans, 1934, open 4-seater. Nice little car ...	£140
Standard, 1947, saloon Fourteen. Very carefully maintained ...	£345
Standard, 1948, tourer, 8 h.p. Outstanding order ...	£280

Wanted: Rolls Twenty, post-war Alvis, Rover P3, etc.

Exchanges. Hire Purchase.

RUSHALL, STAFFS

Tel.: Walsall 3549

### CONNELL BROS.

#### CAR HOOD SPECIALISTS

COUPE, TOURER, SPORTS

TONNEAU COVERS, SCREENS, ENVELOPES, UPHOLSTERY, CARPETS, HEADLININGS, HOODS SUPPLIED, POSTAL SERVICE.

693, HIGH ROAD, LEYTON, E.10

Ley. 7223

7, HIGHFIELD RD., LONDON, N.21

Lab. 2608



**REDUCE YOUR PETROL BILLS**  
**FIT A RUNBAKEN OILCOIL**

More miles per gallon  
Better starting  
Greater acceleration  
Absolute reliability—  
All garages, Halford's, etc.  
Write for Booklet 17A

**RUNBAKEN MANCHESTER 1**

### TALBOT

JOHN BLAND

27, Southfields Road, S.W.18

Tel.: Vandyke 1612.

REPAIR AND SPARES SPECIALIST

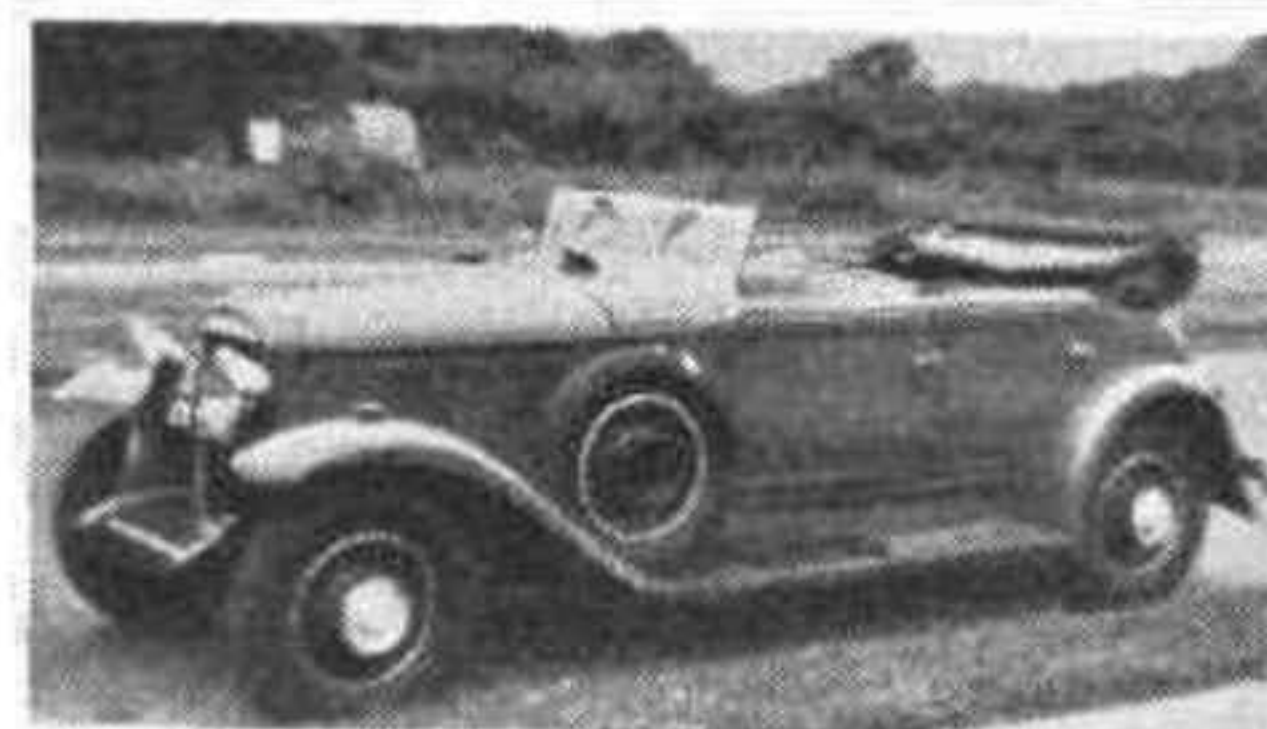
New Water Manifolds, '65,' 75,' '90,' '95,' '105'

New water pumps and parts, valves, gaskets, pistons, bearings, brake-liners. Exchange service: rear hubs and road wheels. 12/24 v. solenoid switches. Practically all parts, new and secondhand, all models except 10-h.p.



FOR A HOLIDAY WITH A DIFFERENCE  
HIRE THIS MOTOR CARAVAN

For full details please telephone  
NEW CROSS 1092 (London)



1930 SIX-CYLINDER BUICK.

Vintage model seating 5/7 with wind-up windows. Windtone horn, new tyres, towing bar, etc. Unused since £120 overhaul. Fine condition. Especially suitable for enthusiast. Price £75, or nearest offer.

M. ALLEN, 153, White Hart Lane, Barnes, S.W.13.

Tel: (after 7 p.m.): PROspect 5501



ASTON-MARTIN  
1½-litre International/Le Mans

1932, short-chassis 2/4-seater, close-ratio gearbox, 15-gallon slab tank. In very good condition. Taxed. £300, or near offer.

MACDONALD,

16, Kendall Ave. South, Sanderstead, Surrey. Tel.: Uplands 9771

### ALTON GARAGE

(BAYSWATER) LTD.

Are keenly interested in the purchase and sale of the following:

ALVIS, CITROEN, F.N./B.M.W., LANCIA,

and other makes of unusual appeal.

19, BROOK MEWS NORTH

Craven Road, Paddington, W.2

PADDINGTON 3952

### "Motor Sport" Photographs

taken at the following events are available:

Land's End Trial. Car Nos. 137, 261, 262, 263, 264, 268, 273, 274, 276, 279, 282, 283, 285, 287, 288, 291, 297, 302, 303, 306, 308 and 332.

Bentley D.C. Rally (Goodwood). 1, 5, 14, 15, 16, 18, 19, 21, 23, 24, 26, 35, 36, 45, 47, 48, 52.

(Firle Hill) 5, 7, 8, 15, 16, 19, 21, 23, 26, 30, 33, 41, 47, 48, 52.

R.A.C. Rally (Goodwood) 10, 18, 20, 25, 34, 36, 42, 43, 45, 46, 48, 56, 61, 69, 85, 99, 100, 105, 158, 160, 166 and 177.

Snetterton, 18th April. Car Nos. 1, 2, 3, 6, 8, 14, 21, 22, 23, 29, 39, 44, 46, 47, 51, 52, 64, 69, 101, 102 and 103.

8 x 5, 2/6; 10 x 8, 4/6

Cash with order to:

MOTOR SPORT

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

### KINGSWAY MOTORS

1938 Ford V8 Utility. Original condition ... £295 o.n.o.

1938 Riley Sixteen saloon. Recent overhaul ... £325

1951 Morris Minor tourer. Low mileage. Excellent condition ... £450

1949 M.G. TC. Excellent condition. Many extras ... £460

1948 (Nov.) Citroen, 32,000 miles ... £475

1950 (Oct.) Renault. Excellent condition ... £495 o.n.o.

1951 Allard saloon, 16,000 miles ... £650

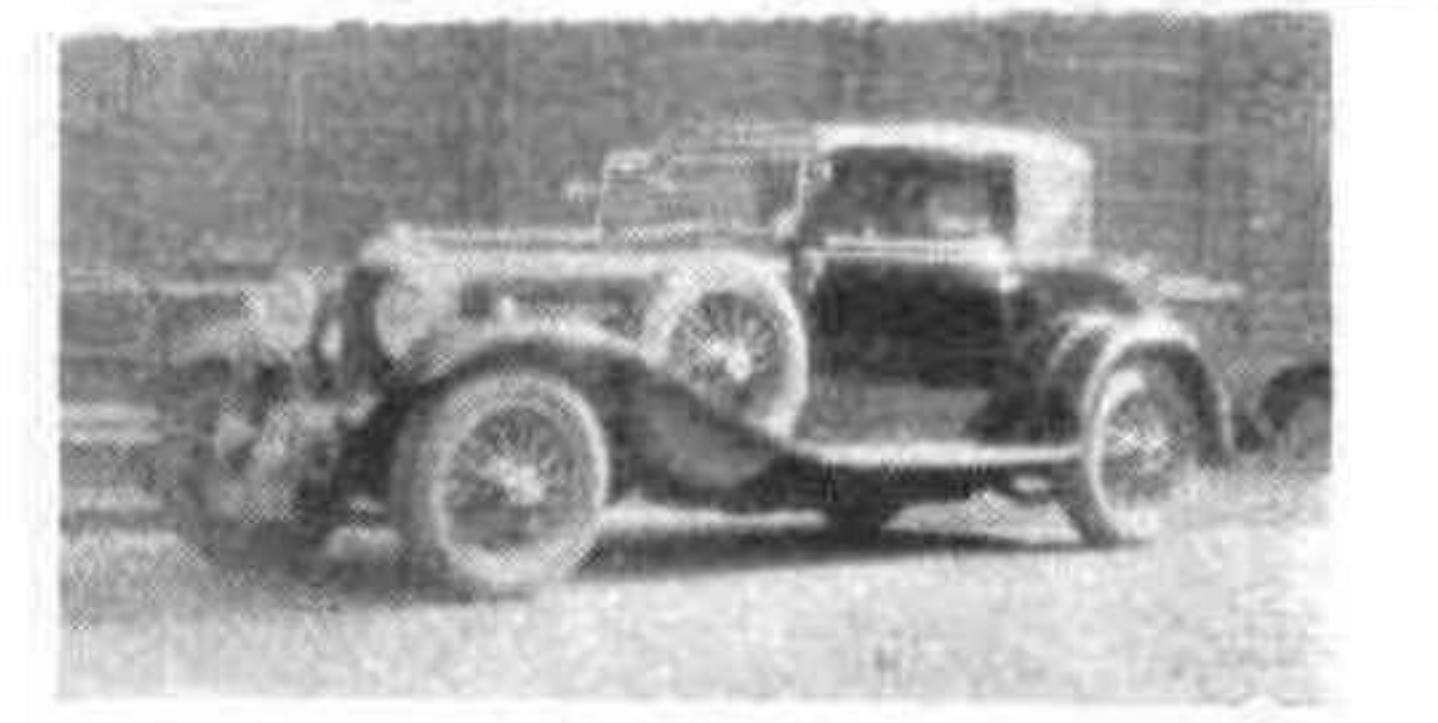
1950 model Bristol 400 ... offers

1937 Riley Twelve Kestrel expected shortly.

KINGSWAY MOTORS, HOYLAKE

CHESHIRE

Tel.: Hoylake 3351/2; after hours, Hoylake 3573



BENTLEY

1930 41 (S.)

Four-seater close-coupled F.H. coupe. Engine recently overhauled. Extremely fast and comfortable motoring. Ideal for wet rallies.

Offers, around £400, to:

MICHAEL R. GRIST,  
c/o The Leather Cloth Co., Abbey Road,  
London, E.15

Tel. (evenings): MARYland 3444

### CLARITY

Much inconvenience is caused when classified advertisements arrive without money.

MORE inconvenience is caused when we cannot read them—

So the rule for "golden" results is:—

Write or Print clearly, send the correct amount by cheque or postal order as early as possible and, in any case, to arrive not later than the FIRST POST on the 21st.

The price is still only 6d. per word, and your advertisement will be read by over 90,000 enthusiasts.

FOR SALE—continued

M.G., 1934, K2KD. £200, o.n.o. Red. Good condition. 43, Clauson Avenue, Northolt. [7629]  
 1938 DAIMLER FIFTEEN D.H. coupé continental lines. £200. Unique. Tel.: Tonbridge 3539. [7630]  
 RILEY NINE SPECIAL, 1935. Engine in Wolseley Hornet chassis; 2/3-seater body. Smart. Photo on application. £135, o.n.o. Reynolds, 7, Prior Park Buildings, Bath. [7631]  
 BENTLEY 4½-LITRE 4-seater V.D.P. tourer. Aluminium body, wind-up windows. New hood, clutch and batteries. Maintained by Mackenzie. First registered 1937. Chassis No. RC 45. Genuine mileage 68,500. £600, or near offer. Wingate, The Catherine Wheel, Newbury, Berks. [7632]  
 SUPERCHARGED, 1952, FORD SPECIAL, 8-h.p. Ford engine. Centric supercharger. All other components standard Ford. Oversize tyres, all new. Girling brakes and shock-absorbers. Light aluminium 2-seater body. Alternative manifold for use without supercharger, downdraught carburettor. Not an amateur lash-up. £275. Lowe, Three Gates, Coombe Lane, Coombe Hill, Surrey. [7633]  
 LAGONDA, 1937, 4½-LITRE tourer. 60,000 miles. In extremely good condition throughout. Nearest £600. Ryman, Sunshine House, Chorleywood. Tel.: 122. [7634]  
 LEA-FRANCIS 2-seater, dickey. Reconditioned Meadows 4E.D. A 1928 vintage car in good condition throughout. £75. Whittle, Finchampstead, Berks. Tel.: Eversley 3159. [7636]  
 1931 MORRIS COWLEY chassis. Running order. Not taxed since rebore; new mag. armature, plugs. £25, o.n.o. Box No. E637, MOTOR SPORT, 15, City Road, E.C.1. [7637]  
 1928 TALBOT 14/45. Rewired, repainted; bodywork and interior good; hood retreated, tyres good. Mechanically very sound. Offers around £80. Tel.: Wembley 5247 (evenings) [7639]  
 £145. ALVIS FIREFLY, 1934, sports saloon. Excellent throughout. Cheap Riley in part? 46, Southsea Avenue, Watford. [7641]  
 RILEY LYNX 22 T special series engine overhauled 900 miles ago. Perfect condition throughout. 1935. £275. D. Gordon-Dean, Trinity College, Cambridge. [7642]  
 ROLLS-ROYCE SILVER GHOST, 1924, f.w.b. 7-seater divisional limousine. Sound 7.00 by 21 tyres. Good runner. £50, o.n.o. Hughes, 41, Sidney Road, Rugby. [7643]

FOR SALE—continued

1933 JOWETT SPECIAL 2/4-seater tourer. Aluminium body, hood. Extensive overhaul. Bills shown. £45. Taxed, insured Sept. £68, o.n.o. Mount Pleasant Caravan Site, Allum Lane, Elstree. [7640]  
 EAST SUSSEX old-established garage business occupying extensive corner site outskirts busy market town on main Dover-Hastings coastal road. Excellent modern buildings and forecourt (6 pumps); ample space further development. Thriving business all branches including good agricultural connection; Ford car, tractor agencies. All main services. Possession post-war bungalow and service cottage on site. Freehold, equipment and goodwill £13,000. Details of John Bray & Sons, 11, Warrior Square, St. Leonards-on-Sea. Tel.: Hastings 313 (2 lines). [7549]  
 MERCEDES-BENZ 38/250 S. Magnificent specimen. 1929 model with new super sports tourer body by specialist coachbuilders. Six Fords nearly new. Spotless condition. Further particulars from private owner: BM/JNTT, London, W.1. [7550]  
 FOR TOWING the special or caravan or just to play with. 1930 Cowley coupé, square rad., magneto, sound tyres, battery, chrome and glass good. Reliable. £28. Andrewes. Tel.: Tudor 3242. [7645]  
 AUSTIN SEVEN saloon, 1929. Just rebored, rewired and extensively overhauled. Taxed. Owner bought larger car. £40, o.n.o. Tel.: Harrow 0813. [7649]  
 RILEY SPRITE LYNX tourer 4-seater, 1937. This car is brand new without exaggeration; its gleaming original black cellulose, sparkling dash and red interior which still has that new smell show positively no signs of wear. Hood, screens and covers as supplied by manufacturers. Mechanically and performance as new owing to low mileage. Believed the finest specimen in the country. Irresistible to first buyer. £385. 3c, Walsingham Road, Hove, Sussex. Tel.: 39580. [7650]  
 M.G. (1951) TA 14,500, 38 M.P.G. Rustproofed 24 cellulose coats. Chrome tank, grid. Mohair hood, screens draughtproofed, unused. Extra instruments, petrol gauge. Newtons, 100 per cent. standard factory components. Unmarked throughout. £375. Tel.: Ashted 3059. [7652]  
 ROLLS-ROYCE 216 WINDOVER fixed head coupé. Recent engine overhaul, heater. A beautiful motor; 20 m.p.g. Nearest £350. 64, Woodruff Avenue, Hove, 3, Sussex. [7656]

FOR SALE—continued

MERCEDES-BENZ D.H.C. TYPE 230, July, 1938. R.H.D. White body and wheels. Wings and bonnet top, etc., black. A beautiful example of rare model. Exchange or sell. £395. Tel.: Wareham 2147. [7651]  
 AUSTIN NIPPY, June, 1936. Immaculate condition throughout. £145. 5, Calverley Terrace, Bramley, Leeds. [7654]  
 BENTLEY 3-LITRE SALOON, also complete chassis. Spare 4½ engine. 6½ back axle. F.N. motor-cycle, in bits. Foxley, 78, Castlebar Park, W.6. [7655]  
 FAMOUS SKINNER SPECIAL. Taxed. M.G. Tigress 1951 twin S.U.s; revalved, dual distributor ignition, new tonneau, hood, sidescreeens, Marles steering, new screen, lamps, battery as new; extra pair 16-in. Builfout wheels with tyres, body by Jensen, crown pinion, new; 5,000 miles. Indestructible. Family needs saloon. £135. Adcock, 37, Cottesbrook Road, Birmingham, 27. [7657]  
 MAREDAZ, 1935, SPORTS 2-seater. Phenomenal acceleration and roadholding. Outside exhaust, Lockheed brakes, good tyres, batteries and all-weather equipment, bodywork 100 per cent., but needs respraying. £175. Box No. E658, MOTOR SPORT, 15, City Road, E.C.1. [7658]  
 £195. ROVER FOURTEEN sports saloon. Perfect. £250 overhaul last year. Private. Seen London. 155, Kew Road, Richmond. Tel.: RIC 5025. [7659]  
 SUNBEAM 20/60 saloon, 1924. Requires attention. Handbook. £25, or offer. Nall, Hoveringham, Notts. [7660]  
 1928 4½ BENTLEY (rebuilt 1949). "D" box. First-class coachbuilt body. Superb. £260. Also 1929 16-h.p. Morris Oxford "Colonial" tourer. 21,000 miles only. Excellently preserved. Three as new covers (same size as Bentley), £35, or £275 the pair. Genuine cars, both. Clissold, School Farm, Oundle, Peterborough. Tel.: 2195. [7661]  
 CONNAUGHT. Acland & Tabor, Ltd., Welwyn By-Pass, Herts (Tel.: Welwyn 481/2), offer: 1949 Connaught 1,767-c.c. 2-seater sports car; 8,000 miles on speedo; 4-speed synchromesh manual gearbox; aluminium body with racing-type bucket seats; finished British Racing Green. £795. [7663]  
 LANCIA APRILIA, 1938, saloon. Leather upholstery. Sound specimen in good running order. £265. T. P. Breen, Ltd., High Road, Whetstone, London, N.20. Tel.: Hillside 2393. [7667]

# TOULMIN



The firm with a world-wide service and reputation

Whether you are contemplating a major overhaul on your car, or just a decoke and general tune-up, why not consult the Specialists in this field. We have a highly skilled staff, strictly supervised, working solely on M.G.s, to give you the most efficient service; also special jigs and tools. We have clients coming from north, south, east and west who hand us their cars and let us get on with the work.

If you are thinking of overhauling your M.G., ready for the Spring, you'll be interested in the following representative list of spares available from stock:

Reconditioned engines, all models.  
 Our modified oil seal and hood to protect your dynamo.  
 Vertical drive gears, rockers, camshafts, lightened flywheels, brake shoes, drums, cables, etc.  
 Reconditioned gearboxes, all models.  
 15, 16, 17, 18 and 19-in. road wheels.

TA, PA, PB, J2, J4, M, Magnette and Magna—crankshafts, with rods and mains; cylinder blocks, surface ground, sleeved, with pistons; either exchange service or outright sale. Also cylinder heads with or without overhead gear. Back axles, half-shafts, tyres. J2 clutch toggles. Chromium luggage carriers.

Why not call and see us—we are open all day Saturday and Sunday mornings from 10 a.m. to 1 p.m. Alternatively order your spares by telephone or letter—the fastest C.O.D. service is available to you.



**TOULMIN MOTORS,** Official M.G. retail dealer  
 343 STAINES ROAD, HOUNSLOW, MIDDLESEX  
 Telephone: HOUNslow 2238/3456



Buy your new M.G. from us — Mr. Toulmin will give your order his personal attention.



**SPECIALISED COACHBUILDERS  
DORSET GARAGE**

WE ARE IN A POSITION  
TO OFFER ECONOMICAL  
REPAIR TO ROLLS  
CYLINDER HEADS.

*Rolls Royce and Daimler Cars  
Overhauled by Experts*

**DOTTRIDGE BROS, LTD.**  
EAST ROAD, LONDON, N.1  
CLERKENWELL 1070  
ESTABLISHED 1885



GUARANTEED 50 M.P.G.  
Low upkeep — plentiful  
spares. Safe "big-car"  
springing. 4-speed box. Smooth clutch. Precise steering  
(28 ft. lock). Modern "non-dating" lines. Recondi-  
tioned—3 months' GUARANTEE. Skilled mechanics.  
FOR PRICE LIST OF MODELS WRITE NOW TO

*Mayfair's Garages*  
LTD.

EALDERTON ST. (opposite Selfridges clock)  
LONDON, W.1. Tel.: MAYFAIR 3104/5

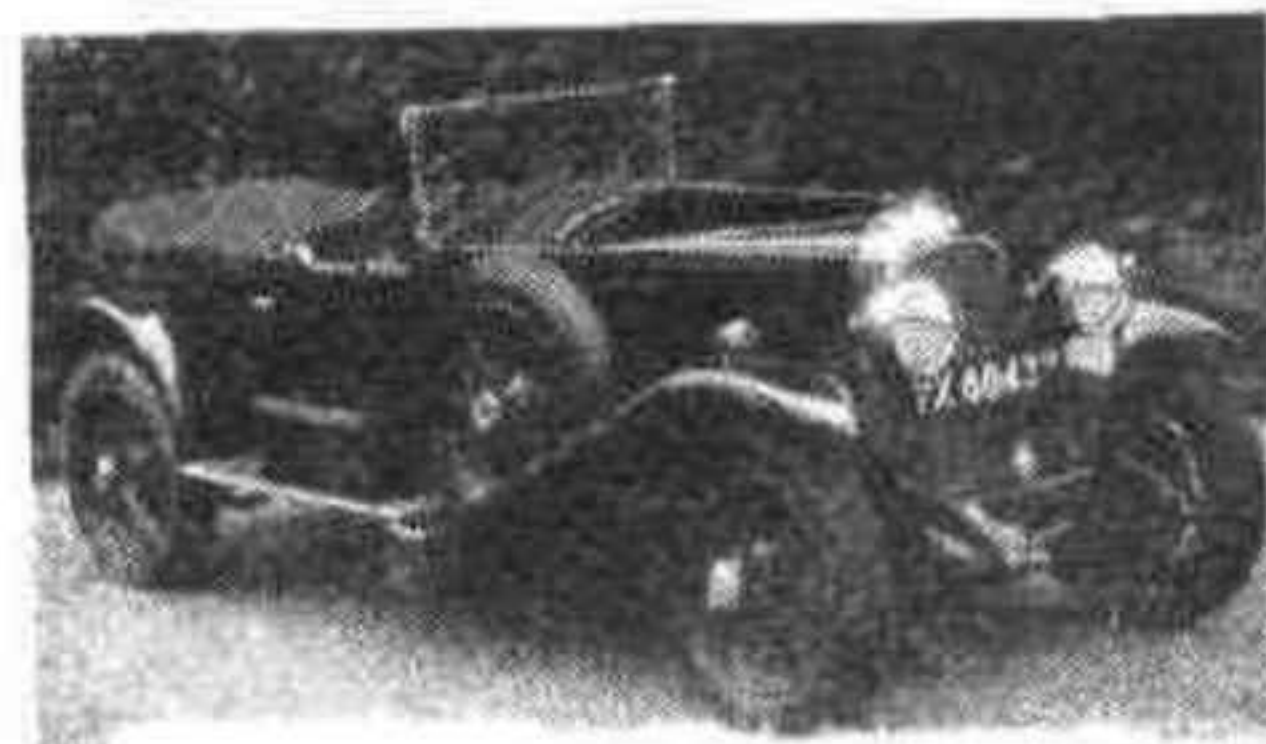
**MARTLET  
PISTONS**

The acknowledged best for sports  
and racing engines

MARTLET PISTONS AND KE 965  
HAND-FORGED VALVES TO  
PATTERN OR SKETCH.  
BORING, SLEEVING, PORT  
POLISHING.  
MACHINE SHOP FOR FULL EN-  
GINEERING SERVICE TO SPORTS  
AND RACING ENGINES

THE  
**BROOKLANDS  
ENGINEERING CO., LTD.**

Founded 1911  
Portsmouth Road, Cobham, Surrey  
Phone: COBHAM 3303



**O.E. 30/98 VAUXHALL**  
No. 295 (1928)

3,000 miles only since completely recondi-  
tioned, including: Rebore, fitting Hepolite  
extra-high dome pistons, crank grind, etc.  
The body, which has no dents, has been  
recellulosed a very beautiful shade of blue.  
Only fault: no hood.

A magnificent and very rapid motor,  
£325

Also 1931 TL 12/60 ALVIS ("Beetleback")  
in good condition. Unfinished utility on 12/50  
chassis available for spares.  
£180

**THOMSON**  
TURZES FARM, BURWASH, SUSSEX



**FORD TEN SPECIAL £350**

"One of the few that doesn't  
look home-made."

Tubular chassis (Buckler V). Unique alu-  
minium body in mistletoe-green. Doors,  
hood and screens, red leather Dunlopilios,  
windtones, new tyres. Only 13,000 miles  
since built from new parts in 1951.

Hand-built engine, L.M.B. i.f.s., Exide  
"Double-life." (Spare 4.7 crown and cop-  
pered aluminium compression head.) Kerb-  
side, 12 cwt. Available middle of May.  
Usual reason for sale, much regretted (the  
sale but not the reason).

**F. G. McFARLANE,**  
Canford School, Wimborne, Dorset  
Tel.: Wimborne 12 (8 a.m. to 9 p.m.)



**G.R.M. S.VIII**

1951 SPECIAL of standard Nuffield parts:  
Series E engine, large sump, "Silvertop"  
head, Marshall-Nordec supercharger (re-  
moved or replaced, one hour), oilcoil, water  
pump circulation. Four-speed, remote lever,  
high-ratio axle, lengthened chassis, large rear  
locker, enclosed spare, built-in number plate  
and rear lights. Disappearing hood (usable  
as coupe de ville). Hide upholstery, special  
instruments, polished wood dash, closing  
lockers, parcel shelf. Twin air-horns, H.F.  
horn, twin foglamps, Ace discs. Trafficators.  
Highest-grade coachwork. Unique and  
beautiful car. 36 m.p.g. Registered 2.4.51.  
Mileage 15,015.

£625 o.n.o.

**SUNNINGDALE MOTORS**  
SUNNINGDALE, BERKS  
Tel.: Ascot 319



**JAGUAR S.S.100**

1938 2½-litre Competition 2-seater.

Reconditioned engine. Complete mechanical  
overhaul, following winter "lay-up," including  
new clutch, etc. New tyres, hood, tonneau  
cover, etc. Magnificent performance, with  
23-26 miles per gallon.

First offer over £400

Box No. P103,  
"Motor Sport," 15, City Road  
London, E.C.1

**T. P. BREEN, LTD.**

**4½-LITRE BENTLEY SPARES**

We are dismantling a 4½-litre tourer  
and all spares are available, including  
the body.

We are also dismantling the following  
cars and most spares are available.

3- and 6½-litre Bentleys.  
Talbots, 65, 75 95 and 105.  
Lancia Lambdas.  
Austin Sevens.  
Morris Minors and Eights.  
And many others.

**HIGH ROAD, WHETSTONE**  
LONDON, N.20

Telephone: HILLside 2393

**GRO 1188 GRO 2635  
SIMMONS**

We have a large number of in-  
quiries for various types of Rolls-  
Royce 20s, 20/25, and Phantom  
models, and would be very  
interested to receive full details  
and particulars of any Rolls-  
Royce models for disposal.

Mr. Simmons will attend any-  
where in Great Britain by prior  
arrangement. A post-card or  
telephone call to the office will  
elicit an immediate reply.

**SIMMONS**  
12, Rex Place,  
Park Lane, W.1



# PERFORMANCE CARS

Proprietor: H. J. GOLDSCHMIDT, B.Sc.(Eng.), A.C.G.I., M.Inst.B.E.

## THE SPORTS CAR PEOPLE

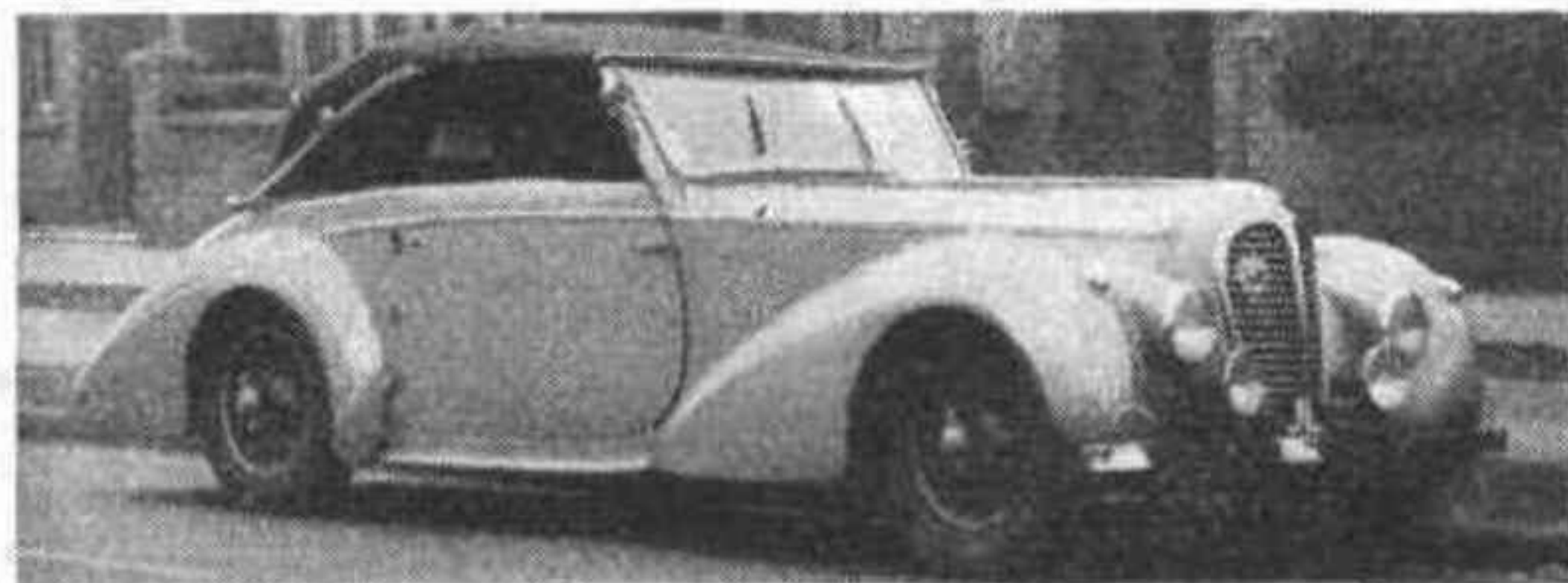


Over 100 Sports Cars on show, plainly marked with year and price. Immediate Hire Purchase, Insurance and Part-Exchanges. Three months' written guarantee with every car over £150. Seven days' free trial with all cars over £400. Extensive facilities for servicing and complete mechanical overhauls and coachwork renovations.



### M.G.s URGENTLY WANTED

1934 Alfa-Romeo Castagna d/h coupé...	...	£345
1932 Alfa-Romeo 17/50 Carlton coupé. Exceptional	...	£225
1934 Alvis Speed Twenty V.D.P. tourer	...	£265
1933 Alvis Firefly 12-h.p. tourer	...	£165
1938 Alvis Speed 25 sports saloon. Immaculate	...	£325
1935 Aston-Martin Mark II Bertelli 2/4-seater	...	£375
1934 Aston-Martin Mark II 1½-litre 2/4-seater	...	£345
1949 2-Litre Connaught sports 2-seater, ex-McAlpine	...	£895
1925 Bentley Red Label 2-seater S.S. Series	...	£345
1927 Bentley 3-litre tourer by Barker	...	£175
1927 Bentley Red Label V.D.P. tourer	...	£225
1948 Delahaye Type 135 M, d/h foursome (illustrated)	...	£1,365



1938 Fiat 500 2/3-seater cabriolet. Specimen	...	£195
1936 Frazer-Nash-B.M.W. Type 45 cabriolet	...	£195
1937 Frazer-Nash-B.M.W. Type 55 2-seater	...	£325
1937 Ford V8 Model 78 d/h 2-seater...	...	£195
1937 Hotchkiss 28 h.p. Paris-Nice d/h foursome	...	£295
1934 Lagonda 4½-litre M.45 V.D.P. tourer. Specimen	...	£295
1934 Lagonda 4½-litre M.45 Pillarless saloon...	...	£145
1933 Lagonda 16/80 V.D.P. tourer. Sound condition	...	£195
1938 Mercedes-Benz 540K cabriolet	...	£495
1950 Morgan Plus 4 d/h 2-seater. One owner	...	£545
1939 Morgan 4/4 d/h 2-seater. Sound	...	£245
1931 M.G. M-type 2-seaters, choice of four. From	...	£75
1933 M.G. J2 2-seaters, choice of three. From	...	£135
1935 M.G. 12-h.p. NA Magnette, 2-seater	...	£195
1936 M.G. NA Magnette 4-seater. Smart appearance	...	£195

1937 M.G. TA 2-seater. Excellent condition	...	£275
1938 M.G. TA 2-seaters, choice of two. From	...	£295
1939 M.G. TB Tickford d/h specimen.	...	£345
1947 M.G. TC 2-seaters, choice of two. From	...	£375
1938 M.G. 1½-litre tourer immaculate condition	...	£325
1938 M.G. 1½-litre sports saloon. Specimen	...	£295
1935 M.G. PA aerodynamic 2-seater	...	£225
1935 M.G. PB 9-h.p. 2-seaters, choice of two. From	...	£195
1936 Riley Special 2-seater 1½-litre	...	£195
1936 Riley Merlin 9-h.p. saloon	...	£195
1927 Rolls-Royce 20-h.p. O/D saloon	...	£225
1929 Rolls-Royce 20-h.p. O/D saloon. Specimen	...	£255
1934 Rolls-Royce 20/25 d/h foursome	...	£375
1939 Studebaker President de-luxe saloon	...	£345
1936 Talbot 105 V.D.P. tourer. Specimen	...	£195
1938 Talbot 10-h.p. 4-seater tourer	...	£275
1935 Singer 9-h.p. Le Mans 2-seater. Specimen	...	£195
1940 Triumph 14-h.p. Dolomite d/h	...	£345
1937 Wolseley 14-h.p. d/h foursome	...	£295
1934 Wolseley 12-h.p. Tickford coupé	...	£185
1948 Wolseley 14-h.p. de-luxe saloon, low mileage...	...	£445

### SPECIAL PART-EXCHANGE BARGAINS

1935 Austin 8-h.p. Ruby saloon	...	£125
1926 Austin 12/4 tourer. Original condition	...	£75
1937 Ford 10-h.p. de-luxe saloon	...	£155
1937 Hillman Minx 10-h.p. de-luxe saloon	...	£165
1933 Hillman Aero Minx 2-seater	...	£75
1936 Jaguar 2½-litre sports saloon	...	£145
1936 Jaguar 2½-litre sports tourer. Sound condition	...	£165
1938 Morris 8-h.p. de-luxe saloon	...	£195
1936 Morris 12-h.p. fixed-head coupé	...	£195
1937 Rover 16-h.p. sports saloon	...	£165
1933 Riley 9-h.p. Monaco saloon. Sound	...	£95
1933 Riley 9-h.p. Ascot d/h	...	£125
1933 Singer 9-h.p. 4-seater	...	£115
1934 Singer 9-h.p. fixed-head coupé	...	£125
1937 Wolseley 25-h.p. de-luxe saloon	...	£145
1938 Vauxhall 14-h.p. de-luxe saloon	...	£175

Head Office, Showrooms and Works:

THE WINDMILL GARAGE, GREAT WEST ROAD, BRENTFORD, MIDDLESEX

Telephone: EALing 8841

(3 minutes from Northfields Tube Station (Piccadilly or District Line). Buses Nos. 97 & 91 and Green Line pass our door.)

WEST END SHOWHALL: 107, NEW CAVENDISH STREET, LONDON, W.1.

Telephone: MUSeum 8221





**FOR SALE—continued**

**M.G. SPARES.** Good J2 engine complete less carbs and clutch, £27 10s. J2 radiator, sound, £5. J2 instrument panel, complete with instruments. Original, £6. Pair 16-in. wheels with part-worn 6.50 Dunlops, £10. "L" crankshaft, serviceable, £3. 7 by 37 c.w.p., complete with differential and iron housing, only 40 miles since brand new. Suit all early M.G.s, etc., £10. Quantity early Riley Nine spares, cheap to clear—space needed. Two or three sound chassis to be sold for shillings! Buyers collect. Bodywork, fuel and oil tanks from two Mk. IV long chassis Coopers. Cheap to callers. Centric 260 supercharger, as new, £17 10s. G. R. Stokes, Northfield Avenue, Sawley, Long Eaton. [7662]

**MOTOLYMPIA (Oswestry).** Alvis and Bentley sports car material being dismantled for spares. Motolympia now dismantling: 1930 Bentley 64-litre; 1940 Alvis Twelve; 1936 Alvis Sixteen; 1935-36 Alvis Twenty; 1934 Alvis Sixteen; 1946 Hillman Minx; 1936 Chrysler Heston Airflow 33-h.p. engine; 1936-37 Talbot Eighteen; 1936 Daimler Fifteen; 1934-35 Rileys; 1939 Morris Ten series M; 1939 and 1949 Standard Eights; 1937 Renault 18/4; 1935 Wolseley Nine; large range of Morris horsepower and gears, also Austins and Standards. Over 1,000 cars dismantled. Some Aston-Martin engine parts, head, crankshaft, various fittings. Private cars only. "Motolympia," Spares Specialists, Oswestry. Tel.: 480. [7672]

**1935 ROVER TWELVE** tourer (identical to 1948 model). Original paint, leather and chromium very good. Hood new. Tyres good. Carpets poor. Two previous owners. Fast with 26/30 m.p.g. No offers. £135. Wanted D.H.C. up to £300. Tel.: MAN 9410 (day), or Box No. E664, MOTOR SPORT, 15, City Road, E.C.1. [7664]

**ADVERTISER OFFERS** what is considered unanimously most attractive Riley Nine 2-seater in existence. Twice winner Concours d'Elegance at Abingdon 1950-51. New coachbuilt body Riley/Alfa design, by specialist, burgundy red. Done 5,000 since absolutely new Laystall balanced engine, flywheel, clutch, mag., battery; five new tyres. Reconditioned gearbox, new axle unit. Every part renewed. £350. Medlam, 7, Park Road, East Twickenham, Middlesex. Tel.: Popesgrove 7192. [7668]

**MORRIS ISIS SPORTSMAN** 2-door saloon. Good running order. £65. Rosner. Tel.: Western 5691. [7671]

**TOJEIRO 1½-LITRE** sports racing car. 1,467-c.c. M.G. engine giving approximately 75 b.h.p. Genuine dry-weight 9 cwt. 98 lb. Silverstone Club Circuit 1 min. 25 sec. Prescott 51.1 sec. Castle Combe lap 1 min. 30 sec. I.S. all round. 2LS 9-in. Girdings. Recent winter engine rebuild and raced twice since. Ready for season's events. £700. C. H. Phrellfall, 17, Botolph Lane, Cambridge. [7670]

**M.G. J2** crankshaft and large collection of engine and chassis parts. P camshaft. Box No. E669, MOTOR SPORT, 15, City Road, E.C.1. [7669]

**MOTOLYMPIA (Welshpool).** Dismantling 1936 Armstrong Seventeen; 1937 Singer Twelve; 1936 Morris Fourteen; 1934-35 Rileys; 1939 and 1937 Hudson Terraplanes; 1936 Standard Twenty; 1935 Standard Nine; 1939 Morris Fourteen; 1939 Austin Ten; 1935 Humber Twenty-Five. "Motolympia," Welshpool. Tel.: 2027. [7673]

**XK120 BODY,** complete with upholstery and all fittings, slight damage near side. Cheap. Slater, Caulklands Quarry, Thornton-le-Dale, Yorks. [7693]

**FRAZER-NASH-B.M.W., TYPE 319/2.** Two-seater drophead coupé. Smart appearance, terrific performance. Good tyres. Approximately 26 m.p.g. £225, o.n.o. Riley Alpine, 1932; mechanically sound; new tyres and battery; reconditioned engine; £90. F. C. Fox, Stanley Garage, The Rock, Bury, Lancs. [7695]

**M.G., 1938, VA** tourer, 1½-litre. Good tyres, hoods and screens. Offers. 202, Alcester Road South, Kings Heath, Birmingham, 14. [7696]

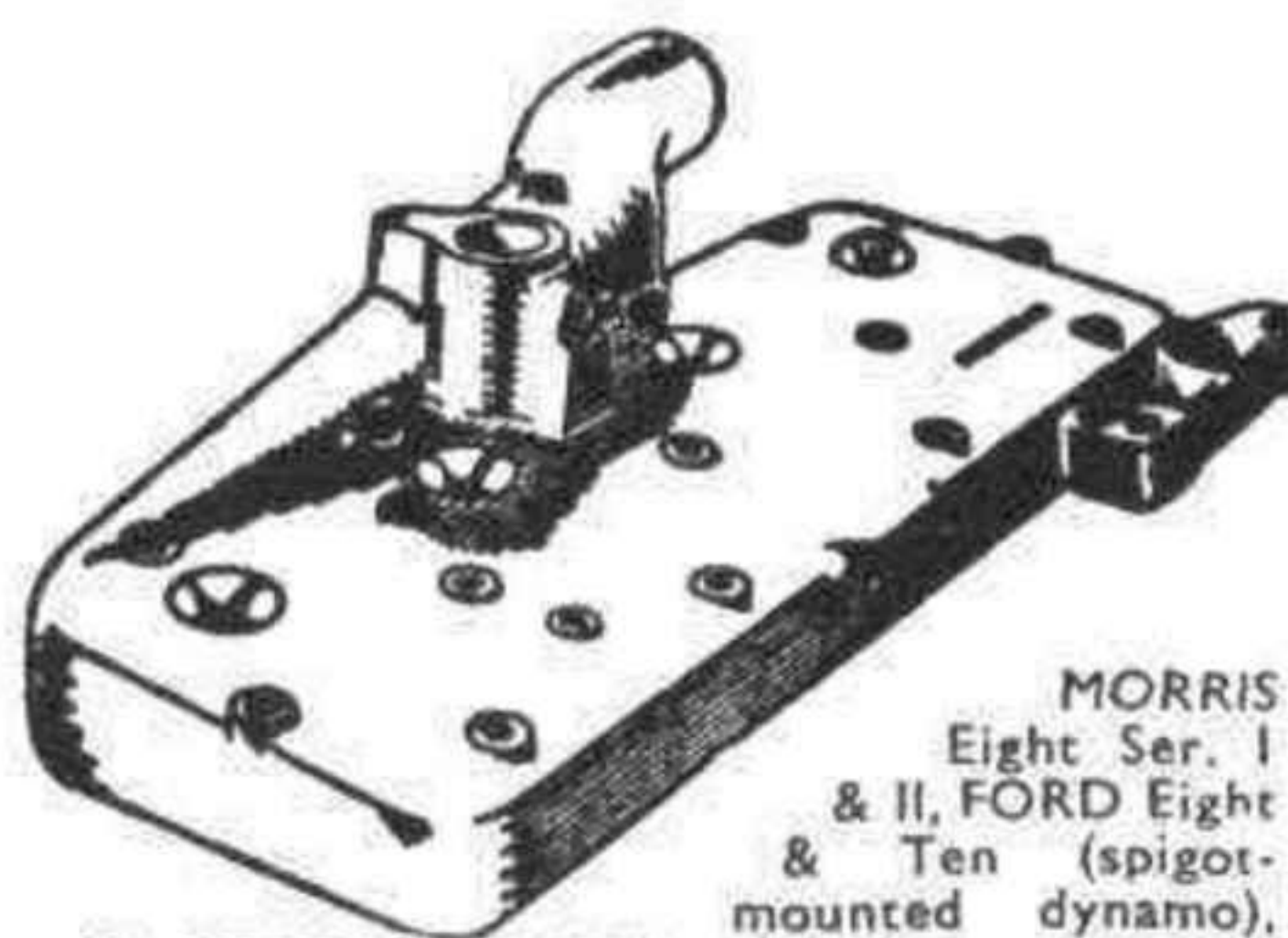
**TALBOT 110.** Rare 4-door all-metal sports saloon. Superb car with fine lines, in black and chrome. 1936, similar to 1939. Photos available. Taxed, £285, o.n.o. Reid, 12, Corporation Road, Ilkeston, Derbyshire. Tel.: Ilkeston 1089. Six miles west Nottingham. [7698]

**BACK NUMBERS** MOTOR SPORT, 1938-1952, approx. 150 copies, most years complete, some years bound. £6 the lot, post free. Tel.: Walton-on-Thames 2890. [7694]

**SINGER NINE** sports—fitted January reconditioned twin-carburettor Ford Eight engine, gearbox, dynamo, starter-motor, etc. Brakes relined; rewired; new battery, king-pins and bushes, hood. Coachwork good. Photos available. £140. Draper, 22a, Downing Street, Farnham, Surrey. [7699]



For the best results from Premium Fuel use:  
**"Silvertop" Aluminium Cylinder Heads**  
 give 15% more Power and Performance,  
 10% Economy.



**MORRIS** Eight Ser. I & II, FORD Eight & Ten (spigot-mounted dynamo), £8; FORD Eight & Ten (platform dynamo), £8 10s.; MORRIS Eight, Ser. E, £9; MORRIS MINOR HILLMAN MINX and TALBOT Ten, £10; "Alta" for AUSTIN Seven, £6 10s.

**MORRIS MINOR**

**Twin Carburettor Units,** semi-down-draught S.U.s mounted on high-efficiency manifold and with linked controls and petrol pipe. Gives 25 per cent. better acceleration and hill-climbing, 34-36 m.p.g., £26 complete. Inner valve springs, 7s. 6d. set; special exhaust valves 8s. each; KE965, 12s. 6d.; sports coils, Delco or Lucas, 37s. 6d.; hand-operated ignition controls, 30s.; "Deep Note" exhaust systems, £4 5s.; gear lever extensions, 6s. 6d.; plastic gear knobs, 2s. 6d.; chrome badge bars, 25s.; Lucas dual wiper drive set, 37s. 6d.; rear wheel covers or spats, £8 10s.



**TUBULAR LUGGAGE**

**CARRIERS,** chromium plated for Fiat 500 2-seater, Austin Eight, Standard Eight, £5; Morris Minor, £5 15s. M.G. 2-seater, £7 5s. "TC" and "TD," £8. Jaguar XK120 for top panel (illustrated); or boot lid, £7 10s. Morgan Plus Four, £8 10s. Jowett Jupiter, £8 18s. 6d.

**AERO SCREENS,** Polished Aluminium frames, safety glass, 12 in. x 6 in., with chromium universal fittings, suitable any make, detachable, 50s. each. Post 2s.



**BUCKET SEATS,** light steel frames, 27s. 6d., trimmed with brown rexine, sprung cushions, pleated backs, 87s. 6d. Ditto, tubular frame, superior quality, 127s. 6d. hinged back 10s. extra. Light alloy seats, untrimmed (2½ lb.), 63s. 14 in. 65s.; 16 in. wide, Ditto, Trimmed Connolly Vaumol Hide Dunlopillo cushions, £8 15s.

**CYCLE TYPE WINGS** in light alloy. 6 in. & 7 in., front 30s., rear 35s. In light steel, fronts, 6 in., 18s., 7 in., 20s.; rears, 20s., 22s. and 24s. each.

Postage or carriage extra.

Open 9 a.m.—6 p.m. Sundays 10—12 a.m.

**V. W. DERRINGTON, LTD.**  
 159 161 and 200, LONDON ROAD,  
 KINGSTON-ON-THAMES  
 Telephone: KIN 5621/2

**FOR SALE—continued**

**AUSTIN EIGHT** tourer, ex-Government, registered 1946. Economical. £160. Lane, Bakewell Road, Matlock. [7700]

**MOTOLYMPIA (Welshpool).** Fiat front suspension assembly complete with chassis frame 10-h.p. about 1936. 13 guineas. Quantity of parts from dismantled 1937 Lanchester Fourteen and 1937 Packard 8-cyl.; 1936 Ford V8 22-h.p.; 1937 and 1938 Armstrong-Siddeley Fourteens, all being dismantled. Complete car, 1937 M.G. PA with new engine, car spotless. £295. Road wheels of all descriptions for last 25 years. We have an enormous quantity of car parts at three motor depots probably not advertised, please do not hesitate to write your requirements. "Motolympia" Welshpool. Tel.: 2027. [7674]

**1938 LANCIA APRILIA,** bronze cellulose; engine has been overhauled recently; leather upholstery, good tyres; £350. 1936 Riley 9-h.p. Merlin, in remarkable condition, cellulose unmarked, spotless interior, good tyres, very silent engine; £220. 1932 Riley 9-h.p. Monaco, one owner, original cellulose; very good condition both mechanically and bodily, good tyres; £85. Riley 12/4 saloon. This car is the result of months of rebuilding at a cost of over £220 and literally everything has been replaced, including the engine; new tyres, new radiator, etc.; £160. Blue Label 3-litre Bentley 2-seater, good mechanical condition; £150. o.n.o. Another 1947 Humber Snipe, 27 h.p., pick-up truck in good condition; new body; £40. Wych Engineering Co., Station Garage, Droitwich. Tel.: Droitwich 3378; evenings: Upton Snodsbury 204. [7701]

**LOOK!** Instruction manuals. Large collection genuine makers' publications for disposal singly; absolutely all makes, types, including veteran-S.A.E. please. Box No. E676, MOTOR SPORT, 15, City Road, London, E.C.1. [7676]

**£115—MORRIS 5-ewt., 8-H.P.** van, 1939. Engine reconditioned April, 1953. Appointment by telephone: Hendon 1034, evenings after 6.30 p.m. [7678]

**£1,575—SUNBEAM-TALBOT MARK IIa,** Alpine Replica, 2-seater coupé—finished sapphire blue with fawn leather interior. Fitted 80-b.h.p. Stage II-tuned engine. Alfin, competition aluminium brake drums, also competition gearbox and road springs. Designed and built regardless of cost in our works. This car has been in private use only and has not been used in any form of competition. The mileage is approx. 5,000. Part exchange considered. George Hartwell Ltd., 35-41, Holdenhurst Road, Bournemouth. Tel.: Bournemouth 4161. [7679]

**S.S.I., 1934, 4-seater** sports. Rebores, crankshafts reground, reconditioned gearbox and professionally-made boot, 5,000 miles back. New hood, two retreads and brakes relined. Many extras. Good working order. £140, o.n.o. Lieut. Owen, Dover Castle. [7680]

**HISPANO-SUIZA, 37.2 H.P., 4-seater** coupé. Very good condition. Five nearly new tyres—and unused spare. £275. Eddis, Saltwood, Hythe, Kent. [7681]

**FIAT, 1938, 1,500** pillarless saloon, l.h.d. In first-class mechanical and body condition. Colour black, loose seat covers, two new tyres. £250, o.n.o. Mackie, "Inglewood," Lapworth, Warwickshire. Tel.: 236. [7682]

**1938 F.N./B.M.W., TYPE 328,** 2-seater sports. Maroon with yellow wheels, 200 miles since gearbox and engine rebuild, and new half-shafts. Brand new tyres, battery. Everything works. Superb performance but doctor insists on immediate sale. £595, o.n.o. Martin Blinkhorn, 52, Bloxham Road, Banbury, Oxon. Tel.: Banbury 2664 (day), 2732 (night). [7683]

**MOTOLYMPIA (Wallasey).** 1935-36 Citroën Twelve f.w.d. being dismantled for parts. 1937 Alvis Twenty-Five, complete front suspension, complete radiator assembly, all as new; 1934 Riley Nine for parts 1937 2½ Jaguar. Long distance phone calls carefully attended. Wards, "Motolympia," Leasowe Road, Wallasey. Tel.: 4151. [7675]

**TALBOT FOURTEEN** D.H. coupé (Nov., 1934). Licensed and insured. New battery, hood. £60, or swap Eight or Ten. [7684]

**SPARES FOR SPORTY CARS:** Austin Seven and Nippy reconditioned engines, part exchange. All spares, all years. M.G. J2 reconditioned engines, part exchange. Riley Nines, Rover, Singer, Standard, all spares. Gearbox parts for most cars. New slab tanks. S.A.E. F. Grant, 416, Harrow Road, W.9. Tel.: Cunnigham 8471. [7685]

**SUNBEAM 23.8** 7-seater limousine; clutch slipping. Engine superb. Space required. £19 10s. Also four 19-in. Riley wheels. Tel.: HEN 2836. [7686]

**SPARES:** Hornet Special, M.G., o.h.c. Minor engine, gearbox and axle spares. Write: J. P. S., 56a, Norman Road, Birmingham, 31. [7689]

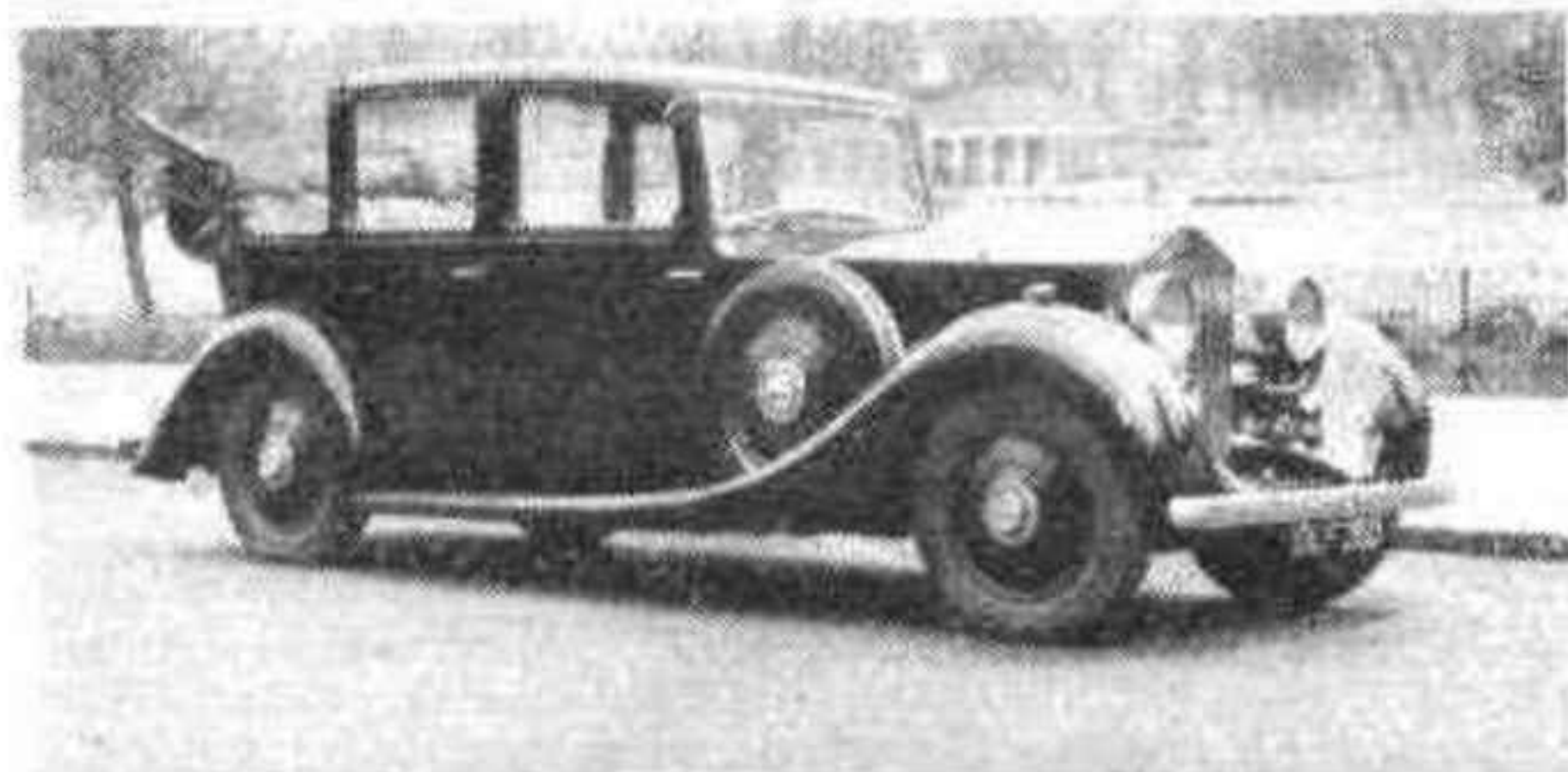


GROSVENOR 1188

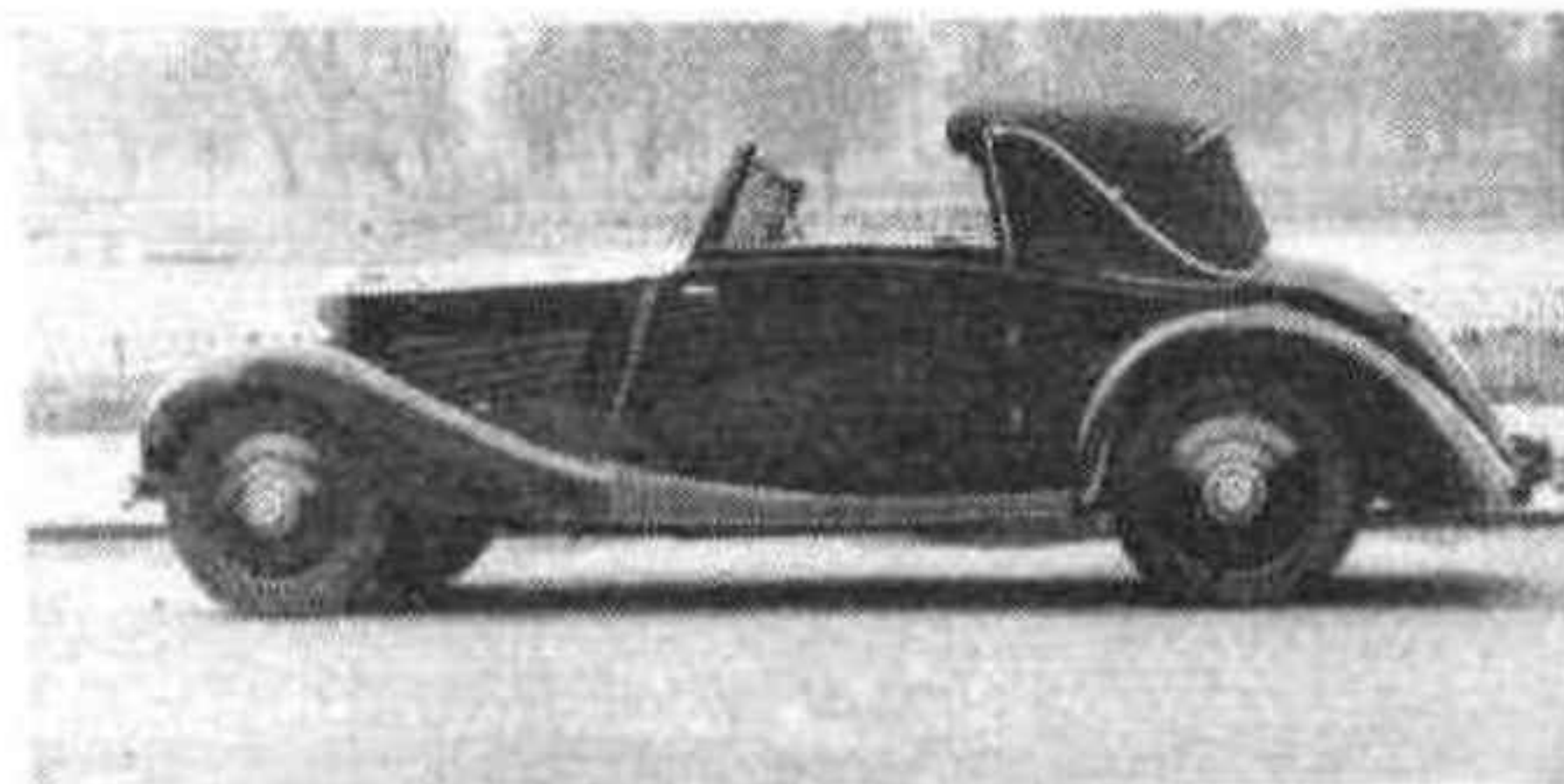
**SIMMONS**

GROSVENOR 2635

offers from a varied stock of Rolls-Royce and other sports carriages



**ROLLS-ROYCE (1937) 25/30 owner-driver landaulette by Messrs. Windover.** Ch. No. GAN 55. Eng. No. K23/A. Until purchased by us, owned by one gentleman from delivery and built by Messrs. Windover to his express order in 1937. 70,000 miles from delivery—R.-R. serviced and maintained—complete history. At the same time that a rebore was being carried out, some 2,000 miles ago, carte-blanche was given to complete any other work necessary. All bills are available. The interior front is in unmarked natural pigskin and the rear in beige velour—loose head cushions and foot-muffs, etc., are provided. There is an optional removable division with completely disappearing face-forward occasional seats. Dashboard and all fillets and incidental toilette fittings are in white polished sycamore. A rare and practically unique opportunity is presented to a discriminating purchaser of conservative taste to acquire a comparatively late model Rolls-Royce in unparalleled condition at a figure completely disproportionate to its actual intrinsic value, and at a fraction of its original cost.

**£1,000**

**ROLLS-ROYCE 21.6-H.P. REPLICA (1939/40), Ch. No. GPL 21, Eng. No. G 1338.** Three-position drophead by Messrs. Southern on the early-type chassis. In excellent condition. At the time of going to press this Rolls Twenty is undergoing a top-decarbonisation and a comprehensive service at the hands of the R.-R. specialist who normally carries out our work. Recellulosed, rechromed; fitted new mohair hood in April. Black, with red calf interior; fitted H.M.V. radio, heater, etc. Although possibly not a purist's Rolls-Royce, these much-sought-after models combine a not inconsiderable elegance with relative economy. It is perhaps true that they are not particularly fast—but in the view of many owners this particular feature is more than compensated by the now legendary reliability of the Twenty.

A choice of two similar models will be available during the present month—one on the 20/25 chassis, both dropheads.

**£ 500**  
and thereabouts.

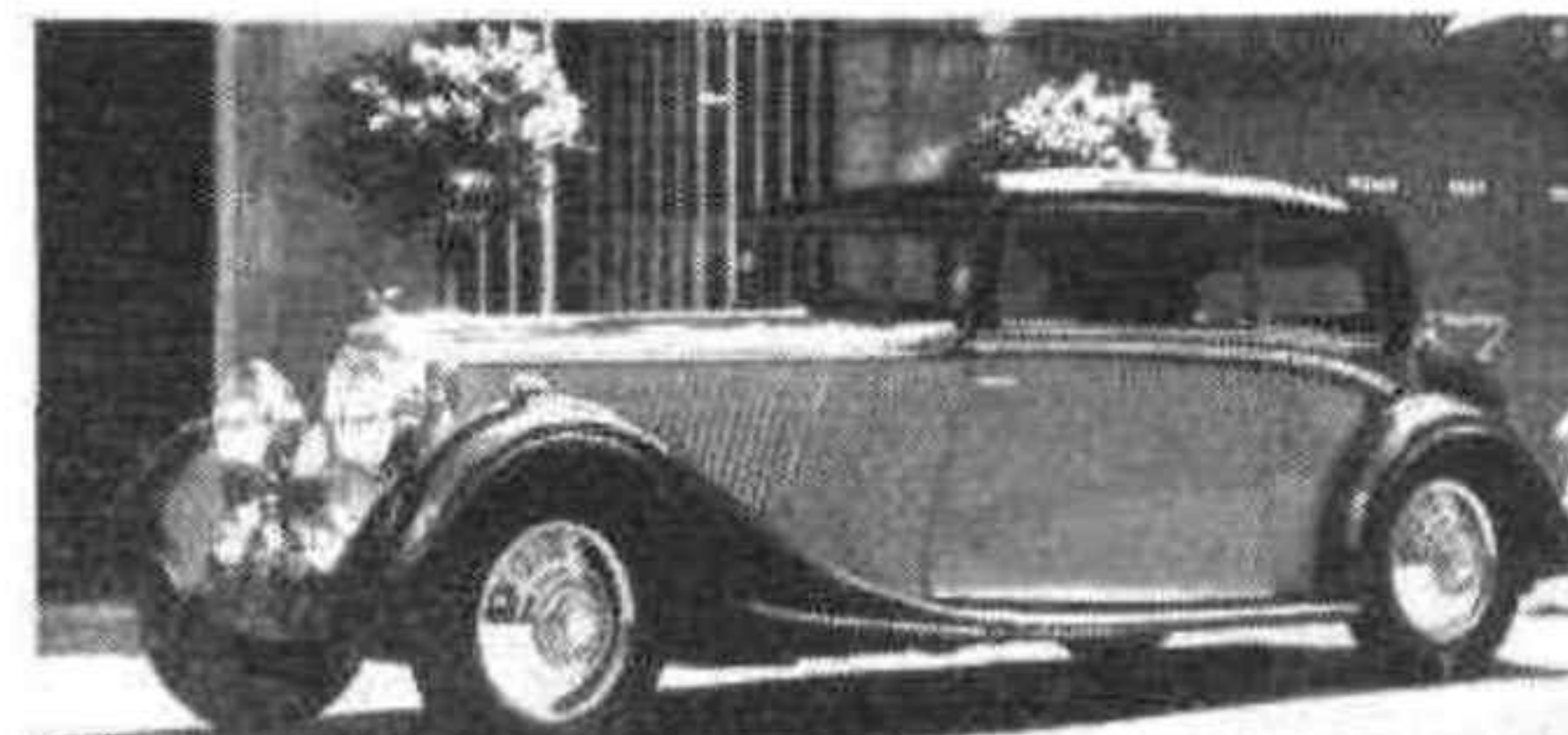
**ROLLS-ROYCE 20/25 (1930), Ch. No. GXO 27, fixed-head, 2-door sports coupe by Hooper.** An excellently preserved and maintained semi-vintage model of some character. Full Rolls-Royce history. Recent extensive overhaul. A similar 4-door model on a slightly later chassis series is also available, having had one owner only since new and a complete R.-R. history to date.

**£ 425**

**ROLLS-ROYCE 20/25 (1930), Ch. No. GDP 70, partitioned limousine by Thrupp and Maberley,** with f.f. occasionals. History obscure. In good mechanical fettle but interior not to usual Rolls-Royce standard.

**£ 225**

**ALVIS SPEED TWENTY (1935) drophead coupe by Charlesworth.** I.F.S. and synchromesh gearbox. Very fast and well maintained by previous owner, who purchased R.-R. 20/25 illustrated last month. Bills for rebore, rewiring, etc., etc., all available. Warranted in the normal manner.

**£ 285**

**ROLLS-BENTLEY, 1935, 3½-LITRE sports saloon by Park-Ward.** Identical to model illustrated above sold by us in July last. Details too late for press. At present undergoing complete service and recellulose in our workshops. Recently completely rebuilt. 82,000 miles. Further details on application.

**£ 585**

**ROLLS TWENTIES, 1927/9.** At the time of going to press we offer a choice of two of the owner-driver saloon models, both in very reasonable condition, and both having undergone a thorough and complete checkover in our own workshops. Tyres and batteries have been replaced where necessary and brakes relined. Since it is an inordinately and often unnecessarily expensive process to recondition a vintage R.-R. completely, all existing faults not rectified will be fully disclosed to intending purchasers. Apart from these disclosed faults, these Twenties will be warranted in the normal manner.

**£ 185 — £ 285**

We are at present negotiating for a Rolls-Royce Phantom II, MY series Continental sports saloon on the 12-ft. chassis. Details will be forwarded upon request.

At the present season it becomes increasingly difficult to keep our advertising abreast of the constantly changing stock, of which only a selection is offered above. Insofar as is possible, however, all inquiries are replied to on the day received, and we will undertake to keep bona-fide inquirers informed of the stock position weekly. PROSPECTIVE PURCHASERS ARE ASSURED THAT EVERY POSSIBLE FACILITY WILL BE PLACED AT THEIR DISPOSAL TO EFFECT THEIR COMPLETE SATISFACTION, AS ALWAYS.

WE HAVE A LARGE NUMBER OF INQUIRIES FOR VARIOUS TYPES OF ROLLS-ROYCE TWENTIES, 20/25, 25/30, AND PHANTOM II AND III MODELS, AND WOULD BE VERY INTERESTED TO RECEIVE FULL DETAILS AND PARTICULARS OF ANY OF THESE MODELS FOR DISPOSAL. MR. SIMMONS WILL ATTEND ANYWHERE IN GREAT BRITAIN BY PRIOR ARRANGEMENT.

GROSVENOR 1188

**SIMMONS**

GROSVENOR 2635

12 REX PLACE · PARK LANE · W.1

Immediate insurance effected with Lloyd's Brokers  
All Vehicles and Accessories are offered subject to being unsold unless otherwise stated.

Export and Shipping.  
Engineers' Reports and Examinations.  
E. & O.E.

Engineers' Reports and Examinations.  
E. & O.E.

**FOR SALE—continued**

**ALVIS 12/50, 1931, T.J.** Good condition, £75. Alvis 12/50, 12/60. Most spares, engine, gearbox, rear and front axles and chassis. Alvis Silver Eagle, 16.95, cylinder block: resleeved, bored standard, new pistons, unused, £22. Cylinder head recd., complete, £8 10s. Crankcase, crankshaft, con-roads, etc., require attention. Offers. Austin Seven engine spares. Ford Eight recd. steering box, £3 10s. Hillman Minx rear brake cable, 17s. 6d. Two track-rod ends, £1 5s. 3 and 4½-litre Invicta spares. 1½-litre Aston-Martin cylinder head, £2. Two 36 V.H. Zenith carburettors, £2. Two fog lamps, chrome, £1 10s., black, £1 5s. 19 in. by 20 in. Rudge knock-on wheels. Enquiries: 131, Croydon Road, Caterham. Tel.: 42. [7495]

**MORRIS COWLEY 12-h.p. 2-seater, 1929, vintage.** Remarkably clean condition. First £45. Tel.: Beckenham 2862. [7499]

**AUTIN NIPPY, 1936, fine specimen.** Recellulosed. New tyres. Engine powerful. £175. Tel.: Orpington 6149. [7500]

**TROJAN, 1927, TOURER.** Reliable runner. Many spares including engine. £48. Besford, 2, Hamilton Road, Great Yarmouth. [7501]

**ASTON-MARTIN LE MANS, 1933, 2-seater.** Very good condition throughout, including spares. £250. 73, Bamville Road, Ward End, Birmingham. [7502]

**AUSTIN SEVEN ENGINE.** Completely reconditioned. £25. Synchromesh gearbox, reconditioned. £10. Chassis, lowered, reconditioned axle and brakes, £25. Nippy camshaft, 30s. King Cotton House, Churchover, Rugby. [7505]

**AUSTIN SEVEN neat 2-seater body.** Fitted Cambridge cylinder head and manifold, also Bowdenex front brakes, many other modifications, extensively reconditioned, suit enthusiast. First reasonable offer secures (London). Box No. E508, MOTOR SPORT, 15, City Road, E.C.1. [7508]

**B.S.A. TWIN THREE-WHEELER.** Engine spares, cylinders, etc. 9, Forest Drive West, Leytonstone. [7509]

**SINGER LE MANS 1½-litre 4-seater, 1934.** First-class condition all round. £150, o.n.o. Tel.: Colindale 4728 (after 6 p.m.). [7512]

**BENTLEY 4-LITRE FREESTONE AND WEBB** saloon modernised 1951. Completely overhauled last two years. Nearly new tyres. Bosch electrics, P.100s, wireless, new battery, spare engine. £425, or exchange for thoroughbred tourer or coupé. Tel.: Tulsa Hill 4161, or 41, Pullman Court, S.W.2. [7513]

**RILEY LYNX black sports tourer, 1934.** Pre-selector. All-weather equipment. Spot light. Excellent condition. £175. Tel.: Erith 3616 (evenings). [7514]

**MORRIS MINOR 2-seater tourer.** Many parts recently renewed. £75, o.n.o. 37, Borkwood Way, Orpington, Kent. [7515]

**18.3-H.P. SUNBEAM coupé.** Good condition and appearance. Ace discs. Ex-Sir Malcolm Campbell. Photo on request. £75. Box No. E516, MOTOR SPORT, 15, City Road, E.C.1. [7516]

**M.G. J2.** Rebuilt 1951, many extras. Remains of Austin Chummy. Spares for M, D, J M.G.s and Austin Seven. S.A.E. W.H.Y. Shepstone, 9b, Tyntesfield Park, Wrexall. [7517]

**BENTLEY, 1924, RED LABEL** tourer, 3-litre. Good condition. Nearest £175. Tory, 565, Ecclesall Road, Sheffield. [7519]

**1935 MARK II ASTON-MARTIN, short chassis.** £300 rebuild, still running in. Advertised in March issue, but not sold due to further repairs. Best reasonable offer definitely accepted. Morris, 33, Orchard Avenue, Gravesend. Tel.: Gravesend 5972. [7520]

**1934 RILEY NINE KESTREL.** Body rough, poor tyres. Oil 1,500 m.p.g. Ultra reliable mount. Present owner requires later model. £40, exchanges considered. Swire, 5, Castle Farm Lane, Great Moor, Stockport. [7521]

**VINTAGE ENTHUSIAST** sought to take over partially completed rebuild of 1922 Rover Eight. One owner to date. Mechanical reconditioning completed. Now perfect. Bodywork needs minor repairs. Electrics complete but needs wiring. Would accept cost to date from keen and capable enthusiast. "Domus," Woodland Caravan Park, Ripley, Surrey. [7522]

**RILEY NINE SPARES, 1928-1935.** Enormous stock of nearly all parts, new and secondhand. Enquiries to: Garden, Nurseries, Inverurie, Aberdeenshire. [7523]

**REALLY RELIABLE RILEY NINE** tourer, 1931. Good mechanical condition. Well shod. Taxed. £65. Crossways, Upton, Basingstoke. Tel. Hook 2182. [7524]

**FRAZER-NASH B.M.W.** Type 328 specially fitted with winding glass windows and in exceptional condition throughout. Close-ratio gearbox recently reconditioned. Five new tyres, quick-change back axle, balanced wheels, etc. Very fast car with outstanding handling qualities. £775. Tel.: FIN 1398. [7525]

**YOU WILL DO A**

**Good Deal Better BUYING or SELLING**

**AT OUR BRANCH IN THE HEART OF LONDON'S WEST END**

**Ask for "Alan Kellow" — he knows the Sport and its devotees.**

**EXCHANGES & HIRE PURCHASE ON BRITAIN'S BEST TERMS**

**This Company has a renowned reputation for the sale of high performance motor cars throughout the United Kingdom.**

**1935 Lagonda Rapier fixed-head** coupe 4-seater in two blues. Excellent condition... £225

**1938 D.K.W.** drophead 4-seater, black with tartan loose covers. 50 m.p.g. ... £195

**1932 Lagonda 3-litre Selecta Special** drophead Continental saloon; 8-speed Maybach gearbox. Excellent mechanical condition. P.100 headlamps. Maroon. Very fast £125

**1930 Lagonda 3-litre 4-seater sports.** P.100 headlamps. Black. Hood and sidescreens. 85 m.p.h. £135

**1935 Lagonda 16/80 pillarless 4-door saloon.** Red body, dark-red wings... £185

**1931 Aston-Martin 2-seater, short** chassis. Believed 1931 Le Mans team car. Blue ... £175

**Bentley 4½-litre sports**  
**Frazer-Nash 1½-litre sports**  
**Sunbeam-Talbot, 1947, 4-seater** sports  
**Morris Twelve Cunard** sports tourer  
**M.G. 8-h.p., M-type** ... £110

*All types of sports cars, pre- and post-war saloons urgently required.*



**THE SOHO GARAGE  
21, SOHO SQUARE,  
LONDON, W.1  
Tel.: GERard 6678-9**

**Head Office & Works:  
PURLEY, SURREY  
Tel.: UPLands 4811-2-3**

**FOR SALE—continued**

**1927 AC 2-LITRE** tourer in perfect running order and good condition throughout. Best offer. 4, Dane-land, East Barnet, Herts. Tel.: Barnet 2197. [7526]

**LAGONDA M.45 SPARES:** Rear axle, complete, £10. Shock-absorbers, 30s. Wheels, 6.00 by 19, tired, £4. Chassis, steering, brakes, telecontrols, engine spares. Various other bits. Offers, queries, s.a.e. please. F/Sgt. Wood, 92, A.M.Q., R.A.F., Driffield, E. Yorks. [7527]

**B.M.W., December, 1938, German type, special** series, short-chassis, 140-k.p.h. close-coupled, left-hand-drive, 2/4-seater sports convertible for disposal. Type 326/55. One owner. Black leather. Wonderful appearance. £400. Exchange considered. 24, Park Hill, Birmingham, 13. Tel.: South 1213. [7528]

**1936 TRIUMPH GLORIA 16-H.P.** 4-seater drop-head. Rebuilt engine, new gearbox. Recellulosed grey. Fast and pretty car at bargain price, £160. 1935 Standard 16-h.p. saloon; reconditioned engine; perfect tyres; £60!! Part-exchange for 500. Heathcote, Third Avenue, Hove. Tel.: 39750. [7529]

**MORRIS MINOR, 1932.** Good condition, good running order. £75, or nearest offer. Tel.: Western 0948/1704, evenings. [7530]

**2-LITRE TRIUMPH DOLOMITE (1938) saloon,** in excellent condition, fully reconditioned, many extras; £285. Also rebuilding 1937 Talbot 105; require any sort of information, and would be pleased to hear from enthusiasts. 55, Loom Lane, Radlett, Herts. Tel.: Radlett 6452. [7531]

**1939 508C FIAT saloon.** Metallic-grey, blue leather. Sliding roof. Almost spotless. Recent reconditioned engine, transmission, radiator, front and rear suspension, electrics, etc. Brakes relined, oversize tyres. Derrington exhaust system. Fast and economical. £375. Brown, Home Farm, Ravensden, Bedford. Tel.: Ravensden 207. [7532]

**1½-LITRE JAGUAR drophead.** Cream. Discs. Not yet run-in after careful overhaul. Engine, shaft reground, all new bits regardless. Water thermometer, thermostat. Dynamo, starter. New crown-wheel bearings, hubs, springs, latest shockers, new tyres, battery, carpets. Top, furniture french polished. Overhauled to keep as second car. £400, o.n.o. Jones, Tel.: Farnham 5673, 9.30-6.30. [7533]

**AUSTIN SEVEN, 1931.** New M.G.-type body, hood, tyres, lowered chassis. Good engine and appearance. £50 or near. Craine, 15, Feltor Close, Woolton, Liverpool. [7534]

**1932 INVICTA chassis (tourer)** with reconditioned Ford V8 engine (5,000 miles), gearbox, back axle. New hood, sidescreens. Rewired 6 volts, but clutch needs relining. Best offer accepted. Box No. E535, MOTOR SPORT, 15, City Road, E.C.1. [7535]

**TALBOT FOURTEEN saloon, 1933.** £200 recently on chassis. 23 m.p.g. Sell £85, o.n.o., or exchange smaller car. Rose, New Leaze, East Knoyle, Salisbury. [7537]

**RILEY STELVIO, 1935.** Fast specimen 6-cylinder sports saloon for enthusiast with family. Totally rebuilt (£190) chassis renewed throughout. Engine (special series), transmission perfect, tyres near new. B.R.G. £240. F/O. Beechey, R.A.F., Pershore. [7538]

**SINGER ENTHUSIAST'S STABLE:** 1935 Le Mans 1½-litre saloons, Mark I and II, and third identical for spares, £240. Fast, well-equipped pedigree sports cars with spares against any emergency. Box No. E539, MOTOR SPORT, 15, City Road, E.C.1. [7539]

**WELFORD BROS. FOR RILEY SPARES—SERVICE.** Largest and most comprehensive stocks of new and used spares in the Midlands. Opal Street, Leicester. See below. [7544]

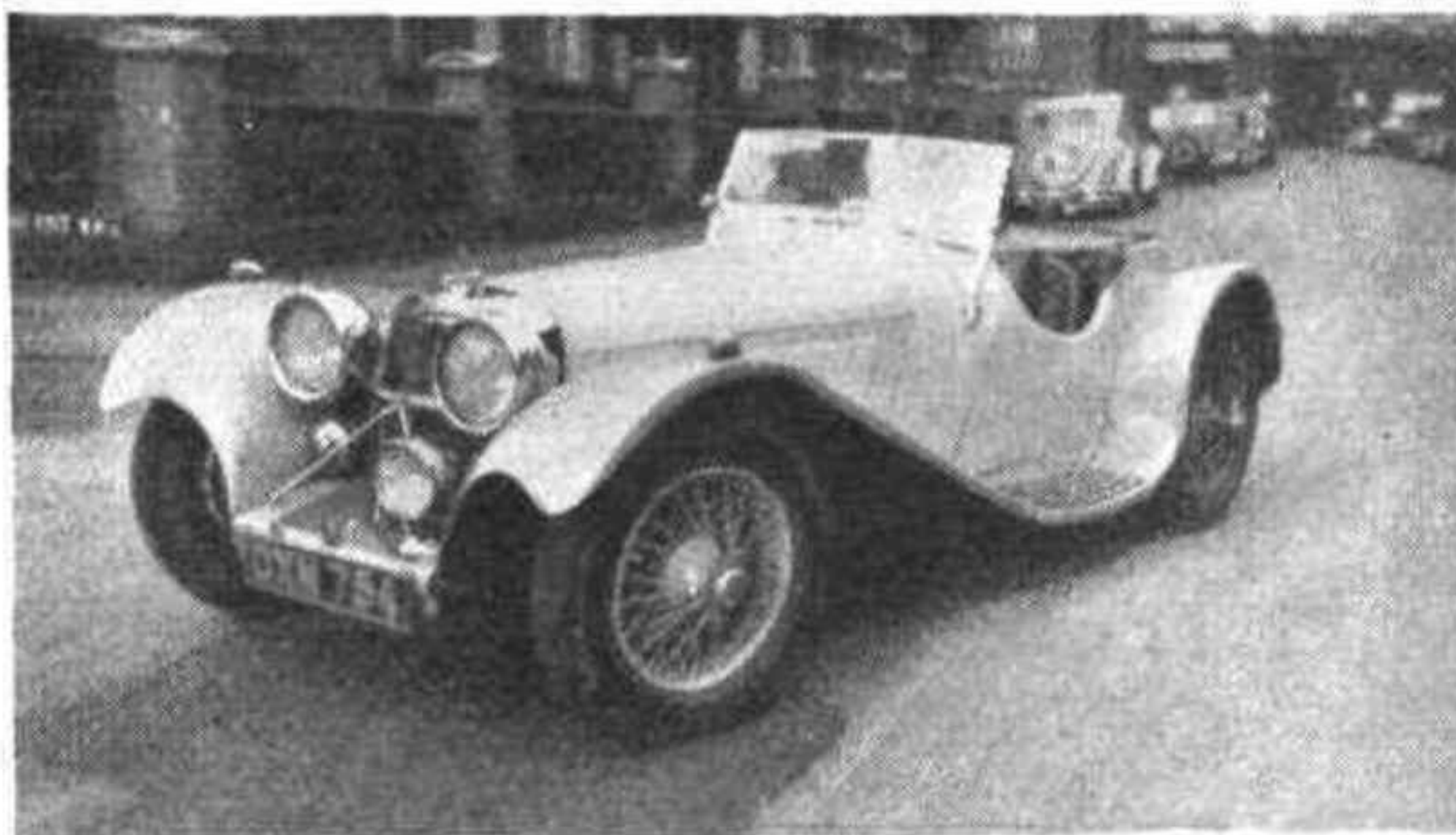
**NEW REPLACEMENT valves, 11s.; guides, 5s.** Valve springs: single, 10s. 6d. set; double, 20s. set. Dampner springs, 3s. pair. Tappet locking screws, 4s. doz. Gaskets, 17s. set. King-pins and bushes, 72s. set. Speedometer cables, 26s. complete. Brake cables, 19s. 6d. Pistons: 7:1 and 7½:1 comp. ratio; standard and all oversizes in stock. Timing gears, magneto and distributor pinions. Service exchange 12/4 oil pumps, brake shoes, clutch plates, B.T.H. magnetos, dynamos. Complete overhauls, cylinder boring and sleeving and general repairs. S.A.E. with all inquiries please. Welford Bros., Leicester. See below. [7545]

**GEARBOX REMOTE CONTROL UNITS** for all Riley gearboxes up to 1932 inclusive. Totally enclosed, no alteration to gearbox, fitted in 10 min. Welford Bros., Leicester. See below. [7546]

**RILEY NINE MONACO, 1933.** Manual box. Transmission overhauled. New universal joint and batteries. Good tyres. Taxed. £92 10s. Welford Bros., Leicester. See below. [7547]

**RILEY NINE MONACO, 1934.** Preselecta, K.O. wheels. Engine overhaul just completed, including crank grind, new bearings and timing gears, etc. Excellent tyres. Taxed. £140. Welford Bros., Opal Street, Leicester. Tel.: 65903. [7548]

**1927/8 ANZANI s.v. engine spares,** including block, head, crankshaft, pistons, con-roads, camshaft, valve gear, 6v. generator and starter, etc. Lieut. Tremaine, R.N.A.S., Anthon, Carlisle. [7597]

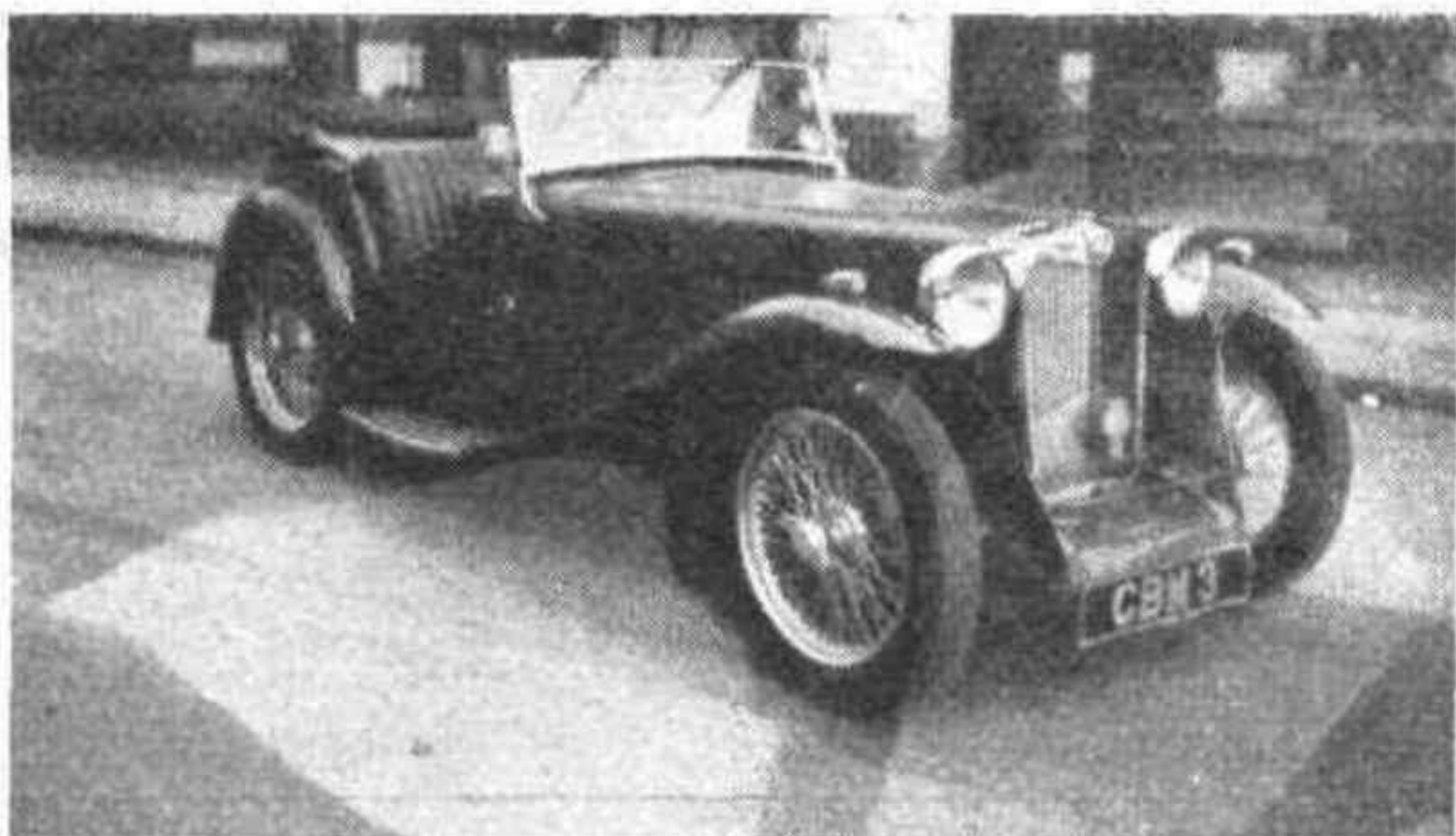


**S.S. 100 JAGUAR** 2½-litre Competition 2-seater in two shades of blue. Brand new all-weather equipment. Five first-class tyres, full-flow wings. Chrome excellent. First-class mechanical order throughout, new battery, etc. A genuine 90 m.p.h. plus car. Dash instruments complete and original. **£395**

**1949 (late) M.G. TC** in first-class order, one owner since new having recorded only 24,000 miles. Primrose with red leather, absolutely unmarked and as new. Good all-weather equipment, twin chrome windtones and chrome luggage grid, also special exhaust pipe. Wonderful mechanical order throughout, an unrepeatable bargain. **£450**

**1935 WOLSELEY E.W.** special 12-h.p. 4-seater with new hood, tonneau, etc. Fold-flat screen, twin aeras, etc. Oil radiator, twin windtones Lucas spot, five very good tyres and chrome is absolutely as new as are the headlamps. This model is fitted with freewheel and is in fine order. **£195**

**1934 LAGONDA** 4½-litre pillarless saloon in excellent order throughout. Good tyres (spare unused). Twin carbs, pumps and dual ignition. P.100s and pass-lamp. Finished in black with brown leather. Full and original dash instruments. **£195**



**M.G. TA** supercharged (Marshall-Nordic 6 lb. boost) in very good order indeed. New all-weather equipment, good tyres all round. Recently recellulosed in mid-dark blue with blue interior. New dampers recently fitted and whole chassis is excellent. Under favourable conditions, a genuine 88 m.p.h. has just been obtained. A genuine bargain at **£295**

We have experience and facilities for shipping our used cars to all parts of the world. Overseas enquiries welcomed.

# AUTOMO LTD.

229 WEST END LANE  
HAMPSTEAD · N·W·6

## HAMPSTEAD 3430

**1932 ALFA-ROMEO 1,750 "Gran Turismo"** unsupercharged with very pretty 2/4-seater Barker body in Alfa red. Front wheels, etc., are 18 in., rears are 16 in. Twin spares are fitted. Marvellous steering and performance is typical of this marque. **£275**

**1931 BENTLEY** supercharged 4½-litre drophead foursome by Lancefield. Excellent chassis and late C-type box, Villiers s/c., crankshaft driven. Whole car is in very nice order and cannot fail to please the enthusiast. Cellulose and top are good, as is also the chrome. **£325**

**1939 B.M.W. FRAZER-NASH** type 326 sports saloon (left-hand drive). Independent suspension all round, very good tyres all round. English shaft and rear coupling just fitted. Cellulosed in soft grey and unmarked. Interior has loose covers to seats and trim. First-class performance with economy. **£375**

**1939 M.G.** 2-litre sports saloon. Reconditioned engine fitted 9,000 miles back, rest of chassis is in very good order. All tyres are good. Colour is black with light grey leather interior. Thoroughly recommended. **£295**

**AUSTIN SPECIAL** (registered 1949) with Ford Ten engine, gearbox and wheels. Five new tyres. Chromed steering assembly, large instruments. Slab tank at rear. A very business-like little car with utmost reliability. **£125**

**1934 TALBOT 65** sports saloon with good tyres, etc. Engine has just had top overhaul and is in splendid condition. Bodywork and interior are good. These Roesche Talbots were made to go for years and will still give excellent service. Body by Darracq, of course. **£120**

**1934 RILEY LYNX NINE** with special series engine (twin S.U.s. Scintilla magneto, etc.). This Lynx is one of the best examples seen regardless of year. Preselecta gearbox, good tyres and all-weather equipment. The bodywork is incredibly good. **£245**

**1929 M.G. 14/40** Hotchkiss engine 2/3-seater sports in very good condition. Body is in two colours, full wings, good all-weather equipment and tyres. Several spares go with. This car has been very well maintained by previous owner. **£35**

We urgently need Alfas, Sprites, Bugattis, S.S.100s, K.3 Magnettes, TA and TB M.G.s. Squires. Only good and original cars, please. No objection to rehooding or repainting. Photos with letters help considerably. Hire purchase with pleasure. Insurances effected immediately.

### FOR SALE—continued

**BREAKING** 1932 Morris Eight. What offers? Engine, etc., all parts. Philpin, 360a, Neasden Lane, London. Tel.: GLA 1666, after 7 p.m. [7536]

**RILEY 14-H.P.**, 1934. One cylinder, crankcase damaged. Running on five. Preselector box and back end perfect. Five excellent tyres, new battery, reconditioned dynamo. Taxed December. £45. North Wales. Box No. E540, MOTOR SPORT, 15, City Road, E.C.1. [7540]

**ROVER SPEED FOURTEEN** 4-seater sports tourer, 1935. Excellent condition. Rebores, crankshaft reground; resprayed; new hood; all in 1951. Licensed. £150, o.n.o. The Lodge, Ditchling, Sussex. Seen, Rawson's Garage, Tunbridge Wells. [7541]

**DAIMLER LIGHT TWENTY** Continental saloon. Engine just run-in from Daimler Works reconditioning. Gearbox, back axle, steering, overhauled. Brakes refined. Battery new. Radio. A quality machine in top condition. £250. Cooper, 31, Tennyson Avenue, Chesterfield. [7542]

**LAGONDA 3-LITRE**, 1933, very rare selector model pillarless saloon. Black and chromium. Really nice condition mechanically and visibly. No oil; sleeved to standard. Tyres good. £275, o.n.o. Yew Tree Cottage, South Godstone, Surrey. [7543]

**RILEY NINE MONACO**, 1933. Sound and reliable. Supplanted by Kestrel. About £70. Strafford, 3, Roundhay Place, Leeds. [7575]

### FOR SALE—continued

**RILEY 12/6**, 1932, saloon. Good mechanical condition for age. £65. Dyer, Compton Down, Winchester. [7576]

**VALE-ONSLAW** sports Special, Triumph 8-h.p. engine. Excellent condition. Good tyres. Taxed, insured. £95. Tel.: Wolverhampton 31365. [7577]

**RARE STANDARD 2-LITRE**, believed 1931, registered 1949. A really solid motor car, cruises 60 m.p.h. Rebores, new bearings throughout, overhauled starter, dynamo, new battery. Pleasing drophead body with dickey. Paintwork, chrome, very good. £50. Tel.: Emberbrook 3743. (Kingston area.) [7578]

**VAUXFORD SPECIAL**, 1948 V8. Terrific performance. New tyres. £100, o.n.o. 91, York Road, Southend-on-Sea. Tel.: Southend 68584. [7579]

"**MOTOR SPORT**," October, 1948-April, 1953. Unsoiled. Offers to: Advertiser, 82, Whetstone Road, Blackheath, S.E.3. [7580]

**D.K.W. SPARES**, dismantling complete 600-c.c. car. Reconditioned engine, spare block, rebushed king-pins, new regulator, tyres and everything. Inquiries: White, 53, Birkbeck Road, Mill Hill, N.W.7. [7581]

**VAUXHALL 14/40** tourer, 1927. In excellent condition throughout; magnificent roadholding and reasonable economy. £110. E. Butcher, 27, Featherdell, Hatfield. Tel.: Hatfield 3021, before 5 p.m. [7586]

### FOR SALE—continued

**RACING ENTHUSIAST** disposing portable stand, 9 ft. high, seats four. £5. Fox, 72, Brettenham Road, London, N.18. [7582]

**M-TYPE M.G.** engine and 1931 Morris Minor breaking for spares. Blackmore, Broomfield, Vicarage Road, Southborough, Tunbridge Wells. [7584]

**£85—1936½ 2-SEATER AUSTIN SEVEN** tourer, or would exchange larger car. 40, Whitebutts Road, South Ruislip, Middlesex. [7585]

**£150—RILEY KESTREL 12/6** saloon. Green. Taxed. Manual. Well shod. Excellent runner. 42, Westmere Drive, London, N.W.7. Tel.: MIL 4372. [7587]

**ALFA-ROMEO 6c. 1,500**, twin o.h.c., s/c. 1929 team car, 4-seater, Carlton body. Excellent condition, new blower good tyres. £250. Tel.: Grimsdyke 1044. [7588]

**LAGONDA RAPIER** sports saloon by Ranalagh. Late model, February, 1938. Excellent condition throughout. Low mileage. Recent rebore, etc. Genuine reason sale. £265. Witts, Harts Green Farm, Sedlescombe, Battle, Sussex. Tel.: Sedlescombe 249. [7590]

**1934 RILEY NINE KESTREL** saloon, reconditioned engine. £105. 121, Marina, St. Leonards, Sussex. [7591]

**VINTAGE CAR—FIAT 501—1927**, open tourer, 11 h.p. In very good condition, with set of spares. Tel.: Byron 0218, evening. [7595]



**FOR SALE—continued**

**1,971-c.c. FRAZER-NASH-B.M.W.** (registered 1938) complete chassis. Independent suspension. Large Lockheed brakes. Rack and pinion steering. £145 overhaul completed, including resleeving, with new pistons; line bored, with new bearings and crankshaft; new steering and suspension assemblies, etc. Exceptional opportunity to acquire satisfactory basis for a very rapid sports car. Supplied by A.F.N. Ltd. In first-class condition throughout. £185. Box No. E687, MOTOR SPORT, 15, City Road, E.C.1. [7687]

**£50—M.G. J2**, damaged in accident. Easily repairable by any enthusiast. Otherwise extremely sound. Engine completely reconditioned with rebore and new pistons, new bearings, new hood and tonneau cover, four new wings, four new tyres, etc. Box No. E688, MOTOR SPORT, 15, City Road, E.C.1. [7688]

**RILEY, 1938, SIXTEEN ADELPHI** with overdrive. One of the best in the country of these remarkable cars, giving tremendous effortless performance with comfort and economy. Completely overhauled last year. Coachwork excellent. £425. Meacock, 22, Longfield Avenue, London, N.W.7. Tel.: Hendon 1068. [7690]

**TRIUMPH, 1933, 9.9 saloon**. Maroon. Four good tyres. Rewired; new valves; new timing; new brakes (hydraulic). Leather upholstery. Whole car in excellent condition. 30 m.p.g. Sensible offers to Rose's Garage, Sandwich. [7691]

**"MOTOR SPORT"**, part 1932; 1933-39 complete. Speed, Autocourse, Autosport complete. All perfect. No single copies. Reasonable offers considered. Box No. E704, MOTOR SPORT, 15, City Road, E.C.1. [7704]

**MAGNETTE SPARES**: Rear axle complete from drums to prop-shaft. £15. Stub axles, drums, complete. £5 pair. All very good condition. Reconditioned J2 steering box, column. £5. Offers, Box No. E702, MOTOR SPORT, 15, City Road, E.C.1. [7702]

**ENTHUSIAST'S DREAM**. My entire collection including 1933 M.G. Magna. Splendid performance. Nearly completed Ford-Morris trials job, everything to complete. Morris Minor without axles. Literally hundreds of spares. Reluctant sale—going overseas. £215. Bostock, Drays, Wolsey Road, Northwood (Tel.: 1846). Middlesex. [7703]

**I DID** what The Motor Library "Wanted" me to do! You too? [7706]

**TWO FORD MERCURY** engines converted to 4½-litres. unused since conversion; price £125 each. One set of Arduin o.h.v. conversion parts for Mercury engine, £160. Norton flywheels, main shaft and wheel, one piece, stroke 100 mm. and 94 mm., price, complete with big-end, £50. R. R. Jackson, Peter-sham Yard, Old Byfleet. Tel.: Byfleet 2832. [7709]

**ALVIS 12/50 BLOCK**, £2; pair front hubs, 10s.; three con-rods, £1. Riley Nine 5-stud front axle, 30s. Crested Eagle front axle, 30s. Pair 7-in. D.H. shockers, £1. Two 10-in. D.H. shockers, £1. Four sheets 3 ft. by 6 ft. 20-gauge H.H. aluminium, £4. Haywards Cottage, Blackwater, Camberley. Tel.: Yateley 3151. [7707]

**1934 HORCH** tourer. New tyres, new hood. Recent overhaul. Laid up 1939-1950. First-class condition. Box No. E710, MOTOR SPORT, 15, City Road, E.C.1. [7710]

**1934 SINGER NINE** Le Mans/Sports spares, all guaranteed perfect: Chassis-frame, £4; new front wings, £8 (cost £10); pair 8-in. Lucas chrome head-lamps, £3 10s.; twin Solex carburetters, £3; fold-flat windscreen and pillars, rechromed/reglazed, £8; radiator with rechromed shell and stoneguard, £10; new wiring harness, £4 (cost £5); pair 1935 4-seater swept rear wings, £3; pair rear hubs, 2½ Jaguar, £3. Many other spares, s.a.e. 69, Rhodes Avenue, Newbold, Chesterfield. [7712]

**WANTED**

**BUGATTI, OPEN CITROEN, K3 M.G.** or similar? Photo and price, Box No. E297, MOTOR SPORT, 15, City Road, E.C.1. [7297]

**4-SEATER OPEN BODY V.D.P.** or similar for Bentley 3-litre, for 10 ft. 10 in. or 9 ft. 9 in. chassis. Good or repairable condition. With or without hood, screen, heating, etc. C. W. Wood, 9, Altar Drive, Heaton, Bradford. Tel.: Bradford 44404. [7203]

**PHANTOM I** 1926 Landalette, immaculate with R-R mascot and wheel-discs. Box No. E205, MOTOR SPORT, 15, City Road, E.C.1. [7205]

**WANTED—continued**

**SS.100 2½-LITRE**, mechanical condition, appearance unimportant, sound bodywork. Advertiser abroad, London about May 20th. Box No. E264, MOTOR SPORT, 15, City Road, E.C.1. [7264]

**BLOWER INSTALLATION** complete for Citroën Light Fifteen. Must be good, price reasonable. Wakeford, 21, Francis Road, Stechford, Birmingham 9. [7267]

**LARGE CAR**, Ford V8 preferred, about £85. 6, Acre Lane, Carshalton, Surrey. [7285]

**ASTON-MARTIN**, Mark II or Le Mans, short-chassis, anything considered. Box No. E287, MOTOR SPORT, 15, City Road, E.C.1. [7287]

**TRIUMPH ROADSTER WANTED**. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [7292]

**"MOTOR SPORT"** Aug., 1952-Jan. 1953, inclusive. Freeman, Church Gresley, Burton-on-Trent. [7644]

**CROWN-WHEEL AND PINION** assembly for 1932 23.8-h.p. Sunbeam. Box No. E646, MOTOR SPORT, 15, City Road, E.C.1. [7646]

**MORGAN 4/4** 2-seater, pre-war model. Eames, 123, Alicia Gardens, Kenton, Middlesex. [7648]

**URGENTLY REQUIRED** by American enthusiast: open or closed, low 2 or 2¼-seater, reliable, high-performance sports car. Allard J2, S.S.K., Aston-Ulster, V.D.P. Squire, 4¼-litre low-chassis Invicta, S.S. 100, Bug., or similar. Must be docile enough for town and fast road work on premium fuel. Will take delivery anywhere in British Isles approx. June 20th. Must be willing to submit to R.A.C. or A.A. examination. Send complete description and details plus recent pictures which will be returned. All letters answered. K. B. Walsh, 848, Longridge Road, Oakland 10, California, U.S.A. [7653]

**AN IMMACULATE** pre-war quality car giving over 25 m.p.g. View London area. Up to £300. Full history to: Box No. E665, MOTOR SPORT, 15, City Road, E.C.1. [7665]

**BRESCIA BITS**. Crankshaft, must be sound front half. Starter ring, pistons plus 20, and other spares. Urgent! Box No. E666, MOTOR SPORT, 15, City Road, E.C.1. [7666]

**A.C. CYLINDER HEAD**. 20 thou. clearance camshaft type. Box No. E635, MOTOR SPORT, 15, City Road, E.C.1. [7635]

**CAMSHAFT** for 1928 Humber 8.3-h.p. Plumbe, 79, Deacons Hill, Elstree. Tel.: 2594. [7583]

**A.C.**, 1926, 11.8-h.p. diff. assembly. Would consider complete axle. Seymour, Parfield, Horsham, Sussex. [7589]

**LIVELY 3/4-SEATER**. Reasonable petrol consumption. Saloon considered, D.H. coupé preferred. Must be in good condition. Would consider suitable special (aero-dynamic Buckler or similar). Approx. £400. Rindl, 635, Wilbraham Road, Chorlton, Manchester, 21. [7603]

**MORGAN 4/4 WANTED**. Good condition essential. Pre-war considered, post-war preferred. State price. Might consider Singer A.B. sports. Rigg, 3, Slyne Road, Bolton-le Sands, Carnforth, Lancs. [7557]

**1932 ALVIS 12/60** model TL Beetleback; twin S.U. carburetters, knock-on wheels and rev-counter. Box No. E564, MOTOR SPORT, 15, City Road, E.C.1. [7564]

**PAIR 16-IN. WIRE WHEELS**, also tyres, tubes for M.G. Berens, Old Timbers, Cox Green, Maidenhead. [7570]

**URGENT!** Will someone please help two R.A.F. corporals to find two rip-snorting chariots, up to 12 h.p., vintage or otherwise, open or cut-downable. Must be very cheap—Service pay. Photos appreciated, all letters answered. Birmingham area or East Midlands. Corporal Smart, 61 Squadron, R.A.F., Waddington, Lincolnshire. [7306]

**AUSTIN SEVEN** tourer, any condition, must be cheap. Also Hillman Aero Minx drophead, coupé or similar. Box No. E312, MOTOR SPORT, 15, City Road, E.C.1. [7312]

**1,760-c.c. OR ABOUT 2-LITRE LEA-FRANCIS** or similar engine and gearbox, close-ratio preferred. Box No. E326, MOTOR SPORT, 15, City Road, E.C.1. [7326]

**M.G. J2**: Crankshaft, rear main sleeve, bush. 130, Sharmans Cross, Solihull, Birmingham. [7331]

**WANTED—continued**

**RILEY SPRITE** 2-seater sports or 1½-litre crab-track Le Mans Singer 2-seater. Any condition. Box No. E327, MOTOR SPORT, 15, City Road, E.C.1. [7327]

**PRE-WAR 4-SEATER TOURER** in good condition for about £180. Any car considered. South Lanes area. Box No. E335, MOTOR SPORT, 15, City Road, E.C.1. [7335]

**MORGAN PLUS FOUR** 4-seater, or 2-litre Aston-Martin. Limit £500. Box No. E337, MOTOR SPORT, 15, City Road, E.C.1. [7337]

**ASTON-MARTIN INTERNATIONAL**, 1933, instruction book. Clueless owner wishes to buy or borrow. Box No. E342, MOTOR SPORT, 15, City Road, E.C.1. [7342]

**BENTLEY 4½**, cheap, with dud or missing engine would suit. Morgan-Giles Bishopsteignton, Devon. [7340]

**M.G. BODY—P-type** 2-seater, reasonable condition. Simpson, 38, Orchard Road, Erdington, Birmingham. [7341]

**BENTLEY 3-LITRE PLANET** and sun wheels\* complete, or 4- or 2-star differential assembly. Humphreys, 8, St. James' Drive, Harrogate. Tel.: 5294. [7343]

**"BEETLEBACK" ALVIS**. Prefer good TL type. Mills, 1, Saint Paul's Road, Gloucester. [7381]

**FOUR-SEATER** sports tourer, reasonable. Black, Hadham Hall Lodge, Little Hadham, Ware, Herts. [7375]

**A.C. 2-LITRE** engine, good condition, suitable 1928 chassis. Tel.: Kingston-on-Thames 9025. [7377]

**BODY FOR RILEY NINE**, North West. Box No. E493, MOTOR SPORT, 15, City Road, E.C.1. [7493]

**FIAT 500**. View and pay cash, 50 miles London, No silly prices, please. Box No. E435, MOTOR SPORT, 15, City Road, E.C.1. [7435]

**H.R.G. 1,500** in good condition. A. Leat, Tel.: FIN 2106. [7386]

**CROWN-WHEEL** and pinion for 1929 20.9-h.p. Talbot or Sunbeam, 10 by 50. Box No. E390A, MOTOR SPORT, 15, City Road, E.C.1. [7390A]

**RILEY 1½ KESTREL** 6-Light or Lynx. Good condition. Perseverance, Wraysbury, Staines. [7402]

**BENTLEY**. £100 or thereabouts offered for 3-litre or Speed Six. Open or closed, 4 to 6-seater. Rawkins, Outfitter, Market Street, Preston. [7406]

**RILEY 12/4 ENGINE**, undamaged, post-1936, preferably Sprite. "Cliffe", Corbridge, Northumberland. [7411]

**RILEY IMP, 9 H.P.**, 2-seater. Particulars, price condition. Tel.: ENT 4308. A.A. inspection required. Box No. E414, MOTOR SPORT, 15, City Road, E.C.1. [7414]

**£200 CASH** for 500, 1,100 Fiat, 4-seater Morgan or similar. Drawwater, 3, East Ridgeway, Cuffley. [7415]

**SALOON** or drophead, good condition essential, any make or h.p. considered. Up to £300. 339, Alexandra Avenue, Harrow. Tel.: Pinner 6679. [7419]

**ALVIS 12/50** bare radiator mascot, handbook for sports 1931. Coulter, 29, Winchester Drive, Glasgow, W.2. Tel.: West 5420. [7420]

**VAUXHALL FOURTEEN** or similar D.H.C. Must be sound. Price and full particulars to Hart, 7a, Crooksbar Lane, Norton, Stockton-on-Tees. Tel.: 54381. [7431]

**ALVIS SPEED TWENTY** V.D.P. drophead foursome. Particulars: Keen, Bungalow, Neston, Wilts. [7439]

**PRIVATE BUYER** will purchase best real sports car offered. D.H. 2/4-seater preferred. Under £350. 70, North Parade, Grantham. Tel.: 925. [7459]

**FOR ROLLS-ROYCE 20-H.P.**, 1925: Pair third-speed gearbox meshing gears. Also set six 21-in. wheel discs and bulb and deep-toned reed for Bon-Constrictor horn. Brooks, Widecombe, Newton Abbot, Devon. [7469]

**HILLMAN AERO MINX** or similar model. Good condition essential. Box No. E478, MOTOR SPORT, 15, City Road, E.C.1. [7478]

**WANTED—continued**

**AUSTIN SEVEN SPECIAL**, alternatively unfinished Special or complete Seven. Must be post-1932. All detailed offers will receive reply. Thornton, 12, Meryhurst Road, Wednesbury. [7476]

**GEARBOX** (barrel type), starter and dynamo off 4 or 8-litre Bentley. 18, Elstree Avenue, Vicars Cross, Chester. [7482]

**4-LITRE BENTLEY**. Body and chassis must be good; condition engine immaterial. Please write: Box No. E483, MOTOR SPORT, 15, City Road, E.C.1, or Tel.: GLA 6373. [7483]

**RADIATOR WANTED** for Riley Nine Kestrel White, M.O.S. Hostel, Aberporth, Cards. [7503]

**1938 OR 1939 APRILIA** saloon in good condition throughout. South Midlands. Box No. E504, MOTOR SPORT, 15, City Road, E.C.1. [7504]

**DIESEL-ENGINED MERCEDES 260D**, 170D or conversion. Excellent condition necessary. Round, 38, Park House, Welwyn Garden City. [7507]

**WOLSELEY HORNET SPECIAL**. First-class condition essential. 1, Boswells Drive, Chelmsford, Essex. [7510]

**1929 MORRIS COWLEY** 2-seater, in good all-round condition, including tyres. Around £50. Hants. Box No. E511, MOTOR SPORT, 15, City Road, E.C.1. [7511]

**1½-LITRE RILEY KESTREL** 6-Light saloon, 1937-8. Must be sound. Within 50 miles London. Box No. E518, MOTOR SPORT, 15, City Road, E.C.1. [7518]

**BENTLEY CROWN-WHEEL-PINION**, 3.3 or 3.1. Gibson, Cropton Lane, Pickering, Yorks. [7692]

**JAGUAR 100** or similar. Also 1½ Jaguar 1938-39 saloon or drophead. We are appreciative purchasers of good cars likely to appeal to the genuine motorist. Distance no object. K. N. Rudd, Ltd., 65, Victoria Road, Central Station, Worthing. Tel.: Worthing 4635; evenings, Hove 35905. [7619]

**TWO GOOD CONDITION** 42-in. hub Rudge wheels to take 17 in. by 600 tyres. Anderson, 25, Selwyn Drive, Hatfield. [7708]

**"MOTOR SPORT"** August 1951; state price. Medland, 31, Longfield Road, Chelmsford. [7207]

**FOLD-FLAT WINDSCREEN** (without glass), well chromed, for TA M.G. J. Cooke, Scale-Hayne, Newton Abbot. [7222]

**CHROME LUGGAGE CARRIER** and water temp. gauge for M.G. Type TB. Broomfield, 39, Cribton Road, Carshalton Beeches. Tel.: Wallington 5970. [7235]

**FOR 1929 SUNBEAM**, set of period running-board mats, preferably new old stock. Also model Citroën "Cloverleaf" as sold by Gamage circa 1922. Dove, 9, Skinners Lane, Ashstead, Surrey. [7255]

**LAGONDA WANTED**. 2-litre low-chassis tourer. About £100. Shrimpton, Little Garth, Cranebrook Lane, Hilton, Lichfield, Staffs. [7259]

**M.G. 1½-LITRE** or Morris/Wolseley 12 engine, also gearbox. Box No. E262, MOTOR SPORT, 15, City Road, E.C.1. [7262]

**WANTED—continued**

**CENTRIFUGAL CLUTCH FOR** 1936 Riley Nine. Ind, 68, St. James Road, Orrell, Wigan. [7256]

**THE MOTOR LIBRARY**. Regd. Matron fuming! Doctor curious! Sister crazy! Patient missing under massive mountain of motoring manuals. Please ensure this by searching out all unwanted instruction books. Tattered, oily—all welcome. Send them, or write, stating price. Disabled enthusiast commencing Shangri-la loan service for enthusiasts. D. Alexander Oag, Ward 5, British Legion Village, Maidstone, Kent. [7705]

**EXCHANGES**

**FIAT 500**, 1939. Mechanically excellent. Body rough. Exchange Ford special or economical semi-sports car. Or sell. Anything considered. Thomas, 27, Bernard Street, Swansea. [7647]

**1952 A.J.S. 500 SPRINGER** for 1948-9 Morgan F. Super, or exceptional 1939 Super Sports. Round, 19, Pear Tree Lane, Coaseley, Bilston. [7571]

**1938 V8 UTILITY**, reconditioned engine, gearbox, excellent condition. Offers or exchange saloon, tourer, W.H.Y. Dawson, Billingwood Drive, Rawdon, Leeds. Tel.: Rawdon 894. [7573]

**34-H.P. MINERVA** drophead coupé by Van den Plas. Small brake wanted, but anything considered. Cavill, 32, Alvanley Road, Liverpool, 12. [7592]

**IMMACULATE 1938 O.H.V. MORRIS TEN** saloon, value about £225, for interesting sports 2-seater in similar condition; up to 2-litres preferred. Proposals to: Lt. R. J. Blackburn, R.N.A.S., Lee-on-Solent, Hants. [7602]

**1949 MORRIS OXFORD** 1.h.d. for PA Midget 2-seater or similar plus £300 or sell. Box No. E617, MOTOR SPORT, 15, City Road, E.C.1. [7617]

**ALVIS FIREBIRD D.H.** Excellent condition throughout. £220, or will exchange for 8/10-h.p. in same condition. 62, Sandown Avenue, Westcliff-on-Sea. Tel.: 46501. [7638]

**1936/7 1½-LITRE RILEY LYNX**. Body fair, mechanically excellent. Reboared, and fitted new Sprite head, h.c. pistons, valves and twin Zeniths by Riley Main Distributors, April, 1952. Main bearings renewed October, 1952. Preselector overhauled. Exchange 1½-litre Kestrel, 1936/7—cash adjustment if necessary. 12, Bloxham Road, Banbury. [7219]

**STRAIGHT SWAP**—Enthusiast-maintained 1932 S/S Morgan, 3-speed, o.h.v. J.A.P., Brooklands body, for 8-5cm F2 "T" "Sonnar. Austin, 10, Eye Valley, Headington, Oxford. [7237]

**STRAIGHT EXCHANGE**—1946 Morris Ten, black, 27,000 miles, excellent all-round condition, good tyres, for post-war drophead foursome. Please write: D. Ribbans, 652, Sutton Road, Southend-on-Sea, Essex. [7258]

**1926 HOTCHKISS** 4-seater tourer, Series II, for small vintage saloon, or would sell. Write: E. G. M. Pearce, Robins Oak, Oakley Road, Wimborne, Dorset. [7329]

**75 PER CENT.** completed hybrid. Chrysler engine and gearbox, E.N.V. back axle, 600 by 16 knock-on wheels, new tyres, open body requires finishing, value £120, for trials special, sailing dinghy, or caravan. Browns Garage, Holywell, Flints. [7380]

**EXCHANGES—continued**

**1937 KESTREL SPRITE**, overhauled throughout, about £350. Swap for fast 2-seater. South Scotland. Box No. E496, MOTOR SPORT, 15, City Road, E.C.1. [7496]

**1936 2½ JAGUAR** saloon for 1½ Jaguar or M.G. saloon or drophead, not earlier, in good condition cash adjustment. 62, Mayfield Avenue, Southend-on-Sea. Tel.: 68336, days; 2538, nights. [7697]

**A.C., 1937, COMPETITION** model 2-litre, 2/4-seater, exchange for 1½ H.R.C. or sell. A. Leat, Tel.: FIN 2106. [7387]

**CASH AND 1951 VINCENT COMET 500 c.c.** for TA M.G. Tel.: Mincing Lane 6653 (business hours). 8a, Fielding Road, London, W.14. [7506]

**MISCELLANEOUS**

**HOODS, TONNEAU COVERS**, etc., made to your pattern and dispatched C.O.D. Upholstery, roofs, sliders, linings, carpets, etc., at works prices on request. Willie's, Ruvigny Garage, Ruvigny Gardens, Putney, London, S.W.15. Tel.: Putney 2879. [7485]

**TYRES, TUBES, TYRES**. 5,000 in stock. New remoulds, used, obsolete and beaded edge, for anything on wheels. No junk. Express service to anywhere in the U.K. Hamiltons, Tyre Specialists, 22/24, Vicarage Street, Yeovil. Tel.: Yeovil 927. [7455]

**WHAT'S YOUR BID?** MOTOR SPORT, August, 1948-December, 1952. Complete, good condition. Hough, Ballasalla, Isle of Man. [7438]

**A FOURTH GEAR??** The "B.S.D." manual ignition control for Ford Eights and Tens provides extra performance and m.p.g. allied to a fourth gear. Send for leaflet today. 65/- post free. B.S. Developments, The Garland, Farnborough Road, Farnborough, Hants. [7281]

**SMALL QUANTITY NEW PHILLIPS**, current model, car radios 6 or 12 volt, list price £34 4s. 6d. Disposal price £25. Carriage paid. Bebbingtons, Victoria Square, Cleveleys. [7221]

**RECELLULOSING**. Panel beating. Trimming by experienced small man. Competitive charges. Edwards, 65, Lowlands Road, Harrow. Tel.: Byron 6028. [7565]

**FOR SALE**. Six solid scale model racing cars made by Harold Pratley and perfect in every detail. Scale ¼ in. to 1 ft. Price £25 each. Box No. E599, MOTOR SPORT, 15, City Road, E.C.1. [7599]

**HISPANO-SUIZA SPARES** and repairs. G. Briand, 47, Tamworth Road, Croydon. Tel.: Croydon 1742. [7333]

**TRIPLEX EXPRESS REPLACEMENT SERVICE**. Any pattern supplied. Balmer's (Glass Merchants), Ltd., Derby Road, Watford. Tel.: Watford 4268. [7383]

**SMOKING BADLY?** Won't pull? It needs Cords piston rings. We sell and recommend them. Macey & Smith, 17, Lancing Road, West Croydon. [7711]

**SITUATIONS VACANT**

**ASSISTANTS** to help with running of Formula Libre machine. No pay, but interesting spare-time occupation. Mostly Saturdays. Near London. Box No. E308, MOTOR SPORT, 15, City Road, E.C.1. [7308]



**H. MIDDLETON, Automobile Engineer, 9, ALEXANDRA ROAD, BALBY, DONCASTER**  
Phone: Doncaster 53901

**RILEY, 1940 MODEL, 1½-LITRE** special drophead foursome coupe. Immaculate order. Fitted new engine by Messrs. Rileys 1,000 miles ago. Just nicely run-in, Single Zenith, vertical magneto, Fram. 30 m.p.g., 85 m.p.h. One previous loving owner from new. It is very seldom one of these very scarce Rileys is seen on the market. Identical engine and gearbox with post-war. In fact, I give a written guarantee carrying exactly same warranty as a brand new car!! Even today this model is offered at £450 plus by the trade. I will accept £375 spot cash. "A.A." examined this week.

**LANCIA APRILIA**, late 1937. Checked throughout, back axle, Hardy Spicers etc. English instruments. Retrimmed this month in blue unpleated leather all seats and door panels. Practically new genuine metric "Michelins." No faults to declare. Handbook, etc. Cheapest ever at 295 gns.



*Famous in Four Reigns*

L. ROBINSON & CO. (GILLINGHAM) LTD. London Chambers, Gillingham, Kent. Phone 5282

L4406/D

# BAYERISCHE M OTOREN W ERKE

HALL OF BALHAM LTD. — THE B.M.W. SPECIALISTS — OFFER

Engines, Radiators, Shells, Gearboxes  
ZF and Hirth, Rear Axles, Cases, Front  
and Rear Springs, Clutch Plates, Steering  
Wheels, Road Wheels, Tyres and Tubes,  
Brake Cables, Re-metalled Con.-rods,  
Standard and O.S. Rocker-shafts, Rockers,  
Springs, Camshafts, Crankshafts (Re-  
ground), Cylinder Blocks, Re-sleeved,  
Radiator Shutters, Bumpers, Front and  
Rear Wings, Bonnets, Bosch Horns,  
Seats, Etc., Etc., Etc.

*Interior Carpets to Order.*

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★  
**HALL OF BALHAM Ltd.**

OFFER

1939 327/80 B.M.W. COUPE, over-  
hauled and in excellent condition.  
Taxed year

★ ★ ★ ★ ★ £675 ★ ★ ★ ★ ★

Also

**REPLACEMENT B.M.W. ENGINES**

Prices on application

Type 328	Type 55
Type 326	Type 45
Type 320	Type 40

NOW AVAILABLE—NEW

Bosch Distributors	... £5. 12. 0
Bosch Windscreen Motors	£3. 7. 6
Bosch Coils	... £1. 15. 0
Bosch Points	... 5. 6
Bosch Rotors	... 2. 0
Bosch Condensers	... 4. 9
Bosch Regulators	... £2. 5. 0
Bosch Starter Pinions	... £1. 10. 6

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Cylinder Heads, Valves, Springs, Guides,  
Water Impellers, Oil Pumps (All Types),  
Bosch Starters, Bosch Dynamos, Dis-  
tributors, Prop.Shafts, Half-shafts, Cases,  
Diff.-assemblies, Brake Drums, Brake  
Shoes, All Types of Bodies, Chassis,  
Speedometers, Oil Gauges, Coils, Rocker  
Boxes, Fans, Body Fittings, Windcreens,  
Bosch Wipers, Door Handles and  
Window Frames complete with Glass,  
Head Lamps, Side and Rear Lamps,  
Shock Absorbers (Most Types), King  
Pins, Bushes, Bearings, Etc.

*New Hub Caps in Stock.*

**197-199 HIGH STREET • TOOTING • S.W. 17 • BALHAM 7855**

# R.A.C. INTERNATIONAL RALLY

- 1<sup>st</sup> JAGUAR** (I. APPELYARD)  
**2<sup>nd</sup> SUNBEAM-TALBOT** (R. ADAMS)  
**4<sup>th</sup> JAGUAR** (J. BROADHEAD)  
**5<sup>th</sup> JAGUAR** (D. BENNETT)  
**6<sup>th</sup> M.G.** (J. SHAW)

**TEAM PRIZE: JAGUAR**

**LADIES' PRIZE: SUNBEAM-TALBOT**  
(MISS S. VAN DAMM)

RELYING ON

# LUCAS

**COIL IGNITION, LIGHTING &**

**ELECTRICAL**

**EQUIPMENT**

*Subject to  
official confirmation*

JOSEPH LUCAS LTD • BIRMINGHAM • ENGLAND