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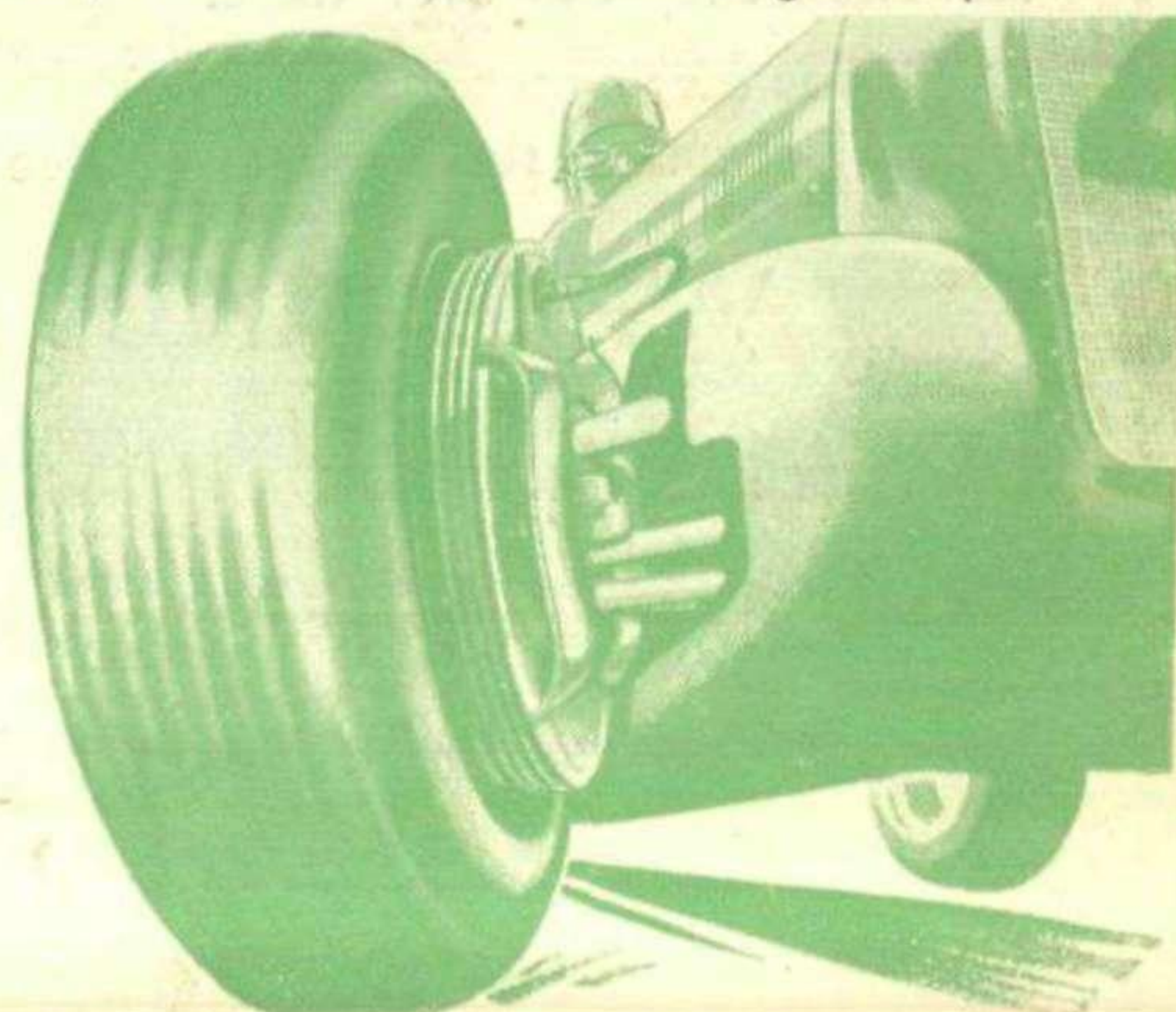
FIRST OF MONTH



HOTCHKISS' RALLY—Jean Trevoux and Marcel Lesurque and the 3.4-litre Hotchkiss with which they won that great winter competition, the Monte Carlo Rally. Another 3.4-litre Hotchkiss finished second, a convincing victory.

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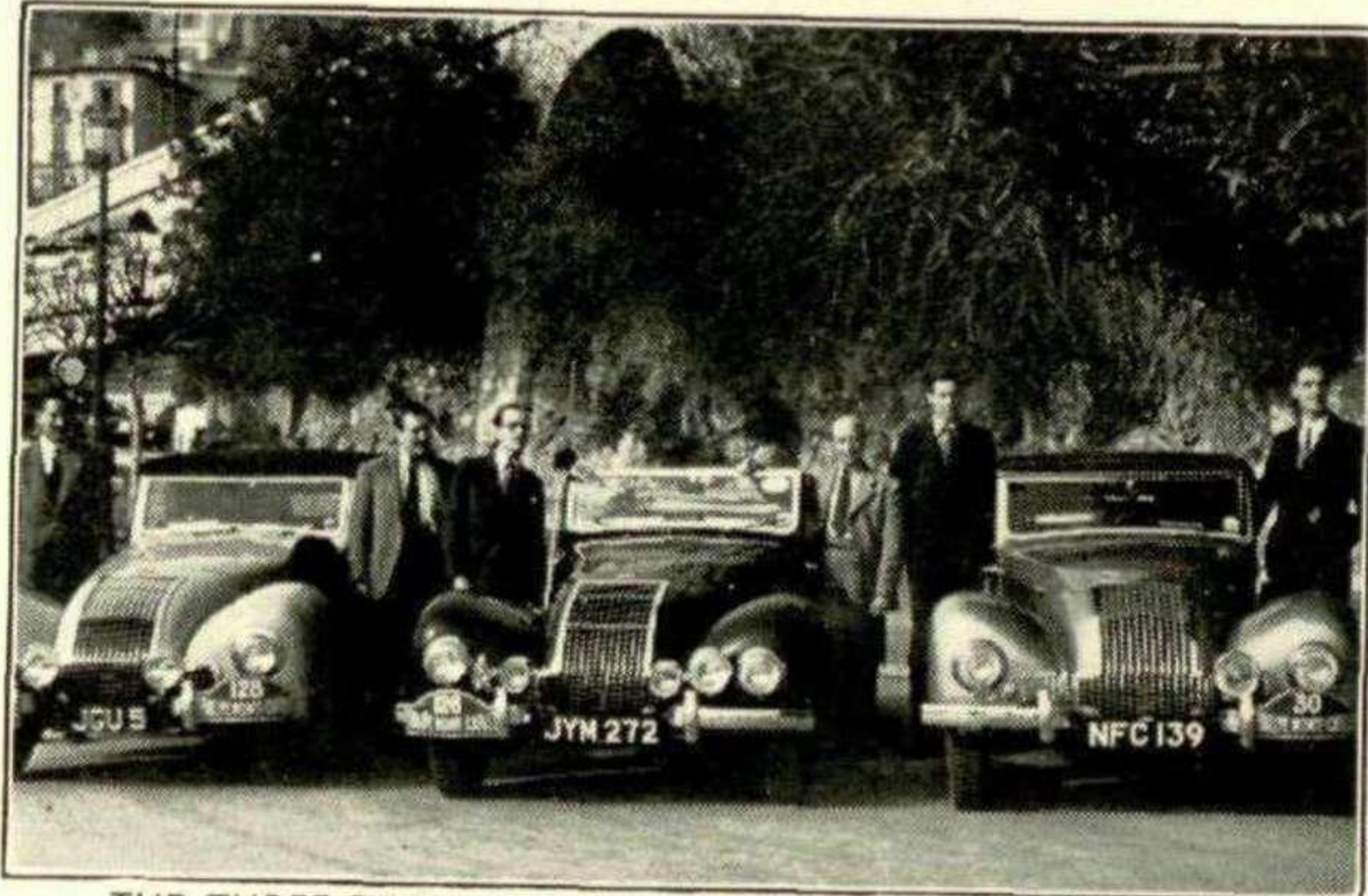
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(Subject to official confirmation)

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## MATTERS OF THE MOMENT

### THE MONTE CARLO RALLY

Congratulations are due in full measure to the International Sporting Club for so ably organising this year's Monte Carlo Rally—the first since the war. Proof that this classic event, the most strenuous of normal motoring competitions, was welcomed alike by sportsmen and manufacturers, was provided by the record entry of 230 cars. If pre-war conditions, which prompted the late Humphrey Symon's classic book *Monte Carlo Rally*, could not be entirely emulated, certainly this great event, even in what was a comparatively mild winter, provided a more than adequate test of men and machines. It is significant evidence of the Rally's publicity value that from this country the Rootes Group, the Nuffield Organisation, the Austin Motor Co., Ltd., Jowett Cars, Ltd., the Ford Motor Company, Ltd., and the makers of Allard and Healey cars were amongst those who put in "works" or "works"-sponsored entries.

The task of averaging an overall 31 m.p.h. for over 1,900 miles is a severe test in itself. Couple this with the required average of 31 m.p.h. over four sections of the difficult mountain route of 300 miles from Lyons to Monaco and the final test of speed and regularity over two 10½-mile laps of a hill-circuit behind Monte Carlo, and the 1949 Monte Carlo Rally can be set down as a very strenuous test indeed and one well worth winning.

This year's deciding test could hardly be bettered, and was certainly superior to a series of driving tests in which one mistake on the part of the driver could wash out all the advantage his car had gained during the road-section. To be called on to drive flat-out over two laps of a given circuit and to be penalised both for lack of speed and for variation in time over two 2-mile sections of the course, puts a big premium on all those performance and handling qualities essential to pleasant motoring and which denote a car's ability to cover long distances safely at useful average speeds. The emphasis placed on consistent speed called, additionally, for cockpit-skill and curbed those who would otherwise have scored by wild driving which normal owners-in-a-hurry would hesitate to emulate. The organisers deserve full marks for this, as for all other aspects of the Rally.

By dividing entrants into classes for cars up to 750, 1,100, 1,500 and unlimited c.c., the International Sporting Club showed recognition of the prevailing interest in small, economic cars.

The results of the Rally were awaited with extreme eagerness by those back home, and it is pleasant to be able to record that they featured adequately in the Press and B.B.C. news services.

The warmest praise must be bestowed on Jean Trevoux and M. Lesurque for bringing their 3.4-litre Hotchkiss saloon home the absolute victor, more especially as Trevoux won the Rally in 1939 and occupied a place in the winning crew in 1934. The Hotchkiss success was sealed by Worms and Mouche taking second place in another of these cars. Those who noted, at Earls Court, the fine design of the Hotchkiss and its refusal to in any way emulate present-day styling will be gratified that this make of car has won the Rally. This victory cannot fail to be of immense benefit to the Hotchkiss Company and to France's struggling motor industry as a whole.

But, if France has won outright, Britain can be justly proud of the placings occupied by her cars. A Bristol, driven by the Czechs F. Dobry and Z. Treybal came in third, and Leonard Potter, a native of Farnham, in Surrey, brought an Allard home in fourth place, partnered by Robin Richards. Ken Wharton's Ford Pilot occupied fifth position, and an amateur newcomer, Godsall, was placed eighth in his Allard, a performance of which the Allard Motor Company must be justifiably proud, particularly as these cars were placed 4th, 8th, 11th and 23rd, taking the Team Prize.

It is, too, highly satisfactory that a British Jowett Javelin, driven by T. C. Wise, should win the 1½-litre category of the Rally, with Gatsonides' considerably less-expensive 1949 Hillman Minx second and another Jowett Javelin third. The recognised quality of British coachwork and the suitability of British accessories received a great uplift when it was announced that W. M. Couper's Mk. VI Bentley had won the Comfort Competition, this car having the standard saloon coachwork, in which form it sells in this country for the basic price of £2,595.

To these outstanding performances must be added equally the victory of the 570-c.c. o.h.v. Simca driven by Dr. and Mrs. Angelvin in the 750-c.c. class, in which it beat an Aero Minor, the success of Louis Rosier's twin-carburettor rear-engined 760-c.c. Renault in the 1,100-c.c. class, in which it vanquished a Simca, and the winning of the Ladies' Cup by a 3.9-litre Ford, driven by Countess van Limburg. The class winners in the Concours de Comfort were Buick, Hillman Minx, Renault and Simca, while our Sunbeam-Talbot and 1947-model Hillman Minx teams secured special prizes. The prestige of all the cars named has benefited enormously.

The Rally was well-accepted in so many ways. The British Petroleum Board provided petrol coupons for British drivers. The village of Brough in Yorkshire displayed a "welcome" banner, and Clifton's Garage, Sidecup, issued free tea and cigarettes to competitors who stopped there. The Mayor of Boulogne laid on an official welcome and *vin d'honneur*. And on the final section gendarmes waved competitors on to a "Grand Prix" finish—further proof that, in an age overshadowed by the atomic bomb, skilfully-handled competition cars no longer seem the lethal weapons they formerly represented to the man-looking-on and that, in this mechanised age, the whole world has become motor-contest minded. All the better, therefore, if Britain could win the Monte Carlo Rally of 1950.

### JEAN-PIERRE WIMILLE

The prospects of the forthcoming racing season have received a damper, and the entire sporting world is distressed, by the fatal accident to the 41-year-old French driver, Jean-Pierre Wimille. Wimille was the greatest Grand Prix driver of modern times and his brilliant career ended when spectators invaded the road during practice for the Buenos Aires race—a happening all too frequent since the war—causing the Simca he was driving to hit a tree.

Wimille was born in Paris and began racing, with a Bugatti, about 27 years ago. He did great things in rather out-moded cars of this make in the nineteen-thirties, and 1935 saw Wimille victor of the La Turbie hill-climb, his Bugatti beating Dreyfus' Alfa-Romeo. In 1936 he won the Marne Grand Prix, Deauville Grand Prix and Comminges Grand Prix for Bugatti, and, partnered by Raymond Sommer in that magnificent aerodynamic sports 3.3-litre Bugatti, won the French Grand Prix, at 77.85 m.p.h. That year, too, Wimille came in second at Long Island and made fastest time, and he also won a 400,000 franc prize by setting the fastest Montlhéry lap in a Bugatti. In July he came to Prescott and was beaten only by Raymond Mays, in spite of his 4.7-litre Bugatti being unsuited to the winding road through the Bugatti Owners' Club estate. The year 1937 saw Wimille win at Pau, the Avusrennen and Rheims, and, sharing a 57C 3.3-litre Bugatti with Robert Benoist, he won the Le Mans race at 85.07 m.p.h.

During the war he served in the French Air Service and, after the fall of France, in the resistance movement. 1947 saw Wimille a valued member of the great Alfa-Romeo team and for them he won the Swiss Grand Prix and European Grand Prix. With a Simca-Gordini he was victorious in the Coupe Robert Benoist and the Coupe de Paris. Last season Jean-Pierre Wimille proved his worth by bringing an Alfa-Romeo home first in the French, Italian and Monza Grands Prix, and no man can drive better than that. Furthermore, he was second to Count Trossi at Berne.

We mourn a very brave and talented driver who was at the very top of his profession; our deepest sympathy is offered to his wife and child. Wimille's death has caused unrest amongst drivers such as Nuvolari and Chiron, who talk of giving up racing. That, doubtless, will pass, but Wimille's place must remain for ever vacant.

## GOODWOOD AND SPORTS-CAR RACING

Those who meet and mix with motoring sportsmen must be aware that amongst members of the B.A.R.C., late Junior Car Club, there is a feeling of disappointment that the Goodwood race meeting scheduled for Easter Monday is to be confined to racing cars, with no races for sports cars.

We felt that possibly John Morgan, General Secretary of the B.A.R.C., had decided to cater only for racing-car owners on Easter Monday because this is an International Fixture and that later races for sports cars would become a regular feature of races at the Goodwood circuit. Consequently, we put this point to him. His reply is to the effect that motor-racing can only exist and expand if it can obtain and hold the support of the paying public. At Goodwood for the forthcoming season, says Mr. Morgan, quite considerable sums are being expended in improving the course and in better amenities for the spectators who pay to see the racing. It is felt that a programme of the highest spectator appeal should be presented at the opening meeting of 1949 and that persons witnessing racing for the first time will be more satisfied to see purely racing cars in action than to be offered a mixed racing and sports-car programme.

With these sentiments we are in agreement or at least partial agreement. But we are disturbed to learn that sports-car events are unlikely to be held at the three meetings scheduled to take place at the new circuit this year. Mr. Morgan appears to have no room for sports-car events until, as he puts it, "the organisation at Goodwood is working on a smooth 'professional' basis and is established as a successful venture or at least pays its way."

As we see it, the Duke of Richmond and Gordon is taking full responsibility for the preparation of the circuit and its amenities, leaving Mr. Morgan to manage the racing for him thereat as, before the war, the Brooklands Automobile Racing Club ran the racing at Brooklands for the owners of the Motor Course. Nothing could be happier or promise better than that, for the Duke knows exactly what motor-racing entails and more about race-organisation and the running of a successful race-course than most people. And John Morgan is a born organiser, with a fine record to his credit.

Nevertheless, it must not be overlooked that the Club, of which he is Secretary, has a big preponderance of sports-car owning and sports-car-minded members, who, with the advent of Goodwood, saw hopes of a resumption of the High-Speed Trial, one-lap sprints and short handicap races with which the J.C.C. served them so well before the war. Much of the Junior Car Club's reputation was built up on such essentially sports-

car races as the Production Car Race, Sporting Car Race, "Double Twelve" and 1,000 Mile Race. Moreover, if the tradition of the recently-adopted initials B.A.R.C. is to be carried on correctly, sports-car races cannot be entirely ignored, for right up to the last season before the war sports-cars ran in Brooklands races and certain events were set aside for them. Over and above these thoughts, it is open to debate whether the sight of the Jaguar holding off the Healeys at last year's Goodwood meeting wasn't just as enthralling a spectacle to many of those present, particularly to J.C.C. members, as the sight of Parnell's latest Maserati leading home an aged E.R.A. And the picture of Goodwood that appeared more frequently than any other in the popular Press was surely of a gentleman being spilled out of his *sports-car*.

We agree wholeheartedly with Mr. Morgan's desire to make Goodwood racing a convincing success, and we are confident that he will do so. But we feel, too, for the ordinary Club member urgently desiring to race—as distinct from sprint—in his ordinary, not necessarily so slow, sports motor-car.

We know that to-day's B.A.R.C. has full regard for the varied interests of its large membership, and we suggest to it that at least an occasional sports-car race at Goodwood would not come amiss, and might even play a part in putting British cars in the limelight. The Club states that it hopes to offer some consolation to the ordinary enthusiast by introducing regular practising facilities at Goodwood. But what on earth will there be for them to practise for if no races for their cars are to be held—unless in preparation for other club's races at Silverstone and elsewhere?

## MOTOR-MINDED B.B.C.

It is most satisfactory to observe trends which suggest that the British Broadcasting Corporation is at long last becoming motor-minded. In the news feature on the evening of January 29th very reasonable reference was made to the Monte Carlo Rally and an effective obituary to the great French racing-driver Jean-Pierre Wimille was broadcast, the value of Wimille's victories to French prestige and the fact that he ranked equal in the national estimation to France's greatest boxer and swimmer being very clearly stated. The Brussels Motor Show was also covered, while, earlier, reports had been given of the interim stages of the Rally, including a commentary from the *Dinard* before it left Folkestone. A few days later Mr. Stanley Barnes, Manager of the R.A.C. Competitions Department, gave a talk on the recently-concluded Monte Carlo Rally, and Mr. St. John Nixon was allowed a surprising five minutes in which to describe to listeners the Thousand Mile Trial of 1900, and Edge's 24-Hour Record attempt made at Brooklands in 1907.

The B.B.C. has already promised a better broadcast commentary on this year's British Grand Prix at Silverstone than it was able to arrange at short notice last year. We can assure all those responsible for these motoring features that they are appreciated—and sadly missed if they do not occur as anticipated—by a far larger number of listeners than the B.B.C. seems to have bargained for in the past.

## EASTER MONDAY, ETC.

Everyone (except those urgently seeking a race in a sports-car) looks like getting very good value from the B.A.R.C. at Goodwood on Easter Monday.

The races, for racing cars only, will comprise a 12½ mile 500-c.c. Scratch Race, the 12½ mile Lavant Cup race for supercharged cars up to 1,100-c.c. and non-supercharged cars up to 2 litres, the Chichester Cup race over the same distance, for supercharged cars exceeding 1,450-c.c., the invitation 25 mile Richmond Trophy race for Formula I cars, all the foregoing being scratch events, and such 12½ mile (5 laps) races as the entry, which will be individually handicapped, demands. Tickets can be booked now from the B.A.R.C., 55, Park Lane, W.1, and covered accommodation for 6,000 spectators will be available.

The B.A.R.C. also announces that its International Jersey Road Race will start at 3 p.m. on April 28th. Entry forms are ready and accommodation should be booked now. Further good news is to the effect that part of Silverstone circuit is now available, through the R.A.C., for testing and for club meetings. This news arrived as we were closing for press, but the fees laid down by the R.A.C. are quoted elsewhere in this issue.

## The First Post-War

# MONTE CARLO RALLY

Convincing Hotchkiss Victory.

Bristol Placed First of the British Cars.

Good Showing by Jowett Javelin, Allard, Ford, o.h.v. Simca and rear-engined Renault entries.

THE Monte Carlo Rally, held last month for the first time since the war, was a great success, and a gruelling test of the modern car which warranted, and received, world-wide publicity. The regulations called for closed cars and the freak cars of before the war were effectively barred.

On the whole Europe's weather was kind, but not everyone checked in at Monte Carlo to participate in the ingenious and excellent special test, comprising, this year, two timed laps of a 10½-mile mountainous course and a regularity requirement over two short sections.

Of the unfortunates, Oscar Moore and Peter Clark, making up time lost by an over-elaborated mayoral welcome at Boulogne, had the misfortune to hit a lorry which, without intimation, swung across in front of their "1,800" Triumph, the car being wrecked but the occupants not too badly damaged. Donald Healey, Tommy Wisdom and Norman Black were delayed when their Healey encountered blazing lorries blocking the ice-covered road *en route* for Milan, and losing marks for being late, they retired. Through a gap, somewhat earlier, Imhof and Hutchison had got through, although their Allard, which, too, had started from Florence, was some 20 minutes behind time at Milan. A Citroen and a Matford experienced trouble near Digne and retired, while the experienced Mesdames Simon and Rouault lost so much time cleaning out the fuel system of their Delahaye that it wasn't worth continuing. There was an amusing incident at Brigg when, having serviced their cars while on the railway trucks, Imhof and Delmarco drove off the instant the unloading ramps were down, along the platform and on with the Rally.

Of those starting from Prague an Aero-Minor was out ere reaching Strasbourg, and Ruppert's Studebaker hit an electric standard, damage being so extensive that, although the car eventually got to the finish, it was out of the rally.

Fog not only proved a nightmare to Imhof and made Delmarco's Lancia "Aprilia" and Coppola's F.I.A.T. late with him, but so bad was it on the Hengelo-Amsterdam section that a Buick, a D.K.W., a F.I.A.T. and two Renaults decided to retire. Odell's Triumph never checked in at Brussels, where even Hall's V12 Lagonda was late, and on the Nevers-Lyons route Hume's Jowett Javelin hit a lorry a glancing blow, legal formalities making the car subsequently

terribly late. Lyons produced more fog!

A Jaguar, a Ford, Channon's Riley, the Alvis, a Lancia, a Chevrolet, two Aero-Minors, a Kaiser-Frazer and Wansen's Austin were out before Brussels, and of the ladies competing for the Coupe des Dames, Mme. Itier crashed, Greta Molander was very late, but Countess van Limburg's Ford V8 and Mrs. Wisdom, Miss Betty Haig and Miss Barbara Marshall in the wonderful little Morris Minor (1949 style) were still in the running. Another lorry-crash put out a Jowett Javelin on the difficult closing sections, over which the little Simcas and rear-engined Renaults hummed merrily.

Beautiful stories came in as the Rally progressed. Louis Chiron, whom Alan Hess had commissioned to drive an Austin A70, gave a demonstration of terrific temperament when held up at a level-crossing, his address to patriotic locals, who became convinced that the prestige of France was verily at stake, having the effect of making them eager

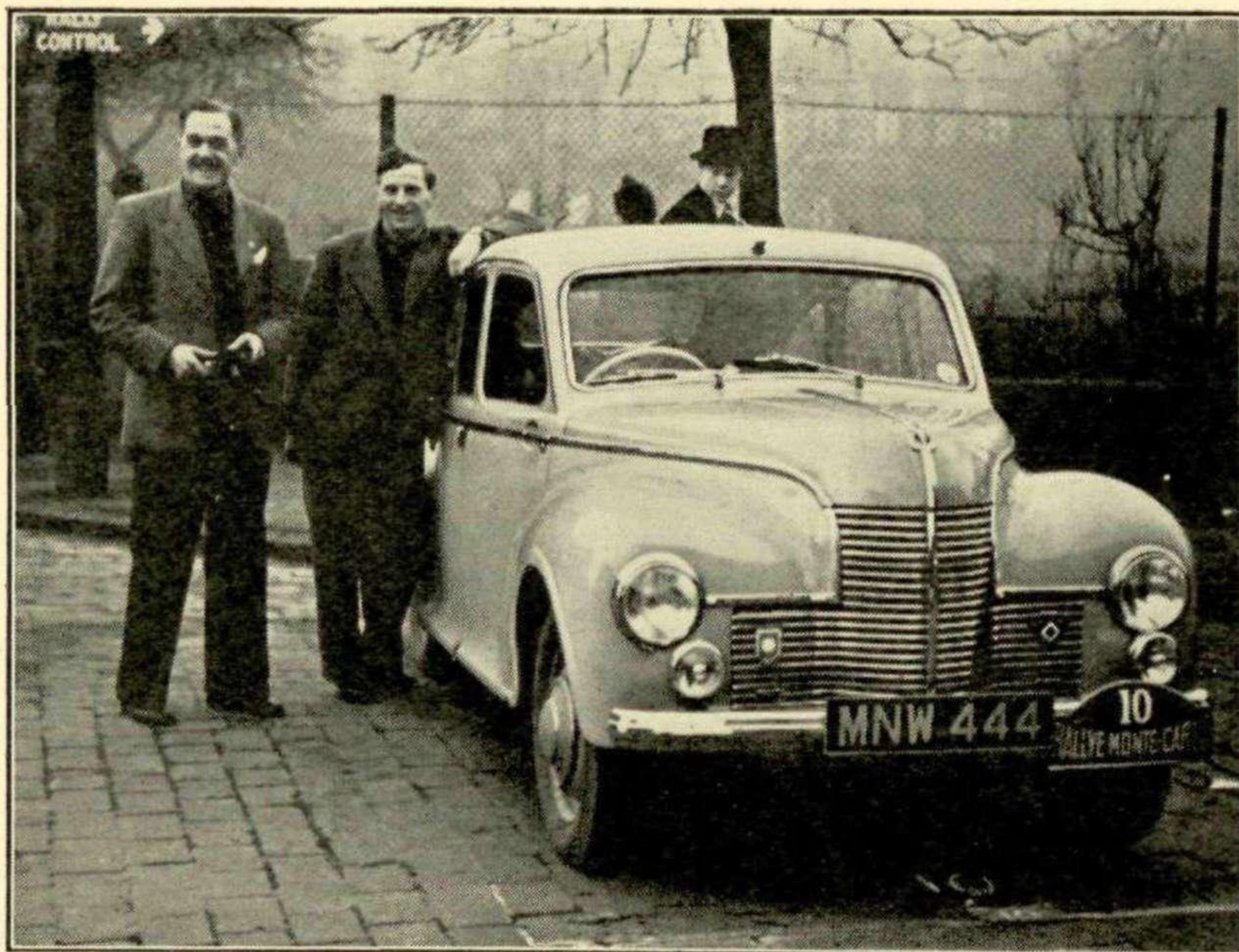
to remove the gates bodily. In the end, Chiron was *too early* at Monte Carlo. There was, too, the unfortunate delay at Boulogne, making the subsequent drive quite a "Mille Miglia" and losing marks through lateness for 16 competitors of the Glasgow contingent. The final sections, too, were productive of more "Grand Prix," encouraged by the local gendarmes.

The competitors losing marks for lateness numbered 16 at Luxembourg, one or two at Grenoble, one at San Sebastian, one at Bordeaux, 11 at the well-organised Hamburg control due to missing a ferry to Denmark, six at Amsterdam, seven at Brussels, 11 at Nevers.

But at last, to that so fitting setting for the conclusion of a 2,000-mile rally, the harbour front of Monte Carlo, brilliant in the sunshine, came 166 survivors; 42 had retired. Even then troubles were not at an end for, apart from the strain of the final test, during that run the engine of Allison's Lancia "Dilambda" (not "Austura" as we stated last month)



FIRST OF THE BRITISH CARS.—This Bristol, driven by Treybal and Dobry and here caught by flashlight before the start of the Monte Carlo Rally, retained more marks than any other British car, finishing 3rd in general classification.



*BRITISH VICTORY* in the 1½-litre section of the Monte Carlo Rally went to T. C. Wise (on left) and this Jowett Javelin saloon.

broke up. A Javelin suffered gear-shift difficulties, a Healey wasn't too happy, and an additional handicap was imposed on some competitors by reason of having to make their runs in the dark. Perhaps Trevoux's Hotchkiss, Potter's Allard and Wharton's Ford-Pilot showed up best.

The full results are appended to this report, and the very greatest credit goes to Jean Trevoux and Marcel Lesurque for their outright win in that very fine French car, the 3.4-litre Hotchkiss. They tied for first place in 1939 and Trevoux won in 1934, on both occasions by grace of Hotchkiss. This year they started from Lisbon. Second place consolidated the Hotchkiss victory, going to a car of this make driven by Worms and Mouche, from Monte Carlo, round the circular route back thereto. That a 2-litre Bristol, driven by the Czechs Dobry and Treybal (who recently took delivery of the "High-Speed" Frazer-Nash shown at Earls Court), was third, only 8.2 marks behind Trevoux, is a magnificent tribute to one of Britain's really fine cars. Scarcely less credit must be given to Leonard Potter, who adds another achievement to his long list by finishing fourth, from Glasgow, in a borrowed Allard coupé, and to champion trials-driver Ken Wharton, fifth, in a "works"-sponsored Ford-Pilot, likewise starting from Glasgow. The marks separating these competitors were 4.3, 3.9, 8.6 and 2.8.

Of the class winners, every praise should be bestowed on T. C. Wise's Jowett Javelin saloon, from Glasgow, which, heavily-laden, got through to win the 1½-litre class by 11.8 marks from Gatsonides' 1949 Hillman Minx saloon, and another Jowett Javelin, handled by R. Smith. Thus Jowett's faith in "horizontal opposition" and torsional suspension is justified and the reputation of these popular modern 1½-litre cars is materially enhanced. Those excellent

Continental cars, the o.h.v. Simca and rear-engined 760-c.c. Renault, headed the up to 750-c.c. and 750 to 1,100-c.c. categories, their drivers being, respectively, Dr. and Mrs. Angelvin and Louis Rosier, both starting from Monte Carlo. Ford's reputation was amply upheld by Countess van Limburg, who won the Coupe des Dames.

Naturally we are mainly interested in how the British cars fared and it can be said that they certainly did not do themselves discredit. Out of the first 27 they were placed 3rd, 4th, 5th, 8th, 11th, 14th, 19th, 20th, 22nd, 23rd, 24th and 27th, the make-order being Bristol, Allard, Ford, Allard (driven by a comparative novice, A. A. C. Godsall), Allard (Imhof's, after a really hazardous drive from Florence), Jowett, Hillman, Lagonda, Jowett, Austin and Bentley. Moreover, in the hard-judged Comfort Competition, W. M. Couper's standard saloon-bodied Mk. VI Bentley won the Grand Prix d'Honneur, an immense boost to British prestige and worth every mile of the long journey from Glasgow, and Anderson's Hillman Minx won the 1,100-1,500-c.c. class. Other class winners were Buick, Renault and Simca. Nor is that all, for the 1949 Sunbeam-Talbot and 1947 Hillman Minx teams gained special plaques for sensible rally equipment, and the Morris Minor (1949 Minor we again emphasise!) was third in the 750 to 1,100-c.c. category.

Now everyone looks forward to another Rally in 1950, so here's to the finest winter adventure of all time. Meanwhile, some exclusive accounts of drivers' experiences in this year's event follow:—

Leonard Potter, a member of the winning team, winner of the Stuart Cup and winner of late Public Schools Trophy, who came 4th in general classification with an Allard, writes:—

"With Robin Richards and Horace Roberts as co-drivers, I drove Allard drophead coupé JYM 272, starting from Glasgow in favourable weather.

"A bad skid just outside Glasgow nearly put us out of the Rally almost at the start, but from then on the journey was comparatively uneventful. We had plenty in hand at all times and in almost all cases it was necessary to wait before checking in at the controls. We met fog, ice and snow before we reached the end of the run, but in general the weather conditions were quite good.

"Needless to say the car ran impeccably throughout and at no time did we have any cause to wonder whether it would hesitate whatever calls we might find it necessary to make on its power, acceleration, roadholding and manoeuvrability.

"Realising that success or otherwise would depend mainly on the result of the special test in Monte Carlo, we took the elementary precautions of planning our course of action beforehand, and we spent a short time practising passing a line at a given second. Thanks to this, our regularity was the best recorded, there being only one second total error on the four timings, with a time base of 3 minutes 34 seconds.

"We were, of course, very pleased with our success, particularly in proving to be the best all-British combination (car and crew) and in helping to win the Team Trophy for a British car."

\* \* \*

Alan Godsall, a member of the winning team who was 8th in the general classification in his Allard, writes:—

"Starting from Glasgow, I had my friend Money-Coutts as co-driver in Allard coupé NFC 139. We must have been the youngest competitors in the Rally, I should think, both being under 23, and were without any previous competition motoring experience. We realised that, as we should be competing against so many experienced and competent drivers of all nations, we would have to rely, in the main, on our car, and, apart from having to tighten the screws holding a switch assembly on one occasion, the vehicle could not have gone better.

"Arriving at Luxembourg on time, we were penalised four points for leaving four minutes after the time written in our road book, as were many other competitors. We protested, of course, but without avail. We were not notified that the check point in Paris had been changed and therefore went to the original place, but from then on there were no further incidents. We made a tactical error in the eliminating test in failing to "dump" our chains, spare battery, etc., and we should have had something to counter "pinking" caused by poor quality French petrol, these being the penalties of inexperience. Nevertheless, we are more than satisfied with the result of our initiation into competition motoring, as may be imagined, and would like to express our appreciation of the hospitality and helpfulness extended to us by everyone throughout the Rally."

\* \* \*

T. C. Wise, who won the 1½-litre section for Britain in a Jowett "Javelin" saloon, writes:—

"This was my fifth Rally and I

must say that conditions on the road section were the easiest I have known. Co-drivers Cuth Harrison and Gerry Palmer were new to the job. The "Javelin" was a perfectly standard model except for stiffer shock-absorbers, a 17-gallon reserve tank and duplicated fuel line, Michelin Success-S tyres, and all the usual Rally accessories.

"Having made an early entry I was fortunate in being first away from Glasgow and other controls. However, this was a disadvantage on the Boulogne-Luxembourg section as due to delay at Boulogne we were 1½ hours late. Setting a cruising speed of 60 m.p.h., we were beyond Cambrai before realising we must step it up; it was raised to 70 and the car stood a terrific battering from the poor pavé roads. Including losing our way at Longuyon, we made Luxembourg with 30 minutes in hand—250 miles in six hours.

"From thence to Lyon the journey was uneventful—memories are the reception at Liege and being piloted out by a fast 328, the reception in Paris, and losing our way leaving it. At Lyon we hit thick fog—providentially, we didn't lose the road, but driving through fog banks at 50-60 m.p.h. was hazardous. We made Valence with 10 minutes in hand.

"There followed a spring-like morning and, Cuth, dicing, averaged 40 m.p.h. up and down the Col des Legues. And so into Monte Carlo, with no loss of marks. In the eliminating trial I safely underestimated my time on section BC, and could have improved it by 4 and 12 seconds on each run."

\* \* \*

S. H. Allard, who finished 24th in the general classification in his Allard coupé, writes:—

"In company with Alan May and Tom Lush I drove an Allard coupé, MRB 441. We started from Glasgow and, apart from meeting fog just south of Doncaster, found everything favourable on the run to Folkestone. At this point I would like to express appreciation of the service and hospitality offered by the Clifton Service Station on the Sidecup by-pass.

"Owing to the delay Boulogne it at was necessary to make up over one hour between that point and Luxembourg. This resulted in a miniature Grand Prix and was the only time when the car was really extended. In general we found that it was not necessary to call upon the full capabilities of the Allard to cope with the climatic and other difficulties and to maintain the required times, but between Lyons and Valence, owing to thick fog, we arrived at the control point with only 29 seconds to spare. Leaving Amsterdam, we missed the route and motored, for some two miles, over a completely unmade road running parallel to our correct road, but as the continental roads were generally in such bad condition, and the car made no complaint about the exceptionally rough surface, we did not at first realise we were off the route.

"Due solely to my navigator making a time-keeping error we lost heavily in the eliminating test, which resulted in our final placing being far below that justified by the actual performance of the car. As a manufacturer, it was very gratifying

to me that Allard cars, and British cars in general, more than held their own in competition with the cream of the foreign marques.

"We were most impressed with the hospitality and generous treatment with which we were greeted throughout the Rally."

\* \* \*

Miss Betty Haig, who shared with Mrs. Wisdom and Miss Barbara Marshall the Morris Minor which finished second in the Ladies' Class, writes:—

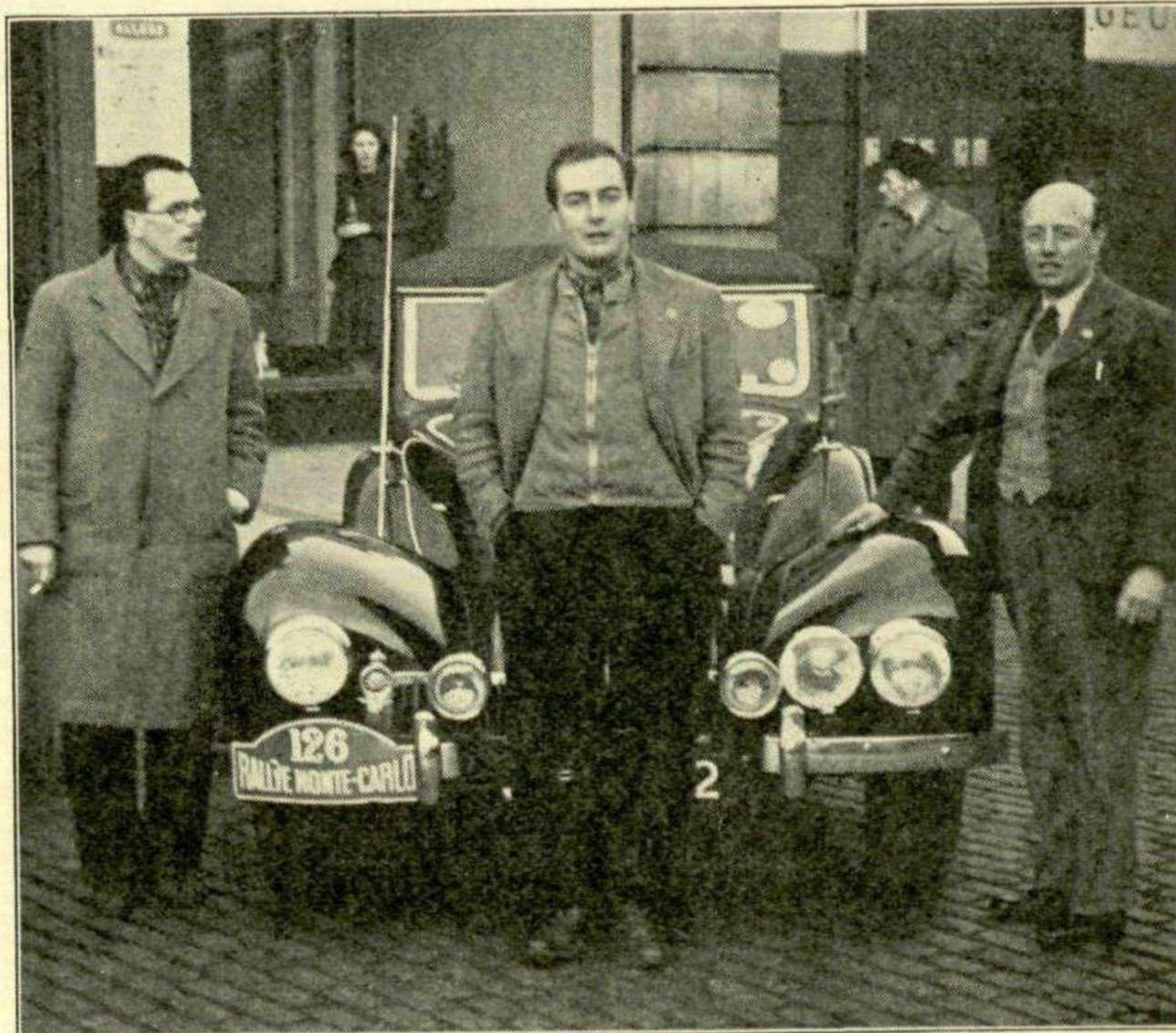
"I think that the chief impression of the Monte Carlo Rally for anyone in the Morris Minor was of hard work! Constant time-checking on three stopwatch-clocks to keep up to the high set average without overdriving the little car, and never considering that we had any time in hand until actually within sight of the control! (The controls were too close to enable any real rest time to be built up with a slow car.) Even before the rally started, many hours of 'desk work' had gone into these reckonings. (Barbara and I made a route-map-timekeeping book which proved invaluable, and might later be offered to the British Museum as a basic text book for all rally drivers who do not like to be hurried over their arithmetic!) My final driving impression (Valence-Grasse), was that the International Alpine Trial is a pleasant saunter when compared to hustling a poor little tired Morris Minor over 80 miles of cols to the final Mille Miglia set average! (And the brakes had to be carefully saved for final tests next day.) Yes, much hard work."

Peter Clark, second driver of No. 139 Triumph which, starting from Glasgow, finished in collision with a lorry between St. Pol and Arras (Pas de Calais), writes:

"I am writing these notes because I was the mug driving when it happened. Yes, it can happen to you. Having always been rather scornful of people who go about having accidents, I am particularly chastened.

"It was, of course, all along of that fantastic delay at Boulogne, and we were pushing ahead all we knew, to make up as much of the delay as possible in daylight. N 39 between St. Pol and Arras is straight, not very wide and undulating: from the top of a rise, I saw a lorry some 400 yards ahead, going the same way as ourselves: I gave several long blasts on the twin windhorns, but when we were about 40 yards away he put on his flashing trafficator and began to turn slowly—so very slowly—across our path to his left. I might have escaped the accident—or made it much worse—by going down the side turning with him. I elected to hit him right-hand front wheel to left-hand rear.

"Nobody was damaged very much. In fact, only Dave Price (who was in the back seat) bore any mark at all: he clouted his nose on the back of the bench-type front seat and will no doubt feel it swelling up again whenever anyone mentions Peter Clark to him. I said a number of things to the lorry driver, and when I was exhausted some kindly Dutch competitors in a Jowett Javelin took over. Then the police arrived, the senior one of whom was especially



[Photo by Alex Thomson

Leonard Potter netted many awards with this Allard coupé, aided by Robin Richards and H. Roberts, seen left to right. Fourth in general classification, Potter won the Stuart Trophy, the Late Public Schools Trophy, and was a member of the Allard team that took the Team Prize.





# Reports of Recent Events

## BRISTOL M.C. & L.C.C. SPRING HALF-DAY TRIAL

Held on January 14th, the results were: M.C.C. Cup: K. Burgess (Allard). First-Class Awards: G. Best (M.G.), A. Faulkner (Mercury), C. C. Evans (Daisy). Second-Class Awards: L. Parker (Allard), L. Morrish (M.G.), H. E. Roberts (Morris).

## BRISTOL M.C. & L.C.C. FULL MOON CUP TRIAL

Run on February 12th this trial embraced Stroud Lane, Oatlands, Ewell, Brockley Rocks and a water-splash. The Full Moon Cup was won by C. C. Evans (M.G.). Class awards went to Cleave (Morris), Radford (Ausford), Vincent (M.G.), Roberts (Morris), Bishop (M.G.) and Crump (Austin).

## AIRFIELD RACING—APRIL 16th

The R.A.C. has issued a permit for racing to be organised by the Bristol M.C. & L.C.C. on Easter Saturday at Lulsgate Airfield, about five miles from Bristol. It is proposed to run a series of three or four-lap races for both sports and racing cars. With Goodwood on Easter Monday the holiday week-end will be a busy one!

## MAIDSTONE & KENT M.C. SIR GARRARD TYRWHITT-DRAKE CUP TRIAL

This event was held on January 16th. C. W. Yates' Ford-Austin made the only clean climb of the slimy, chalky, 1-in-3 Boxley Warren, winning the Cup. The other awards were:—

CLASS CUPS.—*Saloon (over 1½ litre)*: K. R. W. Shackel (3,662-c.c. Ford). *Saloon (under 1½ litre)*: M. Hukins (1,500-c.c. Bradford). *Sports (over 1½ litre)*: A. J. Jarvis (4,198-c.c. Bentley). *Sports (under 1½ litre)*: M. Lawson (1,496-c.c. H.R.G.). *Novice*: E. G. Spence (1,172-c.c. F.M.W.).

FIRST-CLASS AWARDS.—*Saloon*: R. Penny (1,193-c.c. Singer); D. R. Kennedy (950-c.c. Standard); J. V. Lewis (1,086-c.c. Riley); F. Bradley (1,496-c.c. Riley). *Sports*: L. J. Hollingsworth (1,172-c.c. Ford Special, S.); R. W. Christmas (939-c.c. M.G., S.); H. Clayton (1,172-c.c. Clayton Special); D. Wootton (Austin); G. Pentony (Morris Special).

TEAM AWARD.—W. G. Render (1,292-c.c. M.G.), D. Render (1,098-c.c. Morgan), J. C. C. Mayers (1,292-c.c. M.G.).

## LIM CHU KANG SPRINT EVENT

Fastest time, standing start, motorcycle unlimited class: Vincent H.R.D., 25.5 sec.; Car No. 75, 40.1 sec.; No. 97, 28.2 sec.; No. 98, 28.0 sec. Car No. 98 made fastest time of day for its class. These cars were all built by Lim Peng Han.

Specifications of the above cars are as follows: No. 75, F.I.A.T. engine, 1,500 c.c.; gearbox, F.I.A.T.; chassis, back axle and front suspension, F.I.A.T. No. 97: Ford V8 engine, 3,917 c.c.; Jaguar gearbox; chassis, Sunbeam-Talbot, front suspension F.I.A.T., axle and wheels, Triumph "Gloria." No. 98: Ford V8 engine, 3,917 c.c.; Ford three-speed gearbox; front suspension F.I.A.T.; axle and wheels, Ford.

## BUENOS AIRES G.P.

Run over a distance of just over 108 les, this race was won in impeccable

fashion by Alberto Ascari, whose 16-valve Maserati averaged 70.77 m.p.h., winning by 40.2 sec. from Luigi Villoresi, in a sister car, who rather "blotted his copy-book" by turning round just before the finish. Ascari's time was 1 hr. 30 min. 23.9 sec. Oscar Galvez's 3.8-litre Alfa-Romeo was third and Jean Manuel Sangio's 16-valve Maserati fourth, Sangio's car being delayed 30 sec. for a wheel-change while in third place. Both these drivers are Argentinians. "Bira" brought his Maserati in fifth, but Reg. Parnell's Maserati suffered engine trouble and retired after only four of the 35 laps.

## HAGLEY & DISTRICT L.C.C. CLEE HILL TRIAL

Run on February 6th, this trial brought in an entry of 53 and was graced by glorious weather.

The route, of 22 miles, had to be covered twice, and included some exceedingly difficult hills, of which only P. A. Atkinson climbed the Yeld, a triumph for his Austin Seven. Burgess' Allard made best time, 7.5 seconds, in the special test, Wharton, Price and Merrick coming next, in 7.6 seconds.

### Results :

BEST PERFORMANCE.—L. J. Oliver (747-c.c. Austin), Club Cup.  
BEST IN OPPOSITE CAPACITY-CLASS.—K. E. O. Burgess (3,917-c.c. Allard, S.), Committee Cup.  
BEST HAGLEY & D.L.C.C. MEMBER.—P. A. Atkinson (747-c.c. Austin), Bromsgrove Cup.  
FIRST-CLASS AWARDS.—R. W. Merrick (1,172-c.c. Dellow, S.), G. D. Waldron (1,172-c.c. Dellow, S.), D. W. Price (3,922-c.c. Price-Special).  
SECOND-CLASS AWARDS.—K. Rawlings (1,172-c.c. Rawlings), J. W. Cox (1,172-c.c. M.C.F.S.), B. H. Brown (3,917-c.c. V8-Special), J. E. De Bloquese (747-c.c. Austin).

## BUGATTI OWNERS' CLUB NIGHT TRIAL

Organised by the Hants and Berks M.C., the B.O.C. Night Trial was run in Surrey over icy roads on the night of February 12th/13th, and was a keen test of navigation and general knowledge, with many touches of novelty and humour at the checks.

### Results :

INVICTA TROPHY FOR BEST PERFORMANCE.—Eric Giles (Vauxhall Fourteen), 719 marks.  
2ND.—Silver medal: L. Leonard (M.G. "TC"), 708 marks.  
3RD.—Silver medal: S. H. Allard (Allard), 706 marks.  
4TH.—Hants & Berks M.C. Award: W. W. Paul (Ford "Anglia"), 705 marks.  
5TH.—Silver medal: R. Clarke (Bugatti "3.3"), 704 marks.  
6TH.—Second best H. & B. member, silver medal: J. Gott (H.R.G.), 702 marks.  
7TH.—Bronze medal: G. Robson (Lancia "Lamb-da"), 701 marks.  
8TH.—Bronze medal: J. Lowrey (Jowett Javelin), 698 marks.  
9TH.—Bronze medal: Col. G. M. Giles (f.w.d. Citroen), 696 marks.  
10TH.—Bronze medal: P. Williams (B.M.W.), 695 marks.  
11TH.—Bronze medal: Barclay-Inglis (Allard), 693 marks.

## SHEFFIELD & HALLAMSHIRE M.C. HARRISON TROPHY TRIAL

Severe frost made this event, run on February 6th, easy in respect of hills, so two timed climbs and a special test decided the issue, only three out of an entry of 25 retaining full marks. The

event was run on "follow-my-leader" lines, over a route of about 20 miles.

### Results :

HARRISON TROPHY.—R. H. Hunt (Hunt-Special).  
FIRST-CLASS AWARDS.—J. Clegg (Clegg-Special), A. M. R. Mallock (Austin-Ford).  
SECOND-CLASS AWARDS.—A. M. Beardmore (A.M.B.-Special), T. L. Harrison (Harford).  
TEAM AWARD.—Clegg, Corbishley and Hunt.

## SECOND BUENOS AIRES GRAND PRIX

Held on February 6th in pouring rain, Villoresi retired, Ascari lost his exhaust pipe, Fanina retired, Fangio hit a tree, Parnell received a stone in his radiator and "Bira's" car misfired.

### Results :

1ST.—O. Galvez (3.8-litre Alfa-Romeo), 59.56 sec.  
2ND.—Fangio (Maserati).  
3RD.—Cantoni (Maserati).  
4TH.—Malusardi (Maserati).  
5TH.—"Bira" (Maserati).

## STOP PRESS

### V.C.C. FIXTURES

The Veteran Car Club of Great Britain, catering for cars built up to the end of 1914, has announced its 1949 fixtures. They are:—

March 19th.—A.G.M., South Kensington Hotel (lunch 12.30 p.m., meeting 2 p.m.).  
April 16th.—Southern rally and hill-climb, or trial, West Surrey.  
June 6th.—Eastern rally and gymkhana, Norwich.  
July 16th.—Bristol M.C. & L.C.C. rally (supported by V.C.C.), Bristol.  
September 17th.—Northern rally and speed trial, Southport.  
September 25th.—Hull A.C. & L.C.C. rally (supported by V.C.C.), Hull.  
November 13th.—R.A.C. Brighton Run (supported by V.C.C.).

The secretary is: Miss M. Ruxton, 46, North Row, Oxford Street, W.1 (Telephone: Mayfair 6749).

### V.S.C.C. FIXTURES

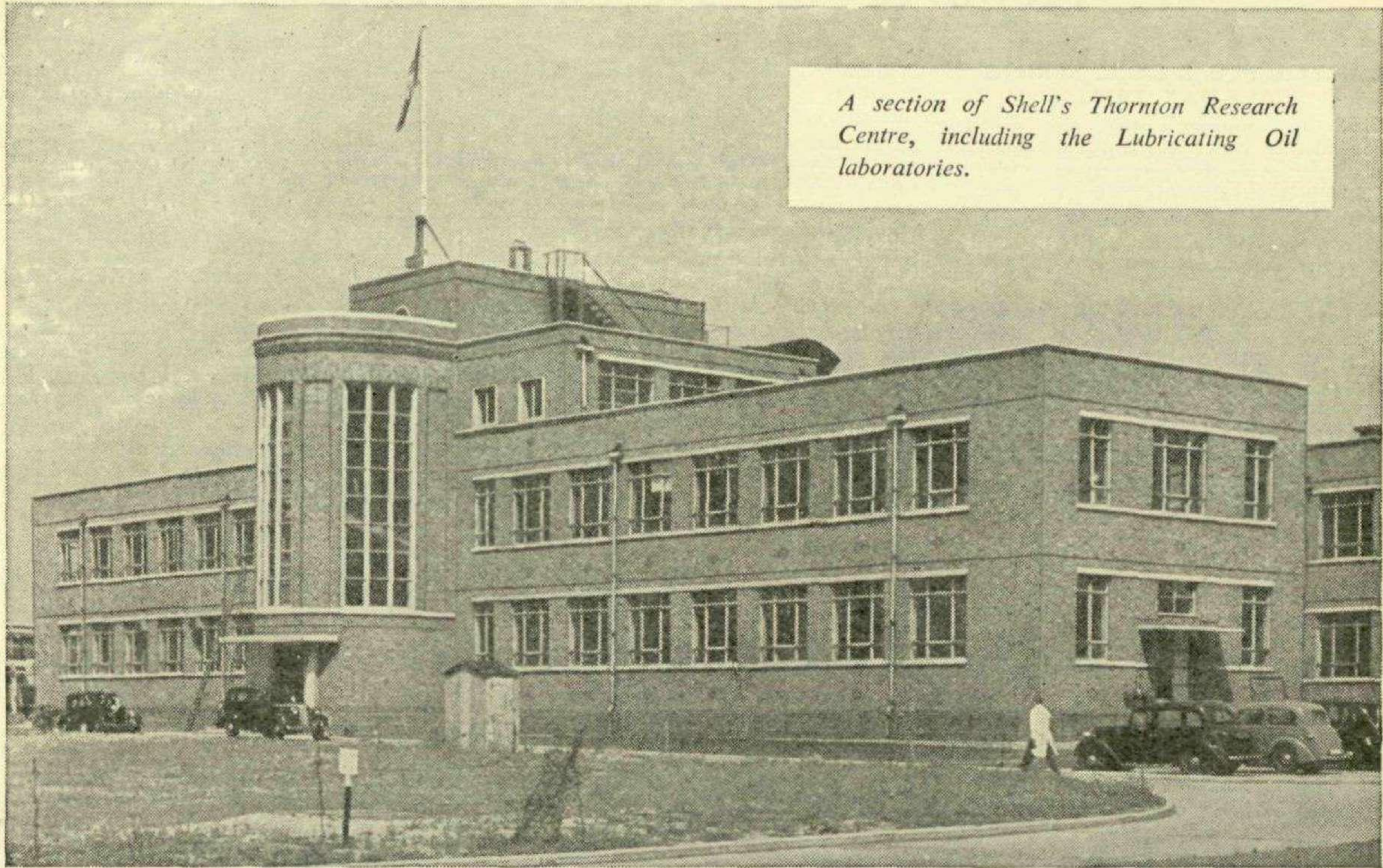
The Vintage Sports Car Club has announced a very interesting fixture list for this season. It reads as follows:—  
April 23rd.—Speed trial, Silverstone.  
July 2nd.—Race meeting, Silverstone.  
July 9th/10th.—Speed trial and rally, Madresfield.  
August 27th.—Prescott speed hill-climb.  
October 9th.—Speed trial, Luton Hoo.  
November 27th.—Trial, Bisley.

### THE ALPINE RALLY

The Alpine Rally has become a classic event in which British cars did outstandingly well last year. This year's event, the twelfth, will take place from July 13th to 21st, and regulations are available from the organisers, l'Automobile Club de Marseille et Provence, 27, Cours Pierre-Puget, Marseille (telephone, DRagon 33.61). The route is from Marseille to Nice. Prize money totals a million francs, and the major trophy is the Coupe du Rallye International des Alpes.

### TALK ON BUGATTIS—

By Mr. Lemon Burton on Thursday, March 24th, at 7.45 p.m. at the "Green Man," 128 Mill Lane, Edgware, Middx.



*A section of Shell's Thornton Research Centre, including the Lubricating Oil laboratories.*

## WHERE LUBRICATING OILS ARE PLANNED FOR ENGINES NOT YET MADE

**THORNTON:** *the biggest research centre of its kind in Britain*

Continually, as new engines are produced, new lubricating oils are required to suit their needs. That is why a great part of the work done on lubricating oils at the Shell Research Centre, at Thornton in Cheshire, is concerned with new oils for engines still on the designing board.

The Thornton Research Centre is the biggest in Britain, and one of the best equipped in the world. All knowledge gained at Thornton

about new engine requirements and new lubricants is pooled with similar knowledge gained at Shell Research Centres in other parts of the world. This continual research and international sharing of knowledge are what enable Shell always to keep abreast of the latest lubrication needs of every kind of engine. That is one reason why Motor Manufacturers recommend the use of Shell Oil for their cars.

# SHELL OIL



LEADERSHIP IN LUBRICATION

# The MK. VI BENTLEY "COUNTRYMAN"

A Very Attractive Town and Country Saloon  
on a Famous Chassis

LAST month we were able to spend a day trying and luxuriating in a Mk. VI 4½-litre Bentley "Countryman." The "Countryman" body is made for the Bentley chassis by Harold Radford & Co., Ltd. and by Messrs. Leary & McReady, of Southgate, and Mr. Radford, a keen member of the Bentley Drivers' Club, uses one of these attractive cars as his personal means of transport.

The "Countryman" is a saloon in the "utility" body-style, and offers the sportsman a very smart car with unusually commodious luggage accommodation. The deeply-upholstered front seats can be adjusted to carry three persons, or used as separate bucket-type seats, with folding rests available for the occupants' right and left arms. High quality leather upholstery is used, imparting an air of luxury the instant one enters the car, while comfort is assured as each seat is adjustable both for position and rake.

Behind these seats is a raised floor of vast area, access to which is *via* a dropping tailboard at the rear, locked by two Budget locks having chromium-plated handles. Any amount of luggage can be accommodated, and a removable plated guard prevents any of it shifting forward against the front seats. Obviously, if required, many additional passengers can be made comfortable in this rear compartment, and the rear windows wind open.

The body is beautifully constructed, using normal Bentley steel floors surmounted by the aforementioned raised wooden platform at the rear. The two wide doors incorporate part of the front-wing fairings, have the usual dovetails and buffers, heavy cord "pulls," heavy-duty coach locks and winding quarter-windows and electrically-operated sliding windows. The latter function really beautifully, on pressing the appropriate one of two press-buttons on the side of each door. The windscreen slopes back and tended slightly to reflect the highly-plated controls in the steering-wheel centre. The rear window has an electrically-operated blind, which, like the windows, functions impeccably. Incidentally, for the finicky, it may be mentioned that handles can be used to wind the windows should the electrical gear prove unwilling.

The body is panelled and painted above the waistline, with visible framing below. There is choice of mahogany or walnut-veneered aluminium panelling, while the timbering is imported prime-quality oak or beech. The all-panel roof is lined with a light, washable plastic cloth. Painting on the bonnet, wings, etc., is to customer's choice, as is the colour of the upholstery and piping.

Outwardly the frontal aspect of this

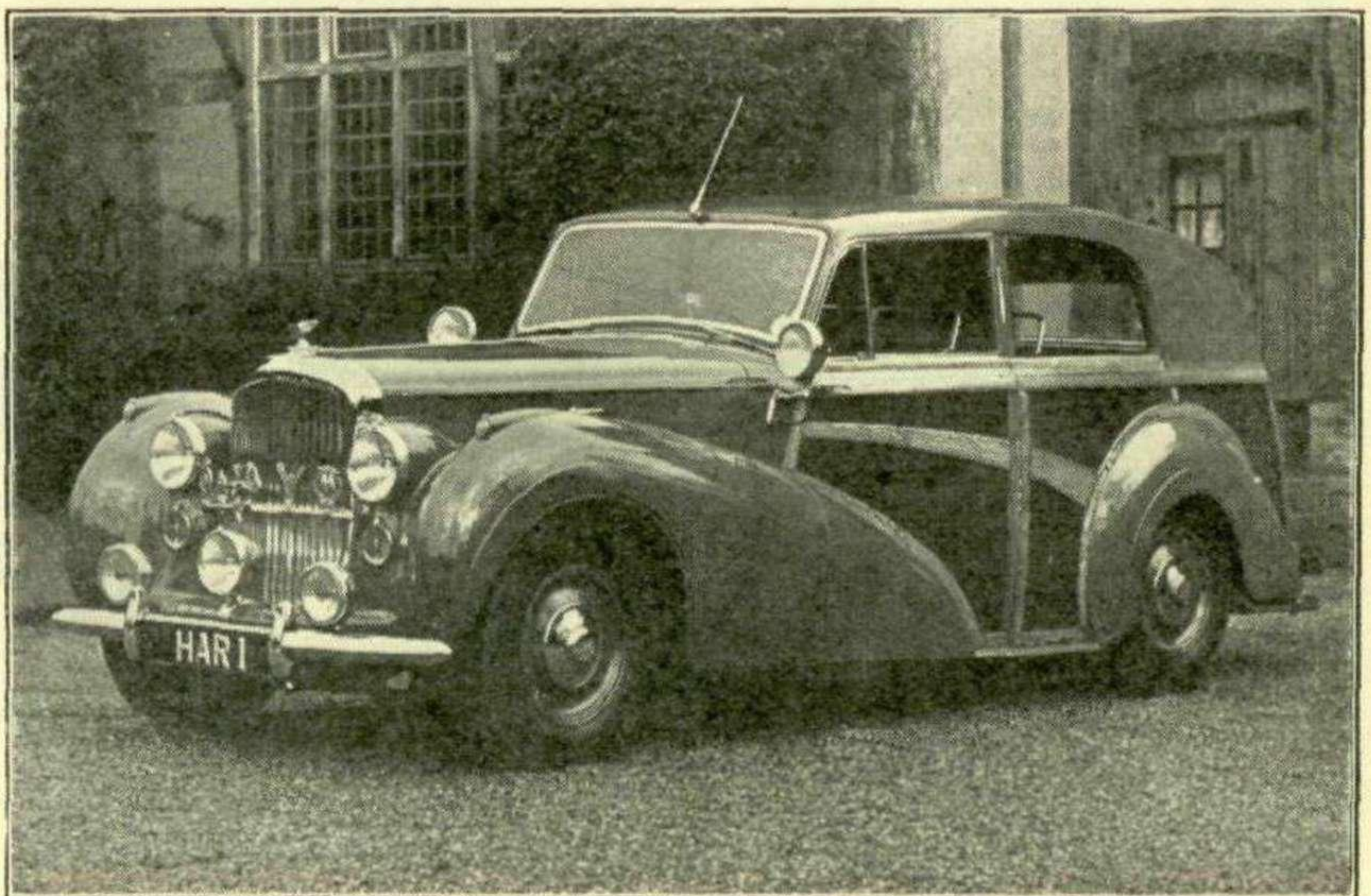
fine car is that of the standard Mk. VI—bumpers, spare-wheel mounting, bonnet, valance plates, etc., are standard Bentley practice. All joinery is mahogany-finished, and the at first confusingly-fully fitted-out instrument panel is a modification of Bentley's standard layout. At the rear the spare wheel is hidden behind the flap carrying the illuminated number plate, "stop" lamps and reversing light. The scuttle is an adaptation of the usual Bentley steel scuttle, incorporating the ducts for interior heating and de-misting, and rubberised felt is laid beneath the carpets to exclude fumes, such fume-exclusion being carried out to Bentley's recommendation. The exhaust pipe is chromium plated as seen beneath the tail.

There is little need to describe the virtues of the Mk. VI Bentley as such, for it is known to be one of the finest fast cars built in this present day and age. Driving it, one derives satisfaction from the sense of being in a large car, yet, as this impression arose on first acquaintance, in heavy London traffic, obviously this car handles with the ease of a far smaller vehicle. Its refinement, too, makes this quality, applied to lesser cars that impress as silent, smooth and comfortably sprung, seem trite. The efficiency of the ride control applied to the suspension, the light steering, the ease with which the mechanical-servo brakes come on and the silken functioning of the engine, combine to offer a degree of weary-free travel fully comprehended only by those mortals who have handled

the Mk. VI. It is good that Britain should build such cars.

Our day's driving showed up a number of interesting facts. At first acceleration in traffic seemed not impressive, until we remembered that a silent, seemingly-absent means of propulsion does not convey any suggestion of hurried action. Later, a standing quarter-of-a-mile was accomplished in 20 seconds dead, while a two-way run gave a mean time of 20.2 seconds. The speedometer went to 22 m.p.h. in first gear, 40 m.p.h. in second gear and 70 m.p.h. in third gear during this acceleration spell, before mild engine sound intruded. It also climbed to the magic 100-m.p.h. mark and beyond so easily that this became the expected reading whenever the road ran straight for a mile or so; nor was wind-noise obtrusive at this speed, while mechanical intrusion was nil. As impressive as driving the Bentley "Countryman" at a speedometer reading of 100 m.p.h., was to stand at the side of the road and watch it go by at that speed. It looked the essence of safety and stability, wheels glued to the road while those of other cars, going half the pace, danced and bounded madly.

The Mk. VI has supple suspension in the current manner, resulting in appreciable rolling if roundabouts are taken fast, and quite a lot of tyre-noise. But there is no gainsaying the fact that, with the suspension over-ride control at "hard," the car holds the road splendidly, and that with this control moved to



THE "COUNTRYMAN."—The fine lines and practical body styling of the 4½-litre Mk. VI Bentley "Countryman" are well depicted in this picture.

"soft," when one feels the ride go relatively floppy, the placing still remains delightfully accurate. Really vigorous castor-action on the steering straightens the car easily after cornering in town. The brakes, too, are exceedingly good, and the speedometer needle falls from the 100-m.p.h. mark to Austin Seven gait even more quickly than it climbs the dial, at the merest touch on the brake pedal. Indeed, so powerful are these brakes that one is apt to put them on too fiercely in traffic, making the bonnet dip appreciably if the suspension is set to "soft"; however, at the end of the day we had largely cured this tendency and no doubt further experience of the car would eradicate it, for this is properly progressive braking. Alas, the handbrake is a pull-out device which stuck on one occasion and on another barked our thumb.

We missed, too, the rev.-counter and the joy of seeing the two white-tipped needles of this instrument and the speedometer sitting steadily in the same plane, at (was it?) 3,000 r.p.m. and 60 m.p.h. With so quiet an engine some means of telling its speed makes for neater driving, although we found we were not so hampered by the absence of a tachometer as we had expected to be. When the long bonnet is opened, the beautiful six-cylinder o.h.-inlet engine is seen pulsating on its rubber mountings.

The minor controls, lights and ignition switches, etc., all work in the impeccable Rolls-Royce manner, although the manual ignition advance and retard lever, on

which it used to be possible to start these engines by briskly flicking it across its quadrant, has succumbed to the passage of time. Not that this Bentley "pinks" at any throttle opening or under any conditions. The gearbox is as silent as the remainder of the car and provides the finest gear-change of this type on any modern car. To say that changing gear is sheer delight is *fact*, not exaggeration, with the proviso that reverse position took all one's attention to locate.

As to details, the interior heater, beneath the passenger's seat, worked quietly and very effectively warmed the volume of air with which it has to cope in so large a car, while the radio functioned with the efficient manner we have come to expect of H.M.V. radio. A good, lockable cubby-hole is provided; the view in the mirror is somewhat blanked by the luggage "keep" behind the seats.

Mr. Radford is to be congratulated on placing such a handsome and useful body on so fine a chassis. The total price of the "Countryman" is thereby kept within very reasonable bounds. This car should certainly be investigated by those seeking a fast luxury vehicle that is as practical as it is handsome. Particularly should it appeal to American connoisseurs who require a "100-m.p.h. station-wagon." Full details can be obtained from Harold Radford & Co., Ltd., Melton Court, South Kensington, London, S.W.7 (Kensington 6642), where the "Countryman" and other fine cars can be examined.—W. B.

## BOOK REVIEW

"MORE WHEELSPIN," by C. A. N. May  
(Foulis, 8s. 6d.)

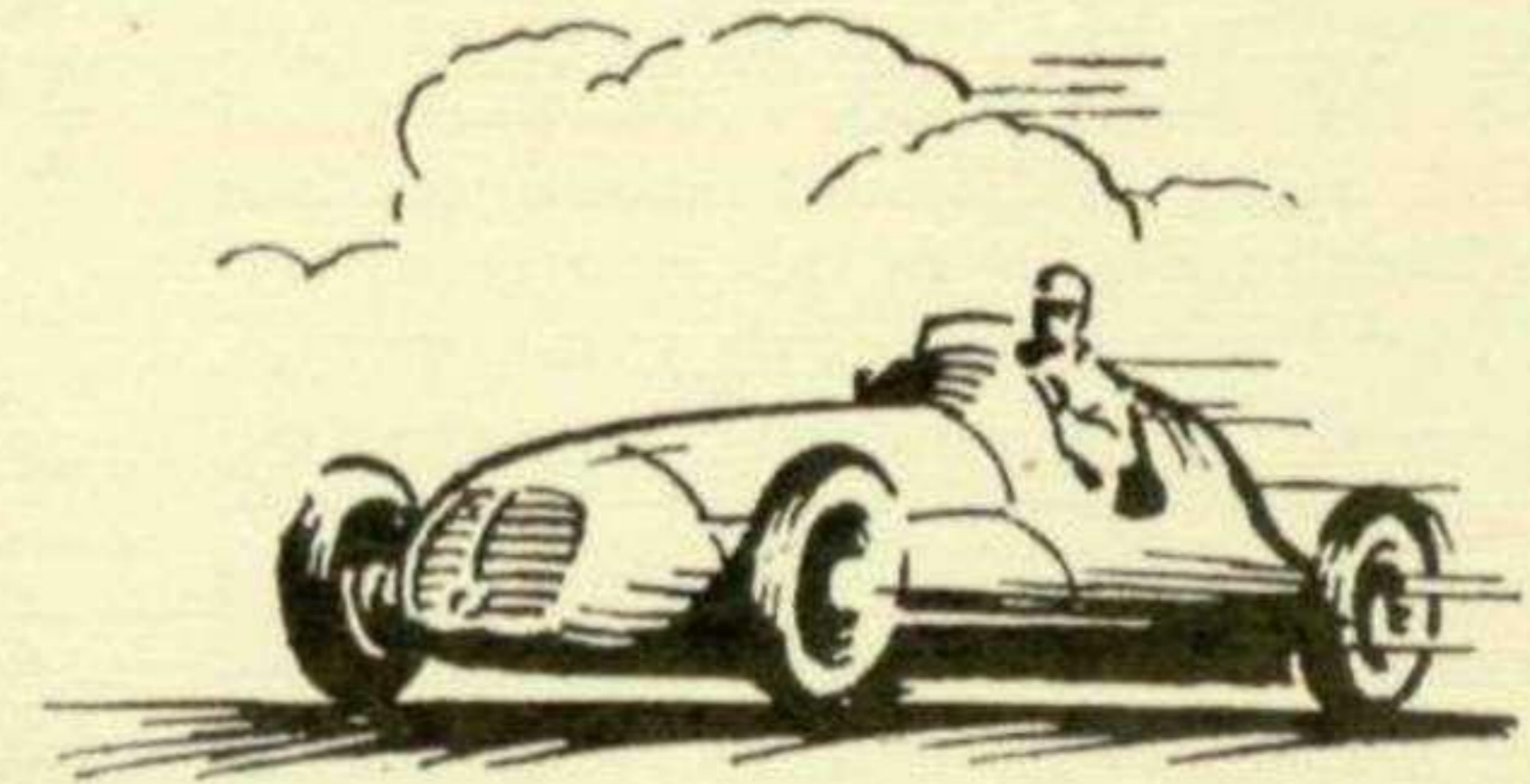
This is a welcome sequel to May's earlier book about the trials-driving experiences of himself and his friends, "Wheelspin." "More Wheelspin" takes us from the resumption of trials post-war, up to their demise with the Government's ill-conceived cancellation of "basic" in 1947.

Although May writes in the first person, the results of all the more important events are given; indeed, the book contains a valuable tabulated list of drivers' individual performances. It is well printed, beautifully illustrated and runs to 192 pages. An index would have been appreciated.

May includes plenty of technical description of competing cars to leaven his story and he writes outspokenly, so that in this book there is little necessity to read "between the lines." His spectating impressions of a few speed events are mingled with accounts of his trials, and experiences in the 1947 Alpine Rally are incorporated. This is a very worth-while book, in which well-known drivers amongst one's friends and acquaintances are met on every page. Moreover, the only errors this critic spotted were reference to a detachable head on a Type 40 Bugatti and the endowment of Macdermid with a *moustache* as well as his ex-naval beard.—W. B.

The  
**WINNER**  
of the  
**BUENOS AIRES  
GRAND PRIX**

Jan. 30th, 1949



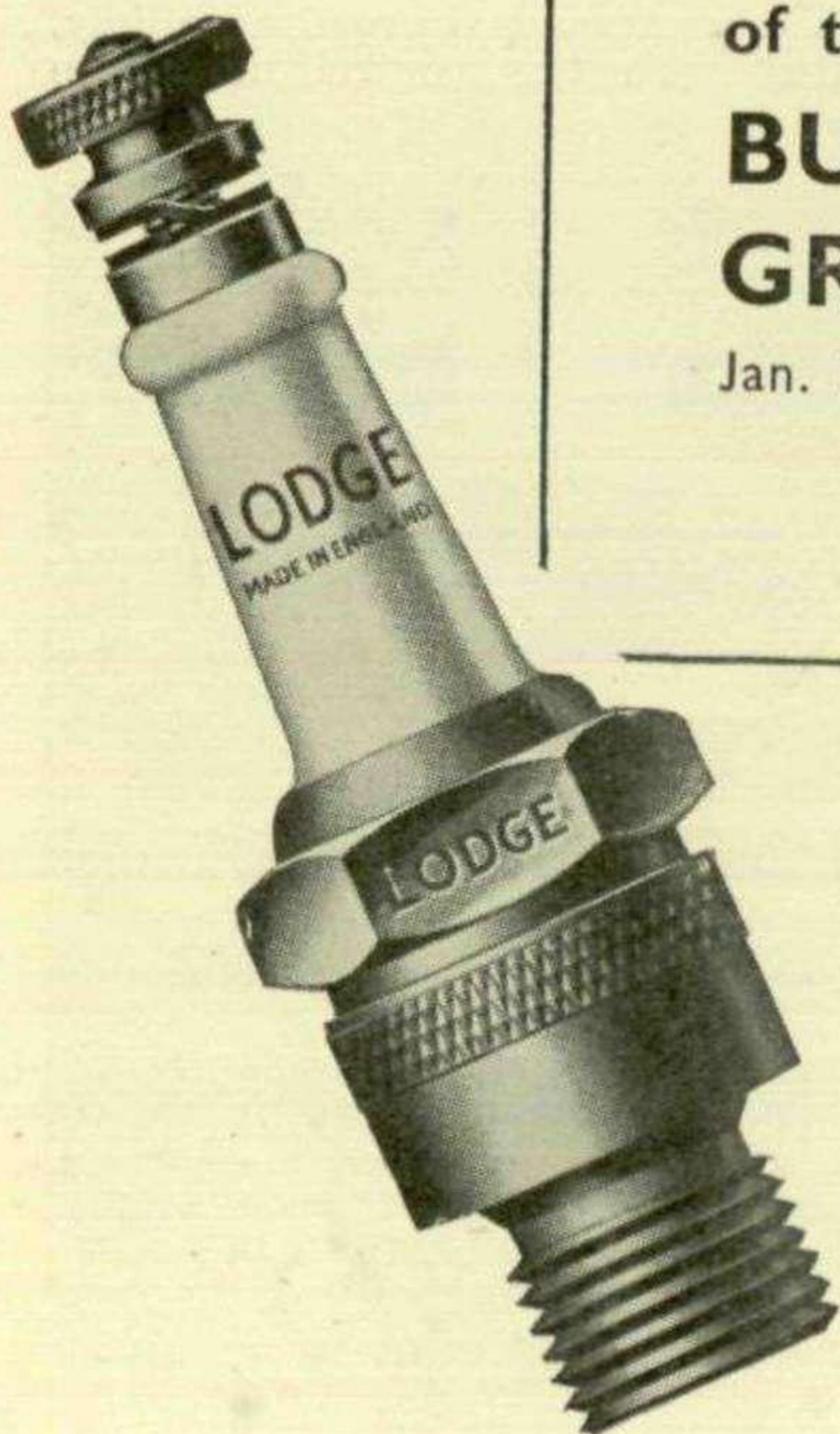
used  
**LODGE**  
PLUGS

1st. A. ASCARI—MASERATI

2nd. L. Villoresi — Maserati

(Subject to usual official confirmation)

**BOTH USED LODGE PLUGS**



Lodge Plugs Ltd., Rugby, England

# A 2-LITRE FORMULA II H.R.G.

## *Peter Clark's Very Promising, Standard-Vanguard-engined Single-Seater*

WE mentioned in "Rumblings" in the February issue that a 2-litre Formula II H.R.G. was nearing completion at Tolworth, and having lately heard rumours that this car had been out on test we hastened to obtain further information. The first thing we discovered was that our old friend Marcus Chambers was on the point of leaving for East Africa, where he has accepted what sounds like an extremely interesting job with the "Ground-Nuts" scheme. Our best wishes go with him, and we feel sure he will do well in a job which will give plenty of opportunity for demonstrating that obstinate "refusal to be beaten" which Chambers has so often displayed with the cars he has prepared for long-distance racing. We then found that this car, together with a full team of three new "Le Mans" H.R.G.s, was undergoing final preparation by Monaco of Watford, on behalf of Clark-Scott Racing Services and their associates.

When we arrived, the single-seater 2-litre car had been pushed out of the garage for K'emantaski to photograph, and the first thing that struck us, despite the octagonal H.R.G. motif of the air intake, was something remarkably "Cooperesque" about the front end. Sure enough, on inquiry, we were able to confirm that the bodywork was indeed by Cooper's Garage of Surbiton: it is remarkable how a firm, or possibly an individual panel-beater, leave a trademark on everything they do. Chambers and Cooper have, between them, done a most effective piece of camouflage with this body, for the car is, like all single-seaters with a central propeller-shaft normally driven, in actual fact rather high, but by clever use of Mercedes-like sponsons this fact has been entirely concealed. The car is by no means ugly, although one might well call it "pug-ugly," and very business-like.

Closer examination of the car revealed a virtually-normal H.R.G. chassis, but of only 8 ft. 0½ in. wheelbase, compared with the usual 8 ft. 7 in. for the 1½-litre car. A Mercedes rather than Auto-Union scheme of weight distribution has been followed, with the radiator wholly in front of the front axle and the fuel tank wholly behind the back axle, both set very low. The Standard "Vanguard" engine, with sub-standard liners to bring it below 2 litres, and special Martlet pistons giving, at present, an 8-to-1 compression ratio, completely fills the under-bonnet space; in fact, there is an appreciable bulge in the lid to accommodate the two downdraught Solex carburetters. Ignition is by vertical magneto, and when we saw the car it had Champion LA 11 plugs fitted, as used for the last test-outing. The water and oil fillers are very accessible when the bonnet lid is off, the former commanding a small separate

header tank and the latter being in the normal "Vanguard" position on the front of the valve-rocker cover. Fuel feed is by a special Tecalemit mechanical pump, cam-driven, and the rev.-counter drive is also from the camshaft.

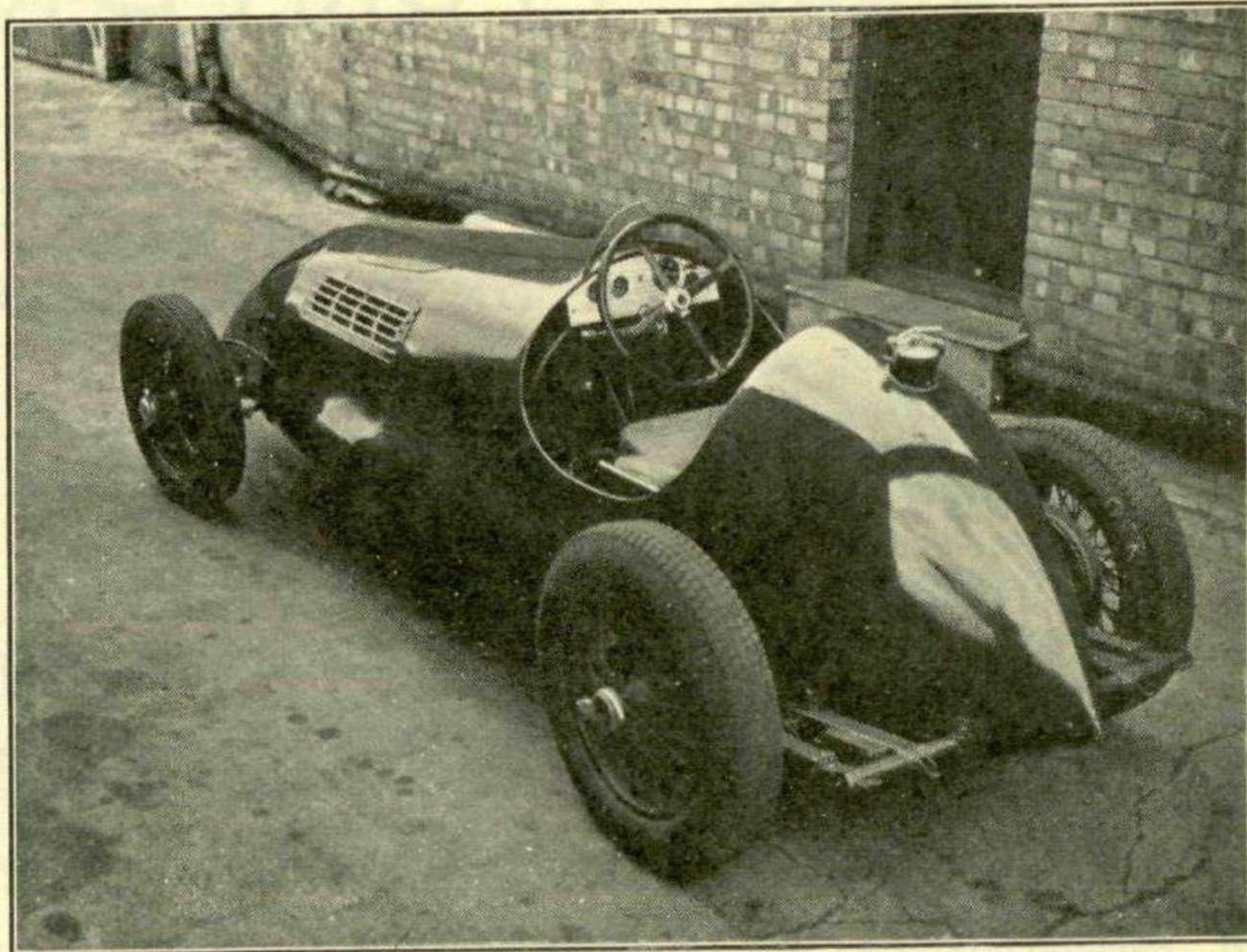
The steering wheel is non-detachable, but it is not difficult to enter or leave the driving seat once one has mastered the routine of "right foot on the right-hand chassis-member, swing left leg in a wide arc over the fuel filler-cap, thrust left foot between hand-brake and steering wheel, and in you go." Whilst doing this one holds on to the steering wheel, and there are agonised cries from the bystanders if a hand looks at all like clutching on to the seat which, although of massive dimensions, is paper-thin. The seat, it is pointed out, is only for sitting on, and we must say for this purpose it is extremely comfortable, with excellent support all round, especially against undesirable sideways movement; one sits well and truly *in* the seat rather than on it, and it is obvious that a lot of thought has gone into this component.

Once in the seat, one's feet fall very easily on to the pedals, both clutch and brake having a fair amount of quite "soft" movement and the organ-type accelerator being very smooth in operation. We were enjoined not to try it out much, because of the pump-action

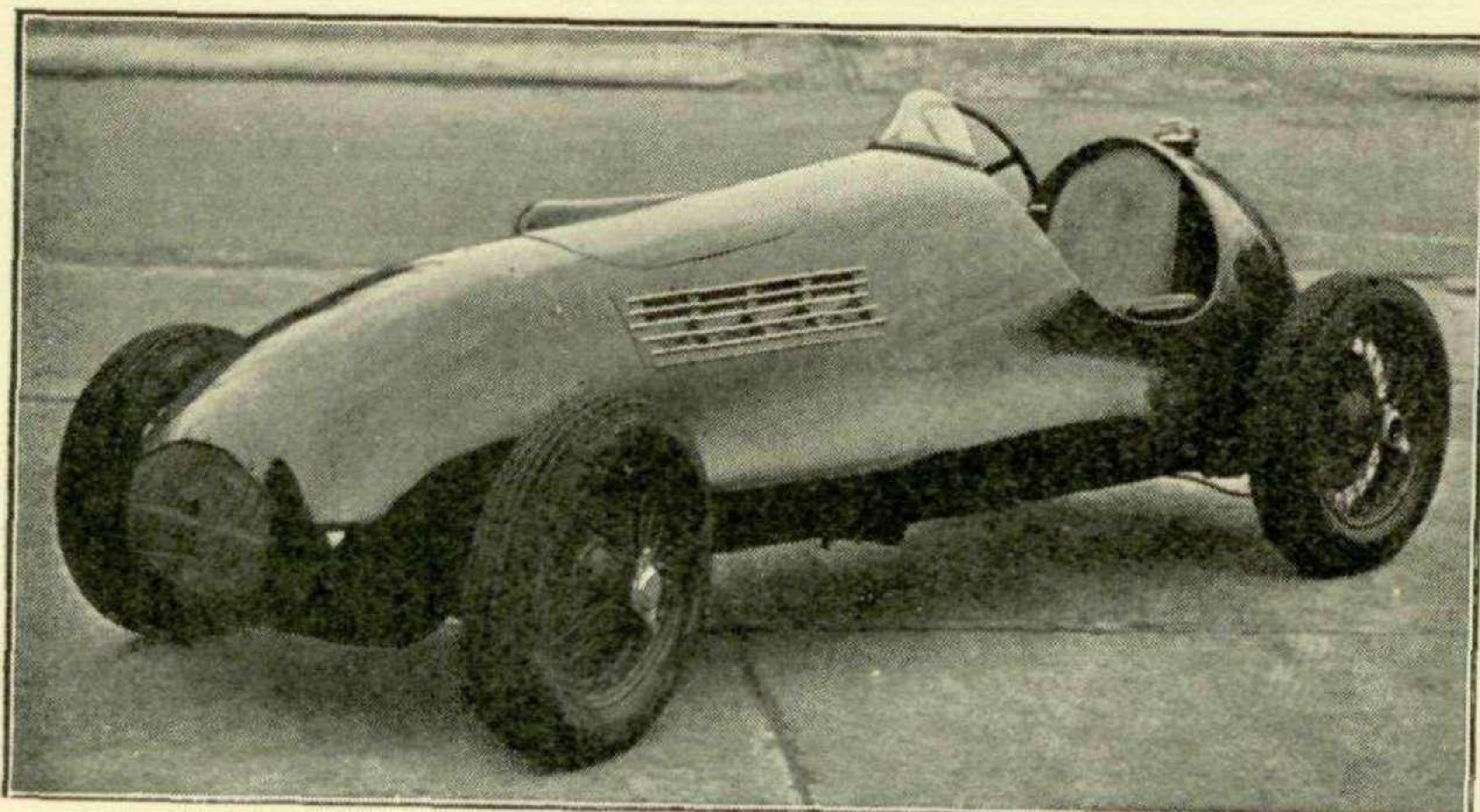
Solexes. When not actually pedalling, the feet rest in alloy trays level with the base of the chassis side-members. The steering-box is over the clutch bell-housing, very rigidly fixed, and the drop-arm and drag-link are on the left-hand side to avoid fouling the exhaust system on the right.

On the small "engine-turned" alloy dashboard are mounted a 5-in. rev.-counter, gauges for oil pressure, oil temperature and water temperature, and the ignition switch. We were told that, at present, the car tends to over-cool—we must say we thought the radiator big enough for an omnibus—but on the other hand, of course, it is winter and the tests so far made have been on an even lower compression ratio than that now employed. There is, at present, no external separate oil cooler, and we gather that oil temperature is a thing which, in the next set of tests, will have to be carefully watched.

The gear shift (the normal "Vanguard" variety, on the steering-column) gives rather a long and cumbersome travel from bottom to second, but an extremely short and snappy one from second to top and *vice versa*. The intention, we gather, is for this to be virtually a two-speed car, the special high-ratio constant-mesh gears giving a compromise ratio between bottom and second for standing starts,



BRITISH FORMULA II CONTENDER.—Peter Clark's H.R.G. with Standard Vanguard engine. [Photo. by L. Klemantaski]



*Photo. by Klemantaski*  
**FOUR-CYLINDER, 2-LITRE RACING CAR.**—This neat body on Peter Clark's new Formula II racing car was built by Cooper's Garage at Surbiton.

and the equivalent of a close-ratio third in place of second. It occurs to one that, with small rear wheels and a 5.5-to-1 axle-ratio in place of the present 3.7-to-1 ratio, second and top would give the equivalent of a close-ratio four-speed second and third, which would be very interesting indeed for sprints if it were ever decided to run this car in such events (which we gather it is not). The tyres fitted at present are 5.00 by 16 in. on the front and 5.25 by 18 in. at the back,

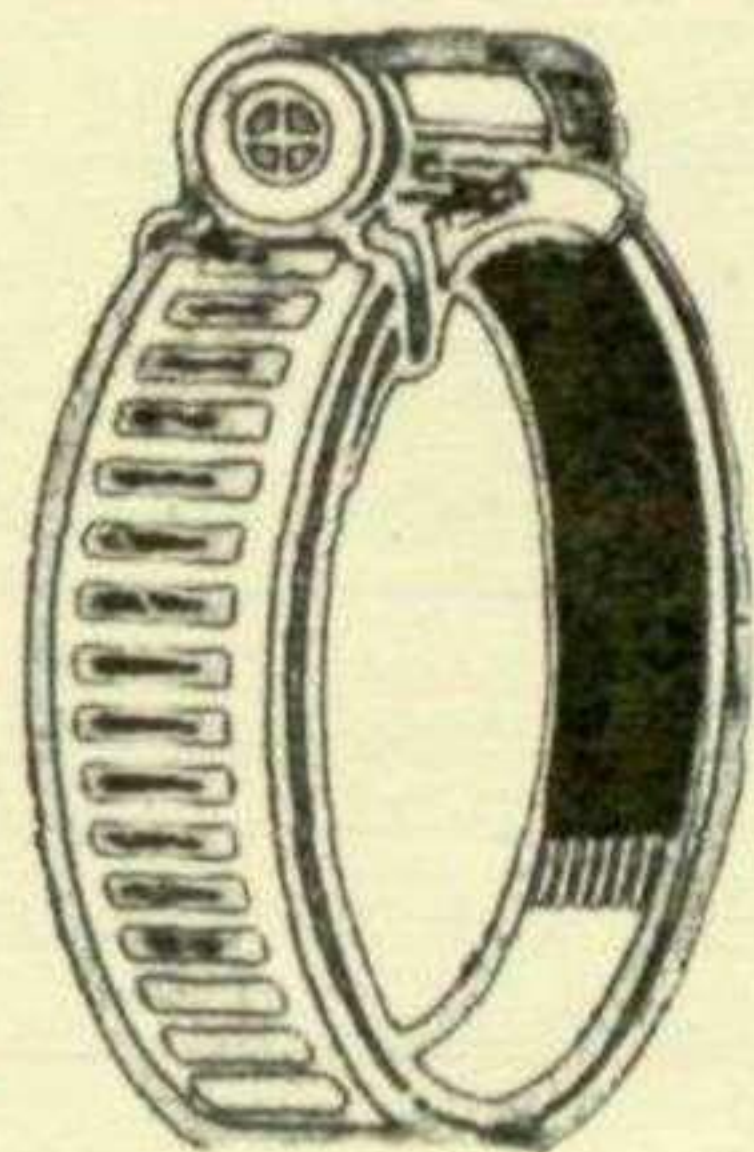
but it may be that even larger cartwheels may be employed eventually. It will be remembered that this engine has a remarkable torque curve at the bottom end, and develops its maximum b.h.p. at modest r.p.m. No figures were forthcoming either for weight or b.h.p.—perhaps our friends are frightened of that distressing public weighbridge opposite, which made the "Veritas" 14½ cwt.

Twin tail-pipes are fitted, and are carried through internally (in the right-

hand sponson), to emerge, surprisingly but very simply, just behind and below the driver. The extractor-louvres on either side of the bonnet hinge bodily, with aircraft fasteners, to give excellent access to the plugs and other engine auxiliaries. The present fuel tank holds 11 gallons, and as Marcus rather sourly put it, "if the car isn't worn out after that, the driver will be, so there will be plenty of time to refuel." We hope he is wrong; indeed we shall watch with very great interest (at Goodwood on Easter Monday, we hope) this motor car for which, at the moment, we could induce neither the designer, the tuners nor the owner to make any performance claims whatsoever, good, bad or indifferent. So for the time being we can only say that it looks an extremely workmanlike job which has been, and is still being, very painstakingly prepared.

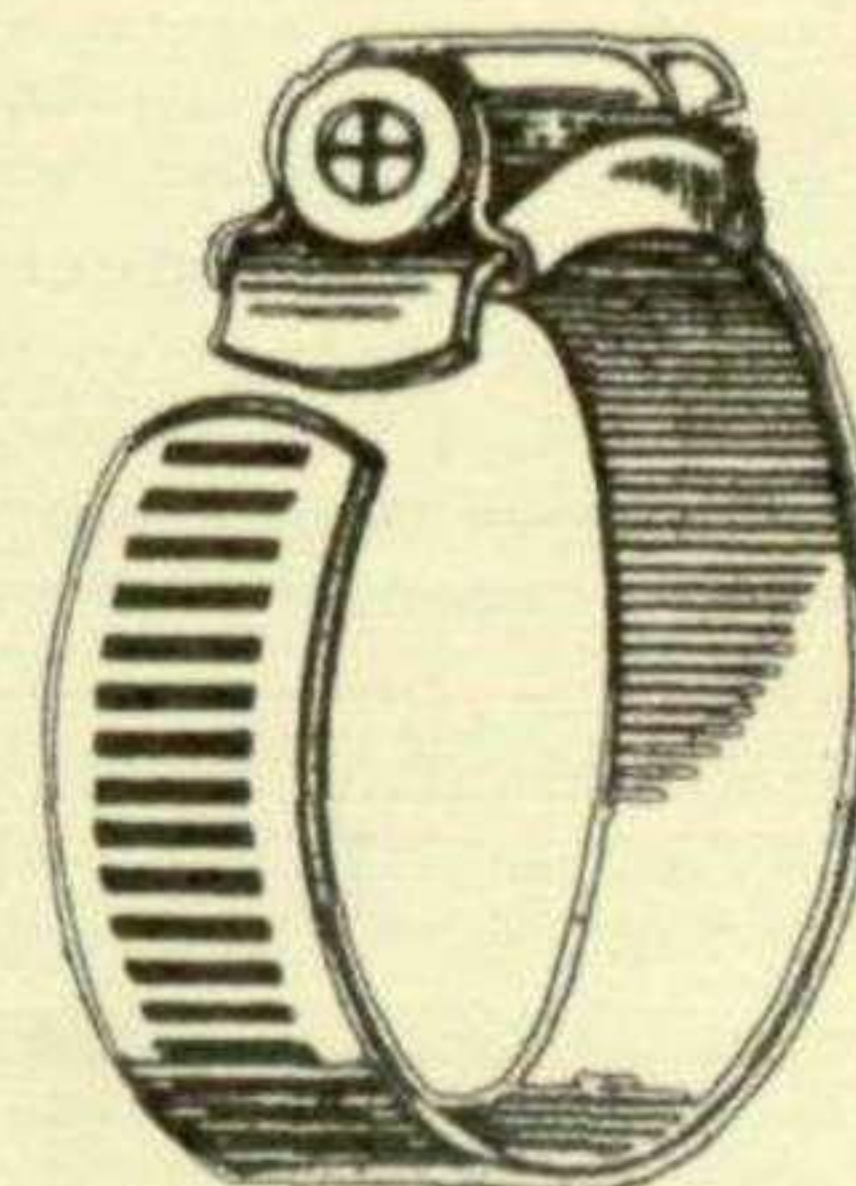
We also looked briefly into the Monaco body shop and found no fewer than three new "Le Mans" H.R.G.s in preparation. Our first thought was that they made even the single-seater job look big: they really are quite the minutest things, and we shall endeavour to learn more about them when they are a little more advanced. The team this year will be Clark-Maréchal, Scott-Gee, Richards-Thompson, and we believe they will do Le Mans, Spa, Montlhéry, Comminges and (if held) our own T.T. It is small wonder that Clark says he must regretfully sell his wonderful 1914 G.P. Mercedes, because he will never have time to use it!

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THE name of Marius Barbarou is not, it would seem, as well known in this country as it ought to be. Indeed, so much is this the case that, when English commentators have occasion to mention it at all, they seem invariably to spell it Barbaroux; but I am convinced that the 'x' is quite intrusive. His Christian name alone is enough to label him a southerner, and I believe that I should have philological support for the contention that the "-ou" termination is almost equally racy of the *provençal* or some allied language. As a matter of fact, he was born at Moissac, which I suppose is really in Guyenne, and where they specialise in white grapes, shad, and, believe it or not, lampreys. But that is beside the point.

What is to it, as far as we are concerned, is that in 1900, when Marius Barbarou was 24 years old, they had an exhibition in Paris; and although, much to the disgust of the healthy, if infant, French industry, they did not make much of a splash over motor cars in the exhibition proper, they did just let some into an annexe.

"There were some cars in the annexe at Vincennes," records Pierre Souvestre, a trifle bitterly, "but no one knew it, because no one went to Vincennes." However, if they had gone there they would apparently have seen, among others, a small car designed and built by Barbarou, having a V-engine fitted with what a German account that is before me appears to call "mechanically steered suck-ventilators," the English for which is, of course, mechanically-operated inlet valves. If there had been a greater number of visitors, they might have placed on record more details of the Barbarou car; the English contingent might even have learned how to spell its builder's name.

But if the public was absent, the trade presumably was there, and among its more dynamic figures at this time was Adolphe Clément. Clément had started as a racing cyclist, had gone on to build the machines he raced on, and then, in 1894, had sold his by then very flourishing bicycle business to a syndicate headed by Harvey du Cros. Having brought off this deal, he turned his attention to motor cars, and, according to H. O. Duncan, devised the remarkable means of gaining access to what he realised was a growing industry, of buying the land which he equally well realised Messrs. Panhard et Levassor would sooner or later need for expansion. All went according to plan; Clément sold the land to Panhard et Levassor for an interest in the business, and when Emile Levassor died in 1897, Clément, as one of the largest shareholders, was made a director of the *Société Anonyme des Anciens Etablissements Panhard et Levassor*.

This, however, did not satisfy the energetic Clément; and, taking with him Commandant Krebs, who was Panhard et Levassor's general manager, he set off to manufacture cars on his own in his factory at Mézières. The only slight snag to the scheme was that, like others since, he had sold his name along with the bicycle business. He couldn't, it seemed, quite call the car a Clément. But if not, what should he call it? A statue of Bayard outside the factory apparently supplied the answer. The car should be

# SIDESLIPS

by

## "BALADEUR"



called a Bayard; or, just to make sure, a Clément-Bayard; or even, just to be difficult, a Bayard-Clément. As for the foreign editions, when eventually they came along, they were called Diatto-Cléments in Turin and Clément-Talbots in Kensington.

In the meantime, by the autumn of 1900, Clément had met up with Barbarou, presumably at Vincennes, and Barbarou was rewarded for his enterprise over the *voiturette* by being invited to join the Mézières party, which by now had moved to Levallois. It is not quite clear what Barbarou's functions were to be, but they seem to have been in no way connected with schemes for mechanically-operated inlet valves. Commandant Krebs was a carburetter expert, who long after this was still convinced that automatic inlet valves, with his carburetter, were just as good as mechanically-operated ones with anybody else's.

Neither he nor Clément had severed their connection with Panhard et Levassor, and, indeed, it is a little doubtful whether as yet they built any cars of their own design at all. "The Société Clément," says a report of the Paris motor show of January 1901, "exhibited three of their well-known types of Panhard *voiturettes*, one of them a very elegant vehicle in the form of a double-phaeton, but there is no change in the mechanism calling for attention . . ."

By the time of the next show, which was in December, 1901, however, there was something more to be said about their products. "The Société des Cycles Clément," it was recorded, "have brought out a new type of light carriage, in which they aim at the greatest possible simplicity, to the extent that all the parts that are not essential to the efficiency of the mechanism have been done away with, thus leaving a motor, a train balladeur gear, and a universal jointed shaft." I am glad that the "train balladeur gear" was considered essential, especially as such trifles as brakes and steering, for example, appear from this description to have been "done away with," a form of economy which may have induced the reporter to add that "the vehicle has a very neat appearance," but which would hardly, one would have thought, have conduced to its general usefulness.

Whether or not Barbarou had contributed to the design of this early *volkswagen*, he had by now become a racing driver, the occasion being the Paris-Berlin race, in which he and Dompitet started on "12-h.p. Clément light carriages," Barbarou's name appearing on this occasion as "Barbureau," which is enough to cause endless confusion with the real Barbureau, who drove a Serpollet steamer, not to mention the fact that one is set off on a completely

false trail after the 5-h.p. Barbureau-Bergéon car, which weighed 1,280 kgms., and finished a good last, driven by Bergéon, in the Marseilles-Nice race of 1898. However, Barbarou finished the first stage, from Paris to Aix-la-Chapelle, last but two, and Dompitet did not finish it at all; so that as Barbarou did not manage the next day's run, from Aix-la-Chapelle to Hanover, that was the end of that, so far as Paris-Berlin and the Clément light carriages were concerned.

However, they returned to the attack the next year, in the Circuit du Nord, only this time, while Dompitet and Tart drove 16-h.p. light cars, Barbarou and Vonlatum started on 10-h.p. racers in the *voiturette* division. And, curiously enough, it was Barbarou who proved much the fastest of the team. From Paris to Arras on the first day his 10-h.p. *voiturette* took 7 hr. 7 min. 25 sec., while Vonlatum took over 12 hours, Dompitet did not finish at all, and Tart on the other 16-h.p. car took 8 hrs. 6 min. 28 sec. Vonlatum got no further than Arras, and although Tart did better on the return journey, Barbarou beat him by five minutes and finished fourth in the *voiturette* class, behind the three victorious Renaults, being beaten only by the first four light cars. Whatever may have been the case with the standard model, I cannot help feeling that Barbarou's 10-h.p. racer, having averaged over 30 m.p.h. for more than 500 miles, must have had something more than "a motor, a train balladeur gear, and a universal jointed shaft."

By the time that Paris-Vienna was run a month later, the Clément light car had grown into a 20-h.p., although the rating seems a little generous when compared with those of the other competitors. The inlet valves were still automatic, while the bore and stroke were 75 by 110 mm., which gives a capacity of under 2 litres; by contrast, the contemporary "16-h.p." Panhard et Levassor engine had dimensions of 100 by 130 mm. and was thus volumetrically more than twice as big. For all that the Cléments put up a very creditable performance. Half-a-dozen of them started, driven by Barbarou, Tart, Dompitet, Vonlatum, Comiot and Weigel, who was the English agent for the marque. Dompitet, as usual, fell out on the first stage, but all the rest finished, Tart being sixth in the class, Barbarou ninth and Weigel twelfth, although the last named had some very hard things to say afterwards about the criminal folly of those who had induced him to face the terrors of the journey over the Arlberg.

He had, perhaps, had enough of racing for the time being, as he did not appear for the last event of the season, the Circuit des Ardennes in Belgium. Barbarou and Tart, however, were present with their 20-h.p. light cars, and Vonlatum with a *voiturette*, which was now called 12 h.p., and which may well have used the same engine as the "light carriage" of 1901. In any case it proved highly successful, and finished second in its class; while Tart and Barbarou, less spectacularly, were eighth and ninth in theirs.

Somewhere in western Germany, Barbarou had been forced to abandon the Paris-Berlin race, and I do not know whether this fact had any connection with the next step in his career. At any rate,

the truth was that down at Mannheim the old firm of Carl Benz was in grievous trouble. From the first, Benz had pinned his faith to the horizontal engine and belt drive, and the majority of other manufacturers in Germany and Austria were content to follow his example. Levasor's French revolution, which moved the engine to the front of the car and grossly complicated matters by introducing a sliding pinion change-speed gear, probably left him entirely unmoved. It was only in 1901, when his compatriot Daimler, or rather Daimler's successors, took over these French ideas, improved upon them and called the result a Mercédès, that Benz was seriously shaken.

With low-powered engines and for slow speeds the Benz conception had its points; for the fast and powerful car of the twentieth century something entirely different was obviously needed. The "Benz racing car of 14 h.p. . . . propelled by a double cylinder motor of the Benz pattern and combined belt and spur-gear and chain transmission, giving four speeds, the maximum of which is stated to be from 34 to 37 miles per hour," which "took the first prize in the Berlin-Leipzig race of 115 miles in September, 1899," must have been a terrifying vehicle.

But if Benz was to make a radical change, then clearly one of these Frenchmen must be called in to effect it, and for some reason the choice fell upon Barbarou. In October, 1902, he left Levallois and repaired to Mannheim.

Arrived there, he evidently did not waste a moment: the Barbarou-Benz, which sounded the death-knell of the horizontal engine, was ready for exhibition at the Paris Salon a couple of months later. But Barbarou had just finished a two-year course of Krebs, and the "mechanically-steered suck-ventilators" of the Vincennes *voiturette* were, for the moment, a thing of the past.

"The chassis exhibited by the Benz Co.," reported the *Autocar*, "has a vertical two-cylinder motor developing 12 h.p., running at about 1,200 revolutions. The induction valves are automatic, and the throttle valve on the carburetter is regulated as usual by the governor and by hand . . . The change-speed gear has a sliding train of wheels for three speeds and reverse, and power is transmitted by a cardan shaft to the differential on the rear axle." It certainly sounds suspiciously like the *voiturette* with which Vonlatum had done so well in the Circuit des Ardennes in July. Benz, in fact, was a little apologetic about it. "We understand," remarked our contemporary, "that the mechanism exhibited does not represent the definite type of Benz vehicle, as the firm intend adopting many of the Mercédès features in their new motors and transmissions"; adding, as if to soften the blow a little, "the tonneau and double-phaeton exhibited are well-constructed vehicles."

In any case, they called the new car the Benz-Parsifal, and I suppose there was really no very good reason why they shouldn't. Bayard's statue was set up in Mézières, because he defended the place, *sans peur*, no doubt, *et sans reproche*, against the German emperor Charles V, which really had very little to

do with Adolphe Clément; and even if the new Benz was probably not very commonly used by searchers for the Holy Grail, its makers were genuinely searching for the secret of the Mercédès success.

By the time that Paris-Madrid was run in May, 1903, a larger edition, rated at 40 h.p., was ready. I do not know whether by now the Mercédès features had been adopted, but the new racer was notable among the big cars in that it only weighed 783 kgms., or well below the maximum of 1,000. Only one car started in the race, driven by Barbarou himself, and it looks as if it must have been entered at the last moment as it carried the number 315 and must have started at the very end of the procession in a race where the back markers did not in general have the best of it. In spite of which Barbarou duly reached Bordeaux, and put up the respectable average of 39.8 m.p.h. in the process.

At this rate one might have expected soon to see Barbarou's Benz-Parsifal contesting the right of Mercédès to represent Germany in the Gordon Bennett races. But it was not to be, and the reason for this was that in 1904 Messrs. Delaunay-Belleville, boiler makers, of St. Denis, decided to add motor cars to the range of their products. And like Clément and Benz before them, they decided that the man for the job was Barbarou. Barbarou, accordingly, returned from Germany to his native France, and when Benz did make a brilliant re-appearance in racing, in 1907 and 1908, it was with cars designed not by Barbarou but by Fritz Erle, who drove one into seventh place in the 1908 Grand Prix.

However, the new Delaunay-Belleville car was duly ready for the Paris Salon of December, 1904. The *Autocar's* reporter, admittedly, was not notably impressed. "The four-cylinder motor," he remarked, "is a somewhat heavy-looking job, with nothing remarkable about it save the extraordinary curves given to the induction and exhaust pipes." He does not appear even to have found the round radiator remarkable, in spite of its curves. I do not know whether it was intended to be reminiscent of a boiler, but undoubtedly it was destined to become by far the best-known feature of the Delaunay-Belleville.

Apart from that, quite the most remarkable feature of the Delaunay-Belleville in general is that, almost alone among French marques that can lay any claim to fame, it has never figured in the least prominently in the world of racing. Stately berlines and lordly limousines, yes; but Delaunay-Belleville racing cars, no. And yet for ten years, Marius Barbarou, racing driver, stuck to his new engagement. By 1914 few followers of motor racing can have even remembered him.

But the story of Clément and Benz was destined to have a sequel. The end of the Kaiser War found Barbarou moved again, a few kilometres further down the Seine from St. Denis and on the other side of the big loop of the river from his old haunts at Levallois, down to Argenteuil, where he was now in charge of the Lorraine-Dietrich factory. And very shortly after peace had broken out

(very shortly indeed by later "reconversion" standards) it had been celebrated by the appearance of the 3½-litre Lorraine. In its original form, the new model for which Barbarou was responsible was not, to be quite frank, intended at all for a sports car. With its push-rod operated overhead valves it was, let's face it, an attempt to provide a relatively cheap six-cylinder car; the more expensive models had overhead camshafts.

Perhaps it was this fact which first introduced it to the Grand Prix d'Endurance at Le Mans. Strange though it may seem at this distance of time, the event when it was first run in 1923 was regarded less as an out-and-out race than as a high-speed reliability trial. The object, at first, was not so much to cover the greatest distance in the 24 hours but to cover the requisite distance to qualify for the next round of the Rudge-Whitworth Cup contest. I have been asked before now why such famous French cars of the period as the Hispano-Suiza were never entered for the event. The answer, it seems probable, was that their makers and the public had no doubt of their ability to run at high speed for two rounds of the clock, and the fact needed no demonstrating.

But with the less expensive type of car like the 15-c.v. Lorraine-Dietrich the position was different; and in 1923 two of them, fitted, it was remarked, with particularly comfortable bodies, duly turned out to show what they could do. The result, in the circumstances, was satisfactory: the first car, driven by de Courcelles and Rossignol, covered eighth greatest distance, averaging 48.2 m.p.h., compared with the winning Chenard et Walcker's 57.1 m.p.h., while the second Lorraine, driven by Bloch and Stalter, was nineteenth.

The next year, 1924, the Lorraine-Dietrichs found themselves the fastest cars on the course, with the significant exception of Duff and Clément's 3-litre Bentley. The one driven by Bloch and Stalter went out when running second, while Stoffel and Brisson on another finished in that position and de Courcelles and Rossignol's was third. The greatest distance, 1,291 miles, was covered by the 3-litre Bentley.

It is a curious thing, but there is nothing like a foreign victory for adding prestige to a motor race. After 1924 nobody, quite frankly, cared one of Mr. Shinwell's kettle-mender's imprecations about the Rudge-Whitworth Cup; the Grand Prix d'Endurance was the thing, and a thing, from Barbarou's point of view, worth winning. He brought it off the very next year, when de Courcelles and Rossignol on the leading Lorraine covered 1,388 miles, winning by 45 miles from Chasagne and Davis on the 3-litre Sunbeam, with Stalter and Brisson's Lorraine third. And he confirmed it in no uncertain manner in 1926, when the Lorraine-Dietrich team scored a grand slam with the first three places and a distance for the winner of 1,589 miles. That was the apotheosis of the post-war Lorraine-Dietrich, and it was also, perhaps, the high-spot in the career of Marius Barbarou.

Lorraine-Dietrich, I am told, are still going. I believe that they make lorries now.



# THE RIGHT FORMULA—9 cwt. and 40 b.h.p.!

## Impressive Prototype of New Cooper Sports Two-seater— and Some Notes on the Racing Coopers

"MOTOR SPORT" has been preaching for some time the desirability of developing small or medium-sized sports cars in keeping with present-day austerity, *i.e.*, cars giving a reasonable fuel consumption and entailing moderate maintenance charges while offering a genuine high performance. We have repeatedly suggested that if a good proprietary engine unit were installed in a really lightweight car these ideals could be attained simply and effectively. The use of a proprietary engine is suggested in order to offer the potential customer a known factor of reliability and established servicing charges, and also because the adoption (or adaptation) of such an engine simplifies production and so should materially reduce the purchase price of the car.

We have dealt with such cars as they have come to our notice, and none is more interesting than the prototype of the Cisitalia-like Cooper sports two-seater which we inspected at Surbiton last month. The recipe, briefly, is the chassis of the famous Cooper 500 (or 1,000) racing car and a moderately-"hotted" Vauxhall Twelve engine, which, converted into round figures, means a dry weight for the complete car, road-equipped, of approximately 9 cwt., and a power output in the region of 40 b.h.p.

The narrow channel-section chassis, with independent suspension front and back by fabricated wishbones and transverse leaf springs, is retained, but the length of the rear spring and wishbones is slightly increased to obviate all but half-an-inch of the crab-track of the racing car. Into the front, *not rear*, of this chassis has been installed the 1.4-litre Vauxhall Twelve engine, now with two S.U. carburettors and a four-branch exhaust system. The Vauxhall gearbox, controlled by a pleasantly-acting central gear-lever, is retained; also the normal propeller-shaft, while the Vauxhall rear-axle banjo is built neatly into the fabricated chassis member which usually accommodates the sprocket for the chain final-drive of the racing car. The *i.r.s.*, incorporating universally-jointed drive-shafts, is thus retained.

On to this chassis has been built a modern aerodynamically-clean two-seater body of 18-gauge light-alloy panels on a welded strip-steel framework, with a surprisingly roomy and comfortable cockpit, an aircraft-type drop-flap on each side assisting driver and passenger to enter and leave the car. A locker in the rounded tail accommodates a 7-gallon fuel tank, the spare wheel, and the hood when furled, a fabric strip-cover closing the aperture. The prototype is professionally finished in blue, with the perhaps startling choice of red upholstery, and has a fold-flat screen, close-up wings, those at the front turning with the wheels, and headlamps set

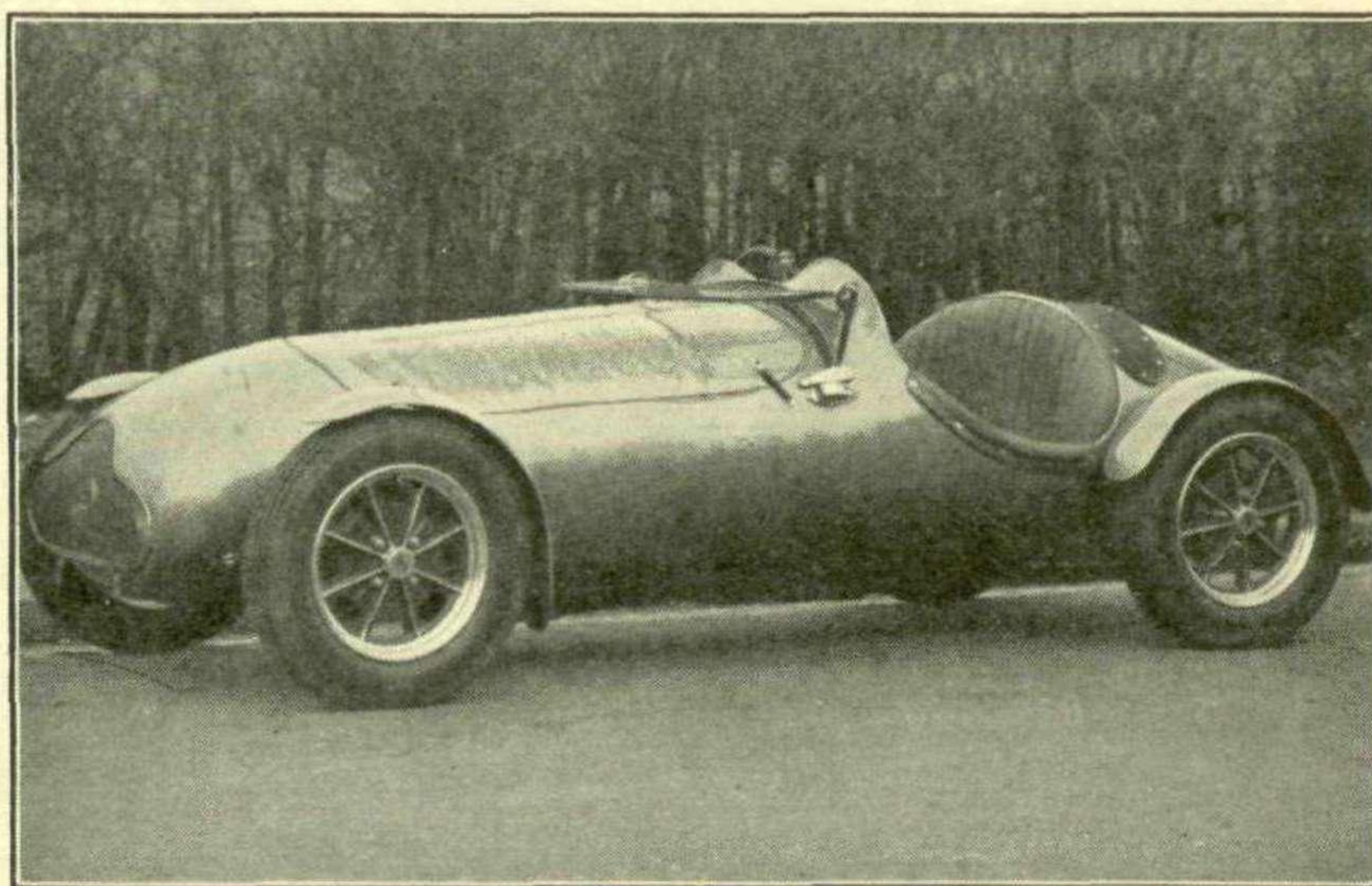
low down behind the nose-grille. The Vauxhall gear-lever is suitably cranked so as to be conveniently located, and a Ford "umbrella-handle" brake-lever, placed beside it, is cable-linked to the brakes.

The wheelbase of this sports Cooper is 7 ft. 1 in. and one's first impression is that the car is remarkably small, an impression emphasised by the very low build (the top of the scuttle is only 2 ft. 7½ in. from the ground) and the 15-in. tyres. (Actually the Cisitalia has a wheelbase of only 6 ft. 6½ in., and the same size tyres.) The driver "wears," rather than sits in, the car and visibility is truly excellent. The seating and driving position are notably comfortable, and the steering wheel, small and at present rather thick-rimmed, is pleasantly reminiscent of F.I.A.T. or Lancia. The scuttle has two wind-deflecting humps and the fascia contents itself with four dials, unconnected or yet to be fitted when we examined the car.

A short drive showed the sports Cooper to be indeed an acceptable vehicle. It accelerated well, the engine revving in a manner that made downward changes, even on the three-speed gearbox, a slick business. The whole car felt taut, and it could be swerved from side to side with no loss of control. The Lockheed 2LS brakes, stamped on hard, were incredibly powerful, suggesting the dropping of a gigantic anchor; the steering was firm and accurate, and how anyone could ever have an accident in a car so responsive, so stable, and from which it is so easy to see, would be difficult to explain.

One of our contemporaries has described the suspension as deflecting excessively, while another states that the rear springing is a trifle harsh. We hesitate to disagree with such authorities, but to us the action seemed just right, for although there *was* some up-and-down motion over rough side roads, the comfortable upholstery absorbed all shock, and the little car rode on an absolutely level keel, with no pitching, so that the harshness over which vintage sports car folk enthuse certainly isn't evident, while how a car that can be taken so fast through S-bends and be swung from kerb to kerb at speed without rolling can be said to have excessive suspension deflection we do not pretend to know. Praise must be bestowed on the Newton struts, but it has to be admitted that the rear spring had "settled" and may require stiffening up on production cars.

So far as performance is concerned, the engine is unobtrusive and acceleration therefore deceptive, but peak in the indirect gears was soon reached. Maximum speed on the present axle ratio of 4 to 1 is said to be approximately 84 m.p.h., but a 3.5-to-1 final drive is to be tried, when an even higher maximum, with a fuel consumption in the region of 30 m.p.g., even when driving hard, should be realised. The Cooper certainly has plenty of urge, it being possible to take corners or roundabouts in a power-slide with the tail floating outwards. It would make an admirable "racing-trainer" and an enterprising driver of a Cooper 500 or Cooper 1,000 could not do better than use a sports Cooper for



COMPACT AND CONTINENTAL.—The sports two-seater Cooper, claimed to weigh 9 cwt. dry with two-carburettor Vauxhall Twelve engine.

his or her ordinary motoring, in order to become thoroughly accustomed to the marque's handling characteristics.

It is only fair to say that the car described is a one-off prototype and that certain modifications will doubtless be made before production commences. Other engines may be tried, although, as Cooper's Garage are Vauxhall agents and John Cooper's father drives a new Vauxhall "Velox," we may expect a Vauxhall unit to be strongly favoured. The petrol tank will be placed behind instead of in front of the back axle to provide a little luggage-space in the tail, and an even lower bonnet-line may be introduced—as it is, the valve cover is only about an inch below the panel. The price has yet to be settled, and an announcement will be keenly awaited, for there must be a big potential market for an up-to-the-minute 80 to 90-m.p.h. car using a reliable proprietary engine and other components, and which is economical even when optimum performance is used continually.

It is not possible to be blasé on a visit to Cooper's Garage! For here British racing cars, not unjustly referred to as "miniature Auto-Unions," are in brisk production. It all came about when John Cooper expressed a desire to compete in 500 Club events. His father, who used to prepare Kaye Don's cars, including the notorious Wolseley "Viper," produced

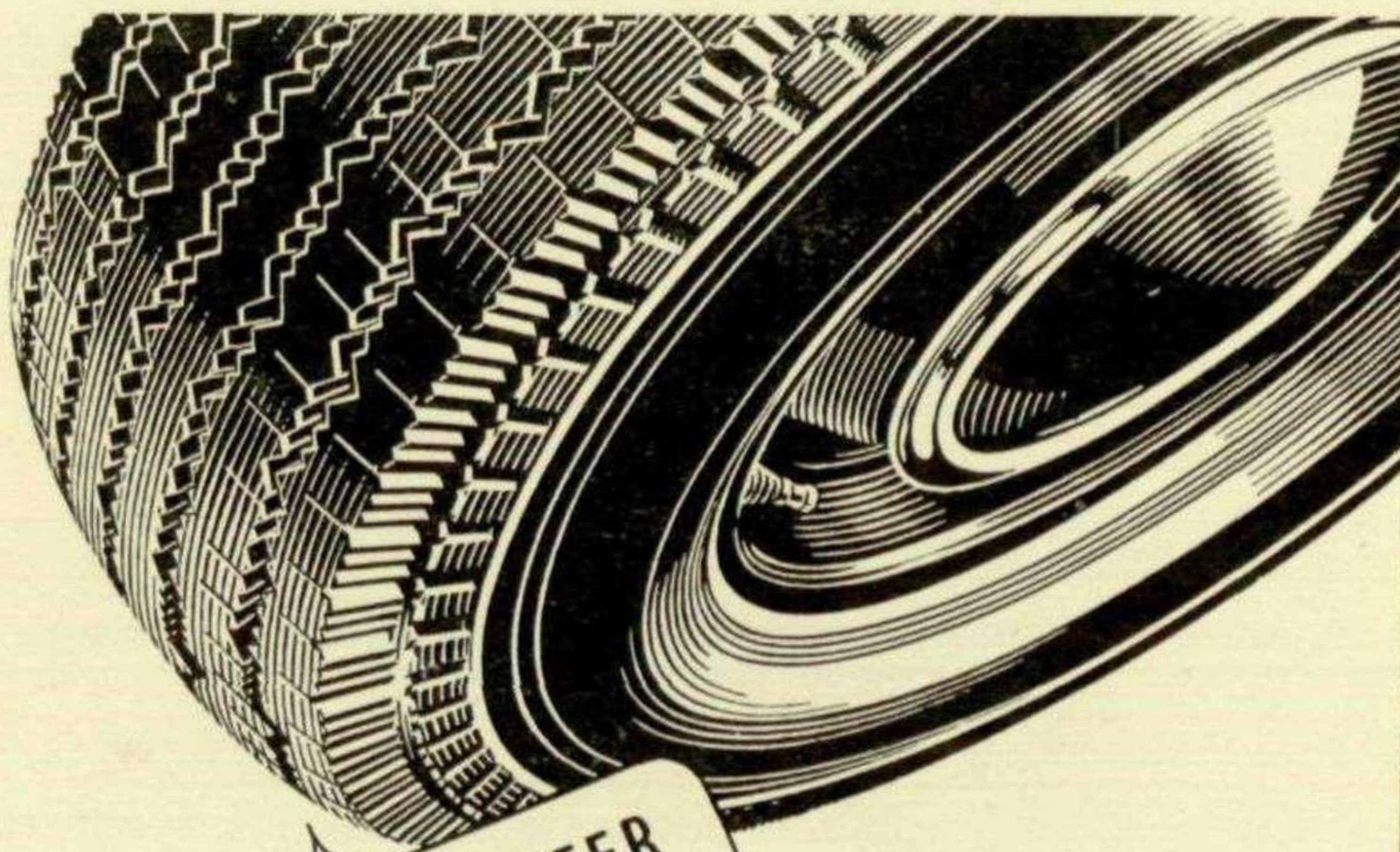
the first Cooper, today the most successful of all the "500s." John pressed him to go into production, so his father agreed to build a batch of twelve, using J.A.P. engines. That was about a twelvemonth ago last January, and now the third dozen-batch of Coopers is well towards completion, and they are being shipped all over the world. Last year 24 cars were produced, into three of which V-twin 1,000-c.c. engines were installed, and this year ten owners already propose to fit such engines into their cars.

The V-twin engine necessitates a slightly longer chassis and wider front wishbones are used. So far, no one is sure which will prove the better engine, the J.A.P. or the Vincent-H.R.D. At the time of our visit a Cooper with one of the former engines was on view in New York, while, as if to emphasise the world-demand for these little cars, in the showroom at Surbiton was a Cooper 500 destined for Sweden, which came within the customer's stipulated weight-maximum of 500 lb. Incidentally, the idea of installing a V-twin engine came to the Coopers towards the end of 1947, and Rhiando provided John with a Speedway J.A.P. out of one of his Skirrows for the experiment, which, as we now know, proved highly successful. This season Stirling Moss, George Abecassis, John Appleton, George Hartwell, Leitch, Watkins, Baring, Andrews, Prosser, Pathey, Logan,

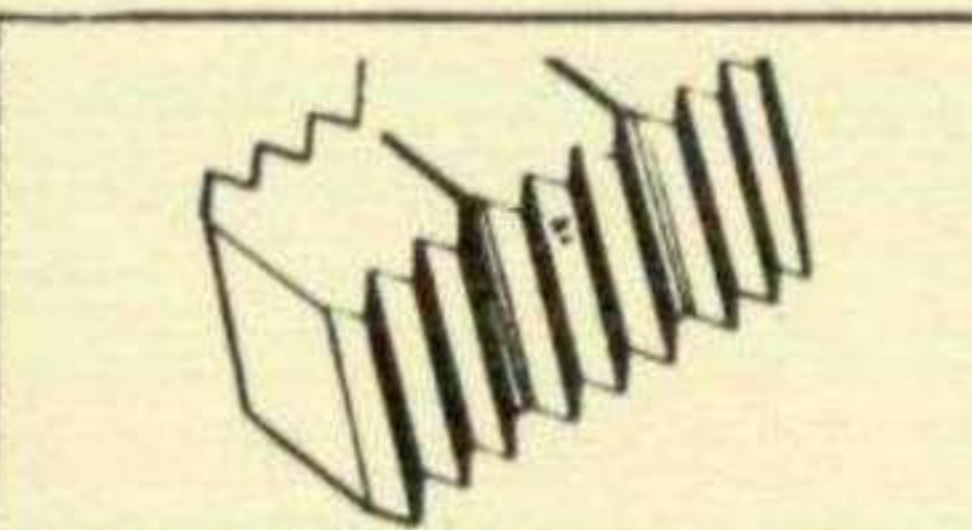
Rhiando, John Cooper and, brave girl, Sylvia Bloomer, intend to race Cooper 1,000s.

The major parts of the Cooper chassis are of fabricated construction, shaped and welded-up in simple jigs, but so well finished as to suggest machining from the solid. The bodies are made and painted at Surbiton. Interesting developments concern a neat Z.F. differential unit incorporated in the final drive sprocket, new magnesium-alloy wheels which are even lighter than the original aluminium alloy wheels, and the new combined fuel and oil tank above the engine. An 8½ to 9-gallon long-range tank can be accommodated under the scuttle, and, if required, another can be fitted beneath the seat. Cooper has discovered that getting rid of the hot air is nearly as important as leading in cool air; air enters through scoops on the bonnet and under the seat and leaves *via* louvres and the open-ended tail. A minor modification relates to the angle of the seat-back, which now gives more room in the cockpit. These Coopers appeal as beautiful little racing cars which look essentially right and well finished—and which have certainly proved themselves in competition.

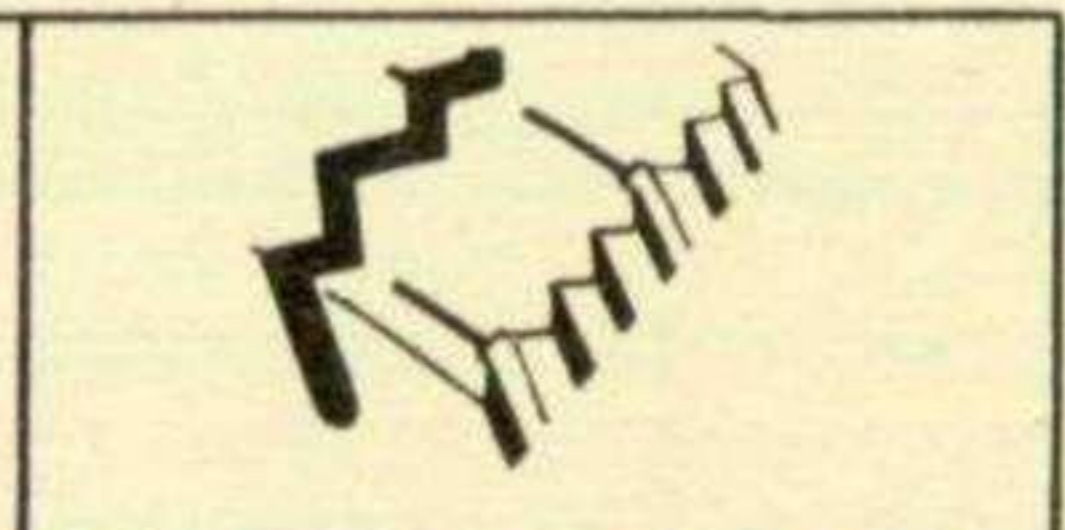
Information about these 500-c.c. and 1,000-c.c. racing jobs and the new sports Cooper can be obtained from Cooper's Garage, 243, Ewell Road, Surbiton, Surrey (Elmbridge 3346).—W. B.



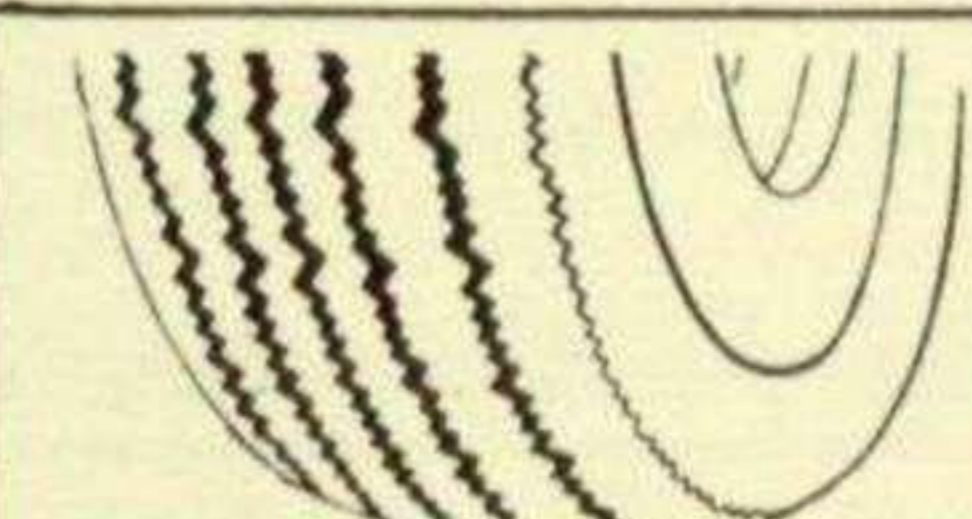
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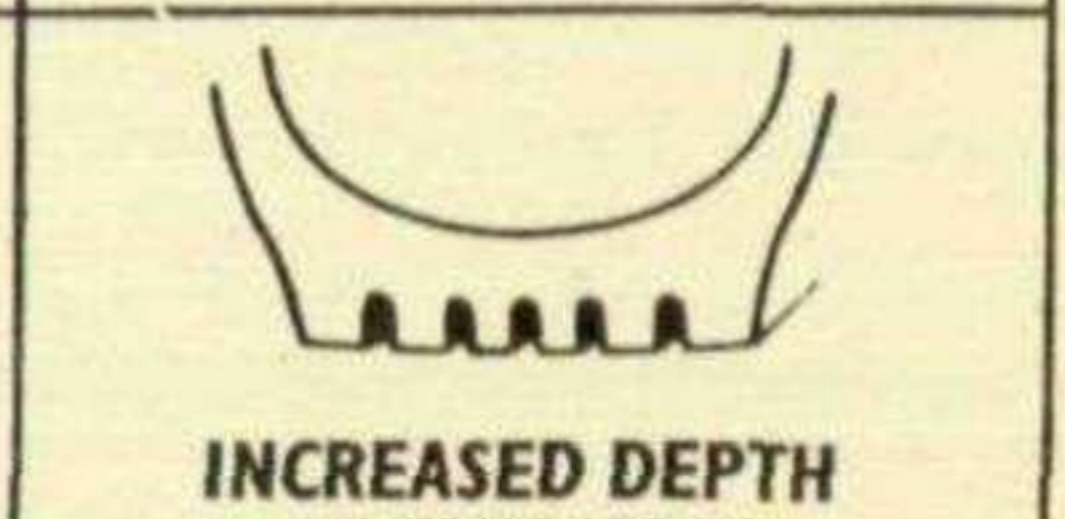
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IN THE *new* **DUNLOP TYRE**

**THE WORLD'S MASTER TYRE**

## A Busy Week-end with

# THE NEW VAUXHALL "VELOX"

*A Refined, Comfortable Car, Effortless to Drive and Offering American-car Acceleration to High Speeds from 2½ litres, with Commendable Economy*

**A** WEEK-END when we had to "cover" different events in diverse directions, the shipment of the Glasgow contingent of the Monte Carlo Rally included, coincided, fortunately for us, with the arrival for test of the new Vauxhall "Velox" saloon. Throughout 435 varied miles this car provided restful, rapid transport, and contrived to average approx. 25 m.p.g. throughout, calling for no oil and only a little water for the pressurised cooling system.

These new Vauxhalls, of which the "Velox" is the six-cylinder 18-h.p., 2½-litre version, have aroused considerable controversy since their appearance at Earls Court. Granted they are not entirely the enthusiasts' cup-of-tea, being softly sprung, with somewhat vague steering, and styled in the modern manner, the fact is that they fill the bill presented to present-day manufacturers by a very large proportion of their potential customers. That is to say, these cars are simple to drive, refined and essentially comfortable, and capable of excellent average speeds. From our point of view the "Velox" is interesting because on 2½ litres it offers a direct challenge, in respect of riding comfort, silent effortless running, and acceleration to quite high speeds, to the far larger American automobile.

Critics have pointed to these Vauxhalls as small for their engine size and as having but three forward speeds. Answering them, we can say that the "Velox" possesses ample width front and back, even with the rear arm-rest lowered, and generous headroom, and that it is easy to enter and leave, while the luggage accommodation is also generous, even if nothing would induce us to pack expensive suitcases on top of the unprotected spare wheel found within the unlined locker. So far as lack of a fourth speed is concerned, the fact is that the "Velox" is essentially a top-gear car. Its o.h.v. engine, peaking, curiously, at the same speed, i.e., 3,300 r.p.m., as did that of the OE "30/98" Vauxhall, is one of the smoothest and most willing units we have encountered and is free from vibration periods and flat spots, and devoid of any tendency to "pink." Yet it has very real power, as you might expect if you have contemplated the manner in which a laden Bedford lorry goes about its task. Although the "Velox's" highest ratio is 4.125 to 1, it will run down to 5 m.p.h. in that gear and accelerate smoothly therefrom without a change-down. Indeed, from about 25 m.p.h. the pick-up changes into very real acceleration, which continues right up to some 70 to 75 m.p.h.

Such acceleration makes the Vauxhall a delight to drive, whether it is used from 20 to 40 m.p.h. for overtaking in traffic, or from 50 to 70 m.p.h. on the open road.

Such acceleration is sufficient to make many so-called sports cars and American "land-cruisers" lag behind. Small wonder that even your enthusiast finds himself staying in top from 10 m.p.h. corners and the average owner well content to get into second gear at about

enjoy himself if he *does* use the gears, 25 m.p.h. coming up on the speedometer in bottom and 55 m.p.h. in second gear with no evident distress beyond some excitement within the interior-heater if its water-cock is "on." Moreover, this car has speed. No opportunity occurred to check it, but the speedometer goes so readily to 80 m.p.h. that we can well believe other testers who have written down the true maximum of this "Velox" as a genuine 75 m.p.h. Cruising at an indicated 70 m.p.h. is to drive naturally, and a short downhill stretch took the speedometer needle well beyond 90 m.p.h.

Not only on account of its one-gear characteristic is the new six-cylinder Vauxhall a really effortless car to drive. Its very comfortable bench-type leather seat adjusts, against a spring, after a side-lever is released, close up to a well-placed steering wheel—although to find three T-set (sprung) spokes in the aforementioned wheel seems a trifle odd. Clutch, brake and throttle pedals are well placed, though the last-named is below and somewhat remote from the brake pedal; all work lightly and effectively. The clutch is smooth, the Vauxhall-Lockheed brakes about the most powerful we have met for many a month, as well as being quite silent, progressive and free from fade, while the steering, again, is smooth and light. Visibility, too, is good, even if neither front wing is in view and if the screen pillars seem unduly thick with the seat fully forward.

With such pleasantly-functioning controls the Vauxhall goes silently and quickly through traffic, making the minimum of demand on its driver. The

### THE VAUXHALL "VELOX" SALOON

**Engine:** Six cylinders, 69.5 by 100 mm. (2,275 c.c.), R.A.C. h.p. 17.96; 54½ b.h.p. at 3,300 r.p.m. 6.75-to-1 compression ratio.

**Gear ratios:** 1st, 14.15 to 1; 2nd, 6.76 to 1; top, 4.125 to 1.

**Tyres:** Firestone 5.25 by 16 on steel disc wheels.

**Steering ratio:** 2½ turns, lock to lock (ratio 15¼ to 1).

**Fuel capacity:** 10 gallons (range approx. 250 miles).

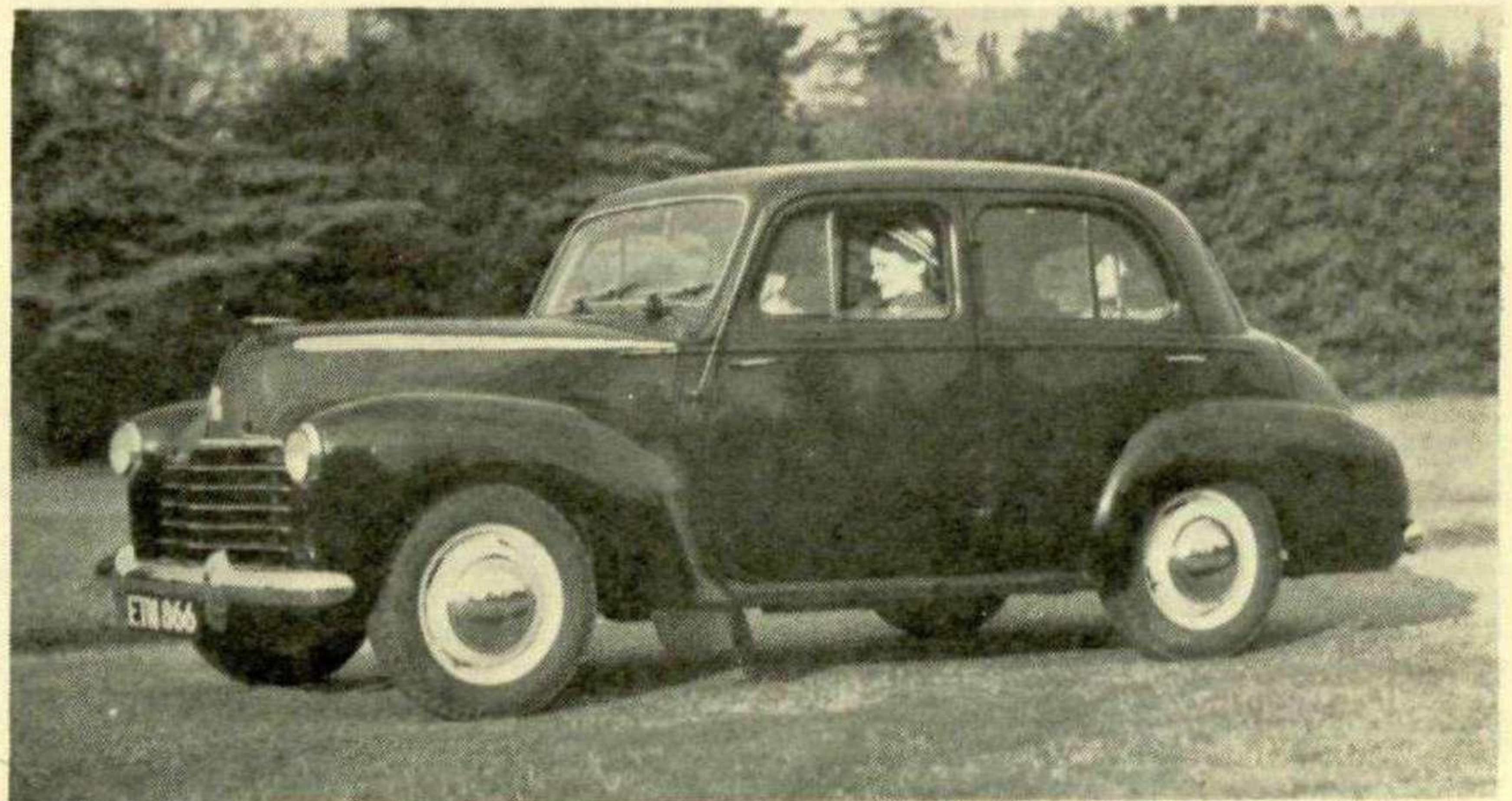
**Wheelbase:** 8 ft. 1¾ in.

**Track:** Front, 4 ft. 1½ in.; rear, 4 ft. 1¾ in.

**Overall dimensions:** 13 ft. 8½ in. by 5 ft. 5 in. by 5 ft. 2 in. Ground clearance, 7½ in.

**Makers:** Vauxhall Motors Ltd., Luton, Bedfordshire.

10 m.p.h. after starting from rest, and to get out of second gear without exceeding 25 m.p.h. Purely as an indication of the engine's ability, it is possible to start in top gear without "revving" unduly. Obviously, a man in a hurry can really



**MODERN "VELOX."**—Offering American-car acceleration, a 75 m.p.h. maximum and 25 m.p.g. fuel economy, the Vauxhall "Velox" represents good value and a useful way of covering the ground.

gear-lever, on the left of the steering column, is really well located and, apart from occasional difficulty in engaging a gear from rest, couldn't work more easily, for it goes firmly from one position to the next lightly and quickly, good synchromesh being an outstanding feature. It is spring-loaded to the upper, or bottom and reverse-gear, position and has no catch for reverse. The gears are almost inaudible and the car runs really smoothly on the over-run. The right-hand trigger hand-brake holds well but is set rather too far forward under the fascia.

The steering wheel asks just over  $2\frac{1}{2}$  turns lock-to-lock of a generous lock, transmits practically no return motion and the column is absolutely rigid. It is generally accurate steering, although cross-winds tend to make the car wander. The sensation is of gearing a trifle low for speed work, possibly because the castor-action is a thought lethargic about bringing the wheel right back to the straight-ahead position.

The suspension, torsion-bar Dubonnet independent at the front, conventional  $\frac{1}{2}$ -elliptic at the back, hydraulically-damped, is essentially soft, ironing out bad roads so that only a slight tremor along the car, a few minor rattles and the patter of the tyres indicates a road surface which most cars dislike at 20 m.p.h. as the "Velox" sweeps on at nearly 50 m.p.h. Naturally, the nose dips under heavy braking and the car rolls when cornered, but the tyres seldom protest and some cars go much more berserk when violently deflected from straight-ahead than this Vauxhall does.

Looking at the "Velox" generally, before we delve into detail, it can be said that it is unquestionably a brisk car, able to cover long distances at high average speeds without fatiguing its occupants. Moreover, it offers that silky smoothness, silence and comfort once the prerogative of cars in the four-figure price bracket—yet this "Velox" costs only £430, or £550 3s. 11d. when the Government has had its purchase-tax. Actually, equipped as the test-car was, the total price is £586 18s. 8d. The wheelbase is but just over 8 ft., resulting in a significantly low kerb weight, and it is probable that the compact appearance of the car has resulted in the erroneous impression that it is cramped within. Vauxhalls have obviously used the time-honoured formula of "adding more lightness" to achieve excellent performance rivalling that offered by American cars, and for the refinement incorporated at a basic price of only £430 further praise must be bestowed elsewhere.

After which, let us confess that from the viewpoint of the enthusiast the car's handling qualities leave something to be desired, for the steering has a vague sponginess not unfamiliar in modern cars, roll occurs under even moderately brisk cornering, and so powerful are the brakes that care must be used in effecting a crash-stop on wet roads, if sideslips quite as entertaining, if not so prolonged, as those of our valued contributor "Baladeur" are to be avoided. The tendency is towards oversteer, but those familiar with the earlier i.f.s. Vauxhalls will be able to take the "Velox" round corners quite rapidly if not altogether tidily.

The enthusiast, indeed, must remember that in a car possessing such excellent acceleration a driver can afford to be less vigorous round bends and still achieve good A-to-B speeds, and that this is how a large proportion of the world's car buyers are minded. That the Vauxhall is so successful a challenge to the multi-litred automobiles of the U.S.A. offers us any excuse needed for including a test report on it in our pages.

To run briefly over the detail-work, the exceptional silence of the car is marred somewhat by the hum of the very effective interior-heater, which is located in the front compartment instead of under the bonnet. A few minor rattles intrude over rough roads and some wind noise is provoked at speed, otherwise this car is well suited to radio listening-in, the set provided being able to pull in a wide variety of stations and having good tone, but being rather prone to interference from power cables, trees and suchlike.

The test car had covered over 9,000 miles, yet the steering was all but devoid of lost movement. The rear axle, however, gave audible evidence of "play" when the clutch was engaged too briskly, one screw had come away from the interior lining of the body, and a little water came in round the dashboard, while mud tended to seep through the top rearward edges of the front wings and the control knobs of the radio to come off in one's hand. Those were the sole defects; everything else worked and kept working. The engine started easily from cold and pulled away with a minimum of choke, and the battery stood up to hours of parking with the lamps alight. This is noted, because there is no starting handle.

The pivoting half-windows and balanced sliding windows in the doors work well, those at the front being locked by small catches on the doors. Equipment includes front-door pockets, ash-tray for the rear-seat occupants, a lined cubby-hole with a non-lockable tin lid, "pulls" for the rear passengers, set rather far back, loose mats over the carpets, and a good roof-light with rather vague switch. But there is no rear blind, no clock and no trip-recorder on the speedometer. The front doors are hinged at the rear. A handle tucked away by the front passenger releases the catch of the alligator bonnet, which has the usual additional safety-catch and a good prop. The only dials are those of the 80 m.p.h. speedometer, ammeter and uncalibrated fuel gauge, but illuminated warnings indicate that the headlamps are not dipped (why?) or that oil is required.

Starter, choke, lamps and scuttle ventilator have separate pull-out control knobs, which have to be felt for at night as the rather too-bright panel lighting does not illuminate them. This lighting unfortunately comes on with the side-lamps and has to be endured while driving. The built-in headlamps provide good light, until dimmed by the foot dipper, when it becomes rather pathetic. The radio has a tone-knob tucked away beneath the fascia, and the heater selector ("off," "de-ice," "boost") cannot be seen with the seat fully forward, although its water-cock knob is accessible. Good anti-dazzle vizors and an excellent rear-view mirror are fitted and the self-parking

suction screen wipers work admirably, controlled by a tiny lever on the screen sill. The screen, of course, does not open but has twin de-icing ducts to its interior. The roof, too, is fixed. The rather flimsy luggage locker lid is light to raise and has a good automatic prop. Beneath it are effective twin rear lamps and "stop" lamps, and the car has substantial bumpers. The self-cancelling direction indicators function well, operated from a large control ring on the steering wheel, in the centre of which is the push for the rather feeble horn. We noticed slight interior-reflection in the screen only in bright sunlight.

An ingenious quick-release, flush-fitting fuel filler is fitted in the near-side rear wing but the actual orifice is irritatingly small if a can has to be used. The radio aerial is telescopic. There is only a narrow shelf available for coats, etc., behind the rear seat. The clear floor space and wide doors are appreciated when entering and leaving the car. The ignition key serves also for the rear locker and door-lock.

These new Vauxhalls have a neat, compact appearance and impress as light, gaily-coloured carriages. They appear high and, indeed, the ground clearance is the useful one of  $7\frac{1}{16}$  in., loaded. In our view, the frontal aspect is rendered unnecessarily cumbersome by a radiator grille resembling the cow-catcher of a Canadian Pacific locomotive, the difference being that a cow-catcher serves a useful purpose.

In conclusion, the new Vauxhall "Velox" is a grand car to drive on straight roads, its high maximum speed, its extremely rapid top-gear acceleration and effortless cruising up to 70 or more m.p.h. leaving a profound impression, while it is one of those rare cars which has no single adverse feature, representing extremely good value for money, judged as a whole. We refuse to be drawn into a comparison between the car tested and the "Velox" of an earlier era except to observe that in the latter we should certainly have been more aware of the elements than was the case at any time during the present test!—W. B.

## ALTA CYLINDER HEADS

It is good news for Austin Seven enthusiasts that the Alta aluminium cylinder head, which was in such demand before the war, is to be put on the market again. These heads produce increased power and smoother running, having carefully-formed combustion chambers in which the sparking plug is inclined above the exhaust valve in the best modern tradition. The head fits any Austin Seven, using a standard gasket, and increases the compression-ratio from 5 to 1 to 6.2 to 1. Before the war the claim was made that the Alta head was well-suited to No. 1 petrol, so it should be just the thing for use with "Pool." There is, naturally, some reduction in engine weight by using one of these heads. The price is £5 10s. and the manufacturers are the Alta Car and Engineering Co., Ltd., Fullers Way, Kingston By-Pass, Surbiton, Surrey.

# Aerodynamic Body Construction

by RAY BROCK

We of MOTOR SPORT are believers in the achievement of high performance by weight reduction and streamlining. But this entails a new conception in coachbuilding. Consequently, we are glad to publish this most interesting article by Ray Brock on how he built the required aerodynamic coupé body for his 1½-litre H.R.G. The methods of construction and the weights of individual components quoted will be of much interest to those contemplating similar body-building activities.—Ed.

HAVE you ever thought of the car you would really like to have, and then decided that no one appeared likely to build it? Thought of all the things you liked in several different cars, and then all the things you disliked in those same cars? How hopeless it always appeared to expect any one manufacturer to see things in the same light.

I had this phobia during the war, and then after the war decided, as usual, that I must put up with the best alternative, if I could even get that!

After a while I decided that, much as I disliked an open car, I could tolerate the Aerodynamic H.R.G., if only because of the other good points, and I finally placed an order.

The months rolled by . . . there seemed no hopes of delivery . . . and then I met a fellow who had made several bodies for his "special," and it all appeared just too easy as he described it. I also discovered that there were plenty of chassis if only I dared. The time came rather late in my life for this sort of thing, and I must make it plain that I have had no engineering training, and had never done anything like this before. Moreover, I knew that the result would have to carry my wife and pass her criticisms! However, I ordered a 1½-litre chassis.

I set out the essential and the desirable points of the body pretty clearly before I even got the chassis, and later had to modify them as various snags arose.

(1) I wanted a two-seater with really comfortable seats and air cushions.

(2) It must be either *coupe de ville* if not fully enclosed.

(3) It must be well streamlined.

(4) It must have superb brakes.

(5) It must have an air heater. (As you will see, I got it!!!)

(6) It must have extremely good visibility, including very thin screen pillars and a really large rear window.

(7) It must have as little wood as possible in its construction.

(8) It must have really light doors. This ruled out winding windows, but I had expected to use sliding windows, anyway.

(9) Above all, it must be lively and light. After driving the chassis this point had added importance.

I saw the method of construction used in the Aerodynamic H.R.G., with thin steel tubes welded to form a framework of the full shape with an alloy coverwork, and decided that this could hardly be bettered, so I bought a welding outfit and learned to weld. Actually, I found that I preferred to use Sifbronze for thin steel, and used this throughout. There are some "dud" welds, I expect, but they are still holding together!

The great adventure started on December 18th, 1947, when I collected the chassis and couldn't resist a trial run. This in forgotten motor-cycle clothing, on an ice-cold day! The French have a word—*epatant* . . . it was! Up a local hill of 1-in-7, where many years ago my fastest racing motor-cycles used to do 50 m.p.h. after the bottom corner, I got 65 m.p.h. in third before cutting out. This coloured all my subsequent work, and made me terribly weight-conscious, far more so than before. It meant that I was now prepared to sacrifice many luxury details to reduce weight, and I fear that the final job is definitely less well finished in consequence.

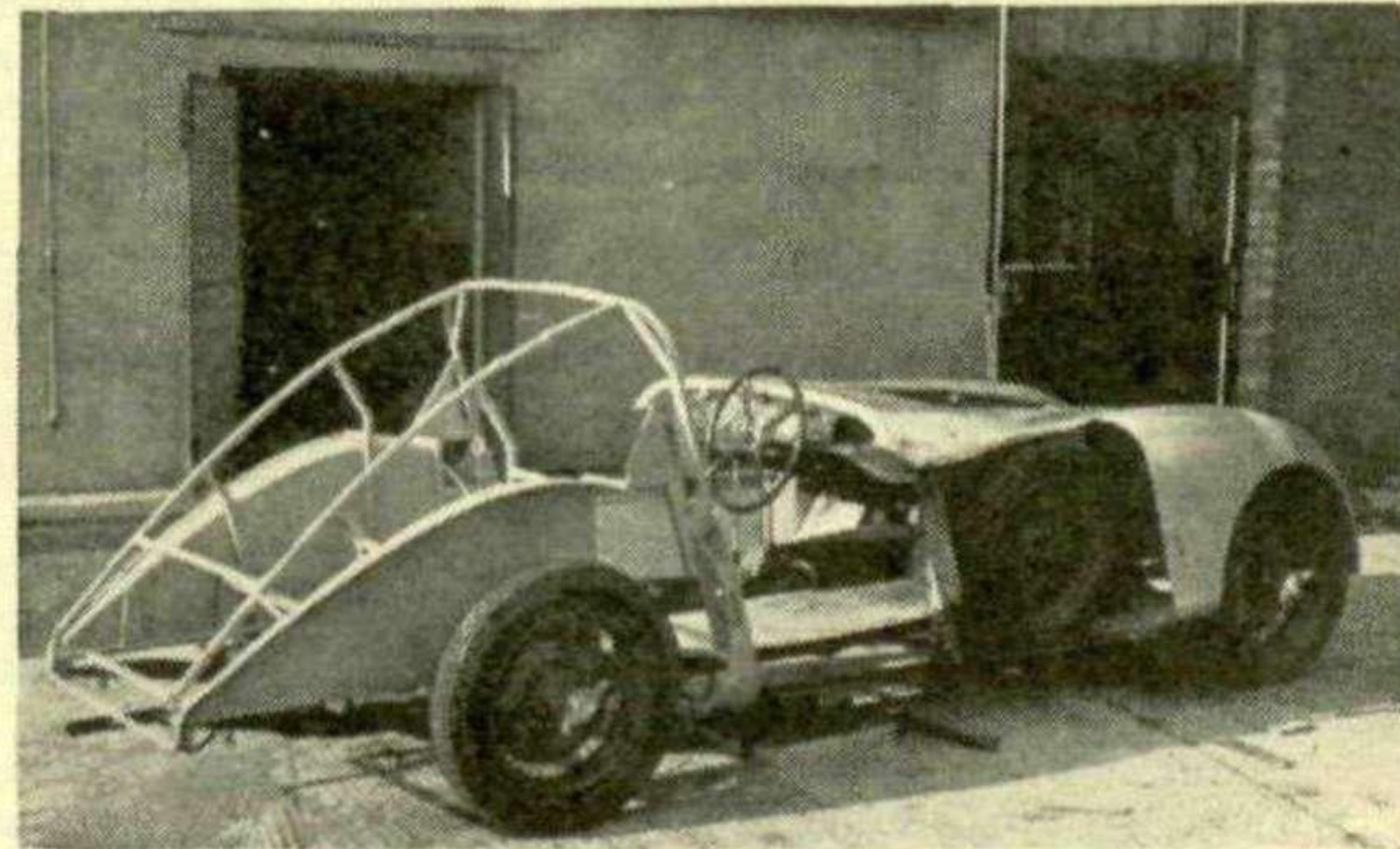
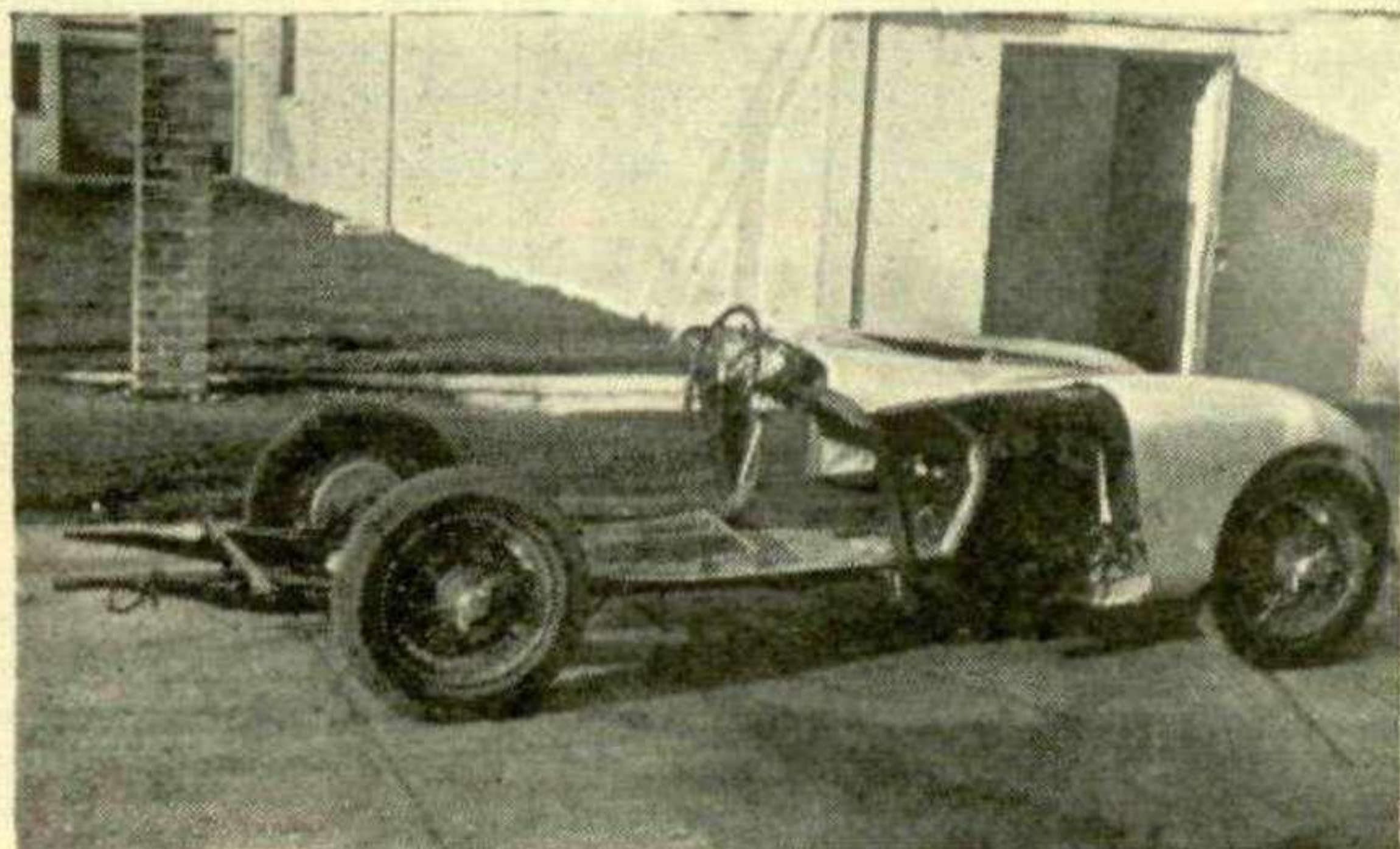
Later I ran the car at each stage in the building, and noted only too well how each piece added cut down the shattering acceleration! In fact, the complete chassis weighed about 12 cwt., and the engine gave about 55 b.h.p., so that the power-per-cwt. was pretty high, and any addition made an appreciable percentage increase to the total weight. It is only fair to point out that the H.R.G. chassis

is really complete, with all instruments on a full dash, and with lamps (unfitted) and all tools and accessories. I had the Aerodynamic chassis with the side petrol tank, and brackets for the wide body, but without any fittings for the spare wheel as they are a part of the bodywork. By these standards the chassis is one of the lightest there is, the tendency elsewhere being to remove everything before weighing.

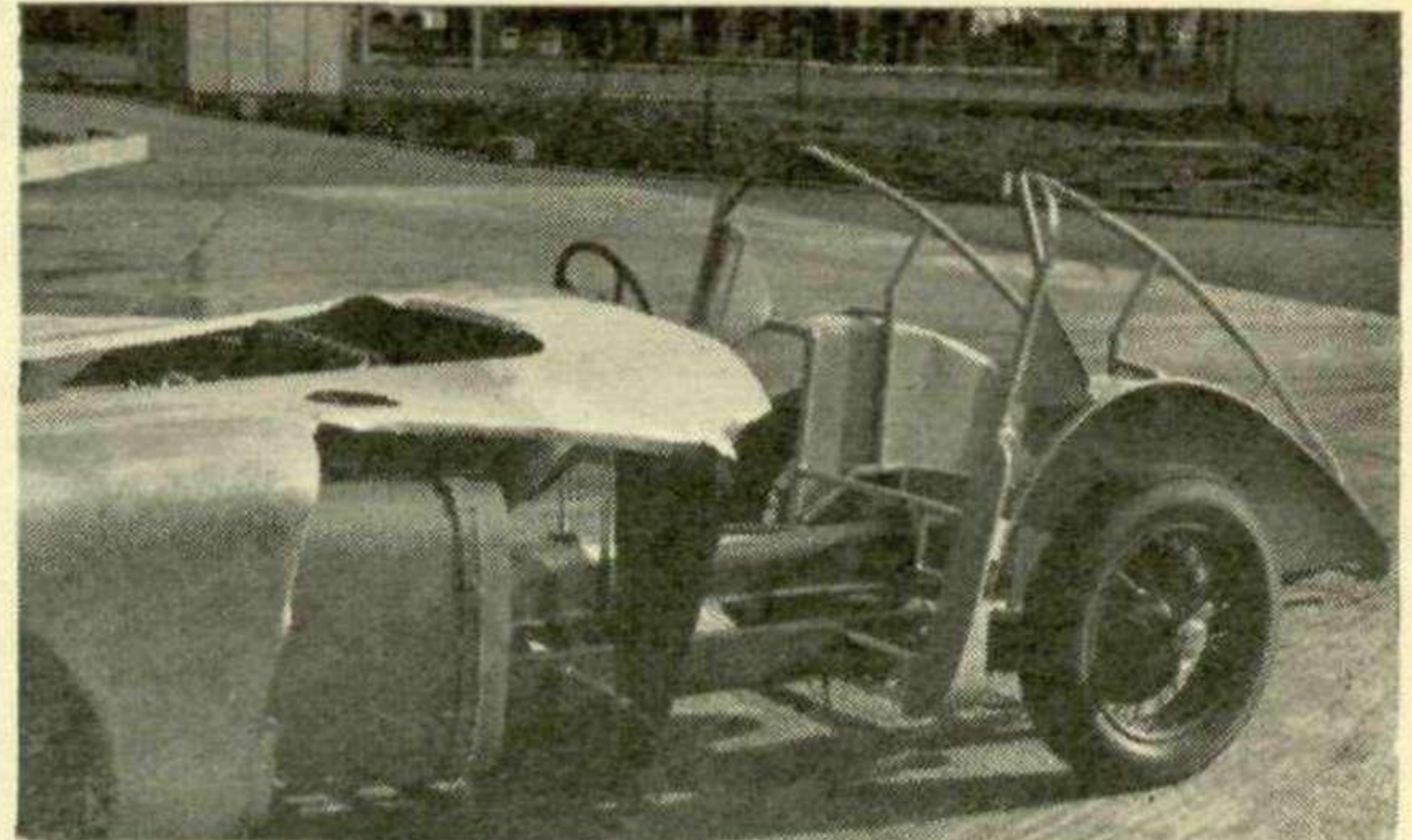
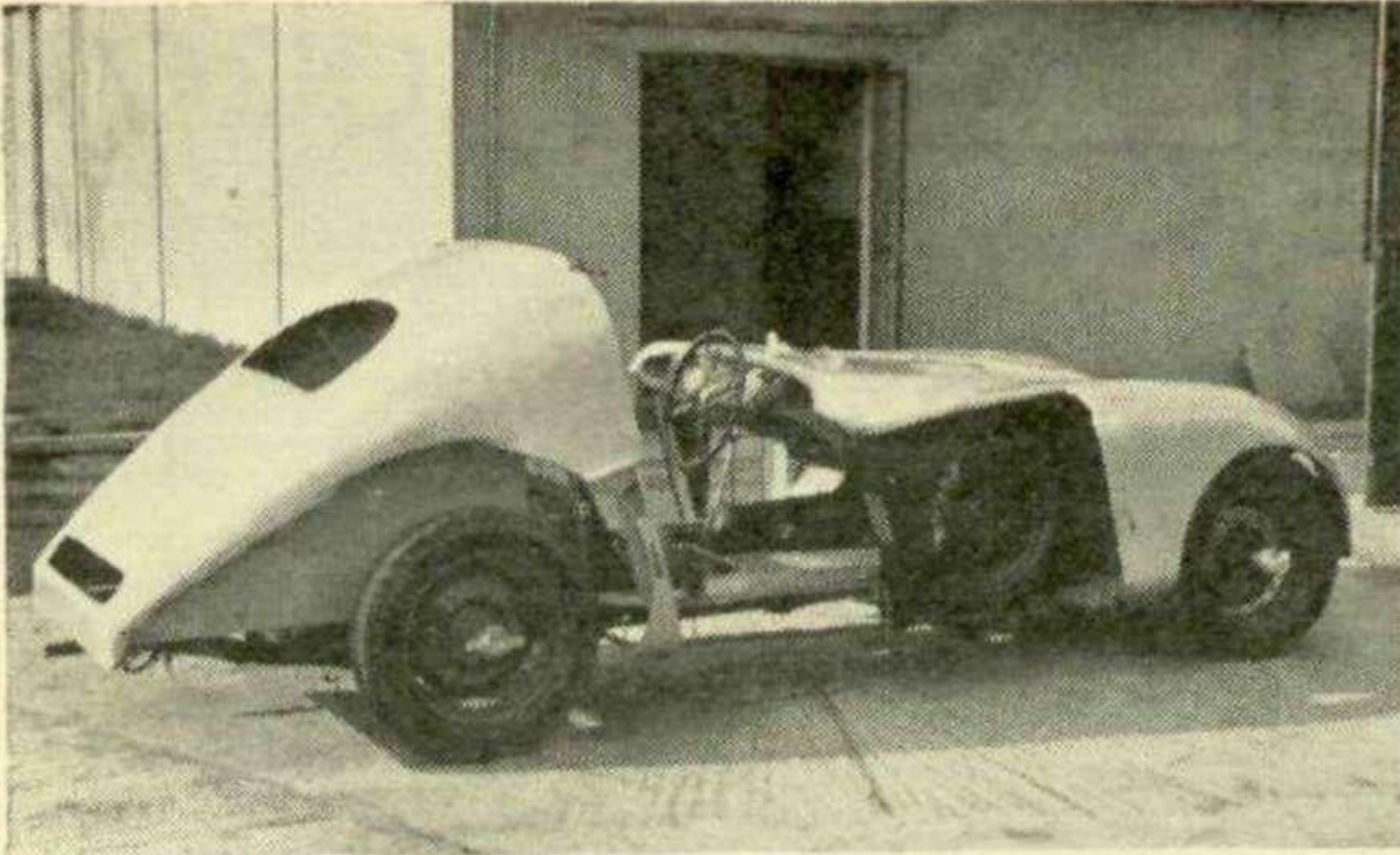
From December 29th to February 8th the chassis remained in the garage while the framework was made and the minimum panelling, etc., fitted to make it drivable. I wanted to drive it earlier, but so many chassis parts had to be removed to fit the framework that it wasn't safe, and I spent quite a while at the end trying to make sure that I hadn't forgotten anything vital.

The work was all done in an ordinary single-car garage usually without heat, and the only tools used for most of the structure were electric drills, hand shears, a rubber mallet (the mug's best friend) and vices, together with all the usual car tools. The windscreen was built by a works foreman in his spare time, as I really did want this to look nice, while the outer aluminium panels were cut exactly to shape and welded, also at week-ends, by two experts.

I was lucky enough to acquire quite a lot of the actual wing panels, etc., already rough-shaped, so that there was comparatively little serious "panel-bashing" to do, and the expert who came for several Sundays taught me enough to enable me to do all the panels which did not show. Actually, although the panelling is the part that makes or mars the car, from the appearance point of view, the time spent on this was only a very small fraction of the total time required. It is the frames and scores of oddments which take up the time.



EARLY STAGES.—The first coverings go on the H.R.G. chassis, and the framework for the tail fairings can be seen.



PROGRESSING.—The left-hand picture shows the front wing, bonnet and tail panels and spare wheel storage; the right-hand picture depicts an earlier stage and the side fuel tank location.

The first major task was the front frame. I particularly wanted to copy the H.R.G. shape, which seemed to me to be exactly right, and I got the loan of the main jig for this for one Sunday only. I had one fitter for help and we worked from 8.30 a.m. to 7.30 p.m. with one break for a drink! No food, tea, or anything, as the café we relied on was shut! It was imperative to finish that day, so we just got down to it, and I was quite scorched from welding while the fitter cut and fitted the tubes.

Later, when I made the rear frame myself, there was no such rush, and I was able to bend the tubes nicely in the hinges of the garage door, but fitting and holding while welding was certainly a trial of patience.

I was lucky enough to find that my gardener was really keen on cars, and later he came as an assistant for all the work needing another pair of hands, and, finally, he made quite a lot of the undershields. This, of course, eased the troubles of assembly, where previously I had had so much trouble clamping things in alignment during welding.

For four months I worked from 5.30 to 9 p.m. or later, for three evenings at least, and all week-ends, and there is still a little work going on, so that there was an impressive total of man-hours. In general, I got down to all the bending, fitting and welding, while the more refined work required was done at odd times by the aforementioned works foreman. I knew it wasn't worth wasting time learning to turn and mill, so what little of that was needed was left to an expert!

All parts were weighed before final fitting, and we were very pleased to find that the front and rear sections, complete with panelling, weighed nearly the same—57 and 59 lb., respectively. While the experts were finishing-off the outer panels, we got on with the undershield, and this was the greatest weight-saver. It was constructed of 1-mm.-thick aeroplywood, doped with thinned chlorinated rubber solution, which makes it completely oil and waterproof. To give it the necessary rigidity, I first tried sticking on specially-bent dural angle  $\frac{1}{2}$  in. by  $\frac{1}{2}$  in. by 26 gauge, but while this gave astonishing results, the Bostick softened with oil, and rivets were not sufficient. We cured the sticking trouble later with Boscoprene, which is oilproof, but then found the ideal stiffeners. These are now

made from 24-gauge dural tube,  $\frac{3}{8}$  in. i.d., stuck, and fastened by screwing through with dural washers and self-tapping screws. While I hate these screws for steel, they grip dural really well, and the way dural tubes can be delicately bent to curves in the wooden door hinges is delightful.

Anyway, the complete undershield with supports, which were also very light of course, saved about 40 lb. over the normal type, and the experiments were well worth while.

The floors were made from alloy sheet of too light a gauge, and had to be stiffened later with dural sheet at the more heavily-loaded points, but it must be remembered that I deliberately tried to run at the flimsiest stage possible, and was expecting to have to stiffen many parts after test.

On Sunday, February 8th, everyone was present for a special effort to get the car on the road, and this meant fitting the front undershields, the windscreen, and the rear section of body. Memory is a little blurred, but I recall that at 8 p.m. we thought that we should finish by nine o'clock, but did not start the engine until about 11 p.m. Three remained, and we crowded in, with a temporary roof (very), no doors, and no time for final adjustments. After two miles we had to stop to refix the roof, as we couldn't hear ourselves shout, and also because I couldn't declutch! Five miles on, the gardener and I dropped the works foreman and decided that we couldn't stand the roof any longer, so we folded it up and put it in the back, and then went on home, wondering what our wives would say and keeping our fingers crossed in case something major fell off.

In fact, all went well, and from then the car was normally used all the time, each piece being prepared and fitted as ready.

Most of the work up to this stage had gone pretty steadily, but we did have one shocking afternoon fitting the under-bonnet screen wipers. Lining these up, and continually raising and lowering the whole front body, caused more fury than anything else, and we finally finished up with a spare hole that had to be welded up and beaten out the next week-end!

We then found the next major snag. The windscreen was far too large and with too much outward slope. The point is that I had planned a certain size to suit my streamline, and had not intended

to have "tumblehome," but the wind-screen looked so queer without any inward slope that it simply had to be rebuilt. It should be realised that there are two factors involved in these wind-screens. If you have a greater backward slope you must have more glass to give the same visibility, and, apart from the weight, you come to the time when it just isn't rigid enough. You can then stiffen up with a centre strut or use a vee-screen, but there are severe aerodynamic objections to the vee, and I finally compromised on a more upright screen than I like and which I should certainly slope more if I started again, using a centre strut.

The panel expert made up the door panels and I welded up the structure from thin sheet-steel. They are a tremendous success, weighing 9 lb. each! Being so light they never give hinge trouble, and are held by rubber-mounted locks, to allow for chassis whip.

It was at about this stage that I was persuaded to have a solid roof instead of the special spring-loaded hood which I had designed to hold its shape and yet roll back in *coupe de ville* fashion. The expert was so hurt at the thought of all his beautiful curves being spoilt by an ugly wrinkled hood that I gave in, and he made up an amazing set of pieces from templates of brown paper. These, in turn, were made from thin steel pieces which I bent up to get exactly the streamlines I wanted. They are unusual, I realise, but the beetle-browed effect is necessary to gather the overspeeded air as it comes over the top of the windscreen. It is not generally appreciated that it is not sufficient merely to provide a suitable way for the air to flow. It is equally important to provide such curves that the air will not have an opportunity to leave the surface and form a vortex, and this cannot be done with the usual method of cutting off the head immediately after the top of the screen. Likewise, if you have a vee-screen, it is necessary to bulge out the sides of the top of the body to gather the air shot off the sides, which makes the vee-screen a bit of a problem aerodynamically.

It was appreciated that the H.R.G. chassis is decidedly flexible, and provision had to be made for this by making the body in two completely separate halves, and then fixing the doors with rubber-mounted locks to permit relative movement of the two halves. This was quite

simple, but it meant that I was either faced with the alternative of using the roof to hold the chassis rigid, which was impossible with my method of construction, or else devising some way round the problem. Finally, I decided to allow the roof to be a part of the front assembly, *i.e.*, fixed to the top of the windscreen, and to allow it to ride over the front of the rear assembly with a sliding joint. This was done, despite much sniffing by friends, by means of swing bolts and an oiled leather strap as a bearing material, and after some early troubles, the structure has settled down, and appears nicely permanent. It is not very obvious, and after I got out of the habit of loading the belts heavily to damp the movement, the stresses in the roof itself appeared quite reasonable, but of this more anon!

It was while the final rough work on the body was being done that I began to realise how excellent the performance seemed, and I thought of using the car in some competition or other. Until this stage I had merely been making a comfortable two-seater for ordinary use, but Peter Clark needed another enthusiast for an H.R.G. team for the Belgian 24-hour race, and I decided to try, if the body seemed good enough on test. I should like to put on record how I appreciated Peter Clark's trust in my handiwork, at a stage when I seemed to be more doubtful than he was. This decision made the rush more serious than ever, and with this fresh impetus we finished the major body items on March 20th. This included rebuilding the windscreen, and also removing the roof and fitting steel reinforcing pieces in the front corners where the strain was greatest.

Then I had to devote a little time to the chassis details in time for a full-scale speed test with the rest of the team at Moreton Valence aerodrome on April 10th. Still unpainted, but finished except for lots of details, the car did quite well, although naturally it was not as fast as the other two. Very satisfactory, and no serious alterations called for, so that on the Monday the car went in to be partly painted. I had wanted to do everything like this myself, but there was no time left, and I had to be content with doing some of it only. Probably as well . . . I'd never have made it look quite as nice!

During the next period I was doing all the oddments like final undershields, rear floorboards, felt coverings, door locks, etc.

There is an amusing point about the locks. I invented several ingenious but poor methods of eliminating external handles, and then had advice on further streamlining refinements, including the proper way to use deflectors on the sides of the windscreen. These covered half the space I had intended for the sliding windows, and as these were also a flop from the appearance point of view, I had to think again. It was as well that I did, as I think that the solution will find approval. I decided that outside door handles were quite unnecessary if you had an open window, and that doors need not be locked if you could not reach the handle. Therefore, I merely close and lock the windows!

The windows are, therefore, of two distinct parts. There is the front third which is hinged by an ingenious method worked out by the works foreman, and is permanently there, and the rear two-thirds which are instantly detachable and are kept in special pockets behind each seat. The most remarkable part is that the hinged flaps do not need any rigid support at any speed and now have merely a friction hold. They open to a small amount according to the conditions and remain without flapping, and the rear section is merely steadied in position in felt-lined grooves by a phosphor-bronze clip. It just shows what a steady airflow will do to relieve stresses!

When I was getting advice on true streamlines, I also got suggestions on air extractors, particularly noting that the ordinary louvres are the most hopeless method of extracting air ever devised. As a result of the extractors on the bonnet and sides, engine temperature dropped from 85 to 65 deg. C. under identical conditions, and this despite the fact that there were already lots of louvres before I fitted the extractors. There are snags, however, as if sited wrongly they spoil the flow along a good piece of panelling, and they should certainly not be put on just anywhere.

On May 20th, my wife and I loaded up with three suitcases and did 3,500 miles in France, Belgium (including a test over the Spa circuit), Switzerland and Italy. This was a holiday and a final test to see what would break . . . but nothing did! We did, however, encounter what is proving one of the most bothering troubles of all in closed fast cars with undershields and streamlining. It appears that the heat from the enclosed exhaust pipe cannot be prevented

from overheating the interior of the car except by impossible weight penalty from insulation. The very lovely Cisitalia now wears its exhaust system outside the undershield and is reputed to have only three inches ground clearance! We didn't know of this snag, and in hot weather in Milan we nearly cooked. Imagine a 24-hour race like this . . . so I got to work with alloy-foil insulation and asbestos for the pipe. Fair results, but not good enough, and we have now had to rebuild the undershield with a tunnel to take the pipe, which is now out in the airstream. This may do the trick, but otherwise we must use even more insulation, as the result of an undershield in improving streamline is too great to ignore.

The seats were another source of interest. I tried the usual sponge rubber and found it was useless in thicknesses of less than four inches. As I had designed for 1-in.-loaded height from the floor, this would not do, so I tried experiments with air cushions. Finally I got "Float-on Air" cushions made to measure to fit between 3-in. edges of sponge rubber, and this gives nice support to prevent rolling from the seat on corners, and yet permits very low seating. The real leather upholstery, however, has been a shock. The seats are specially made and weigh perhaps 2 lb. each, but the padded upholstery for each weighs about 20 lb. I would like to alter it but it's too nice.

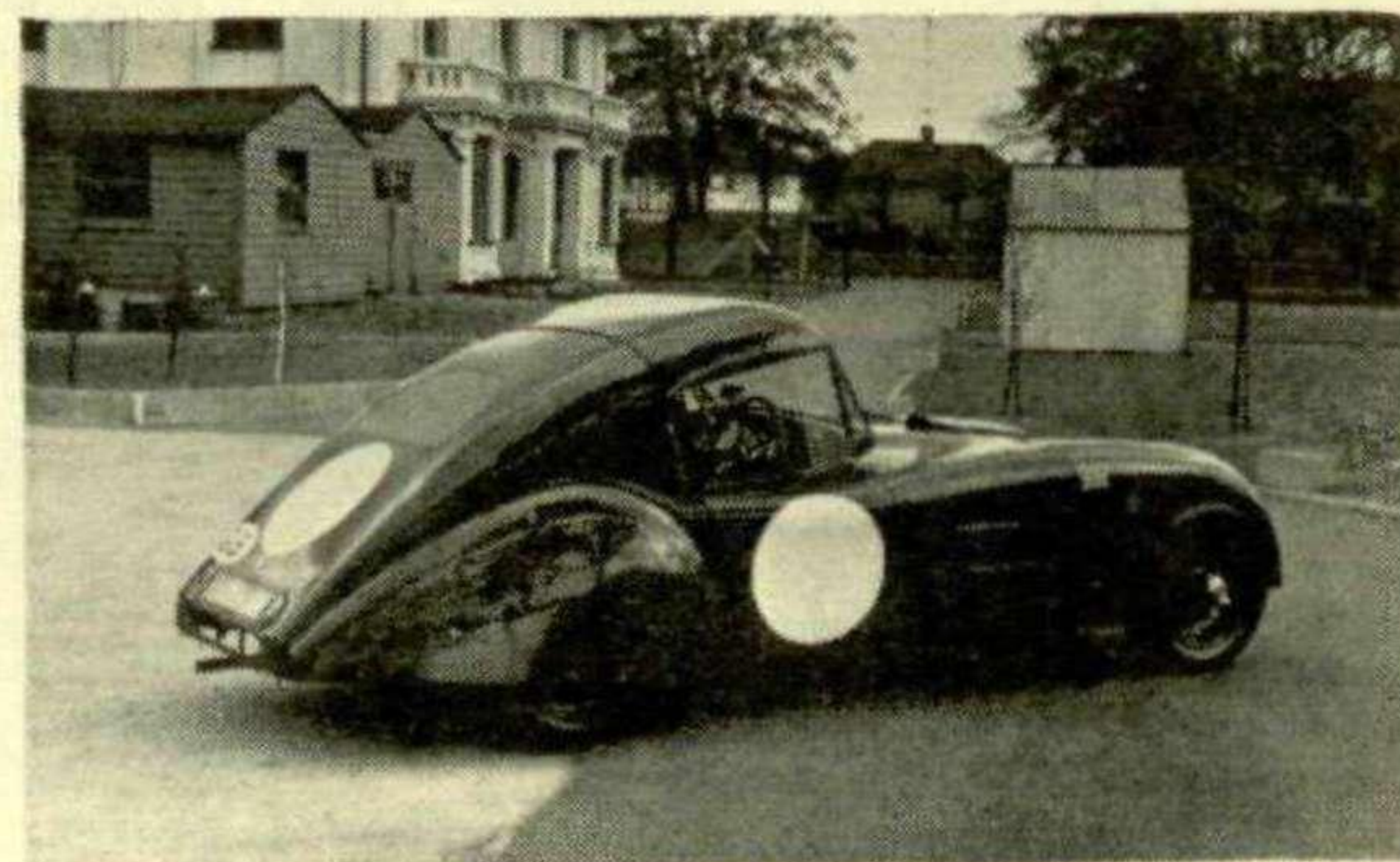
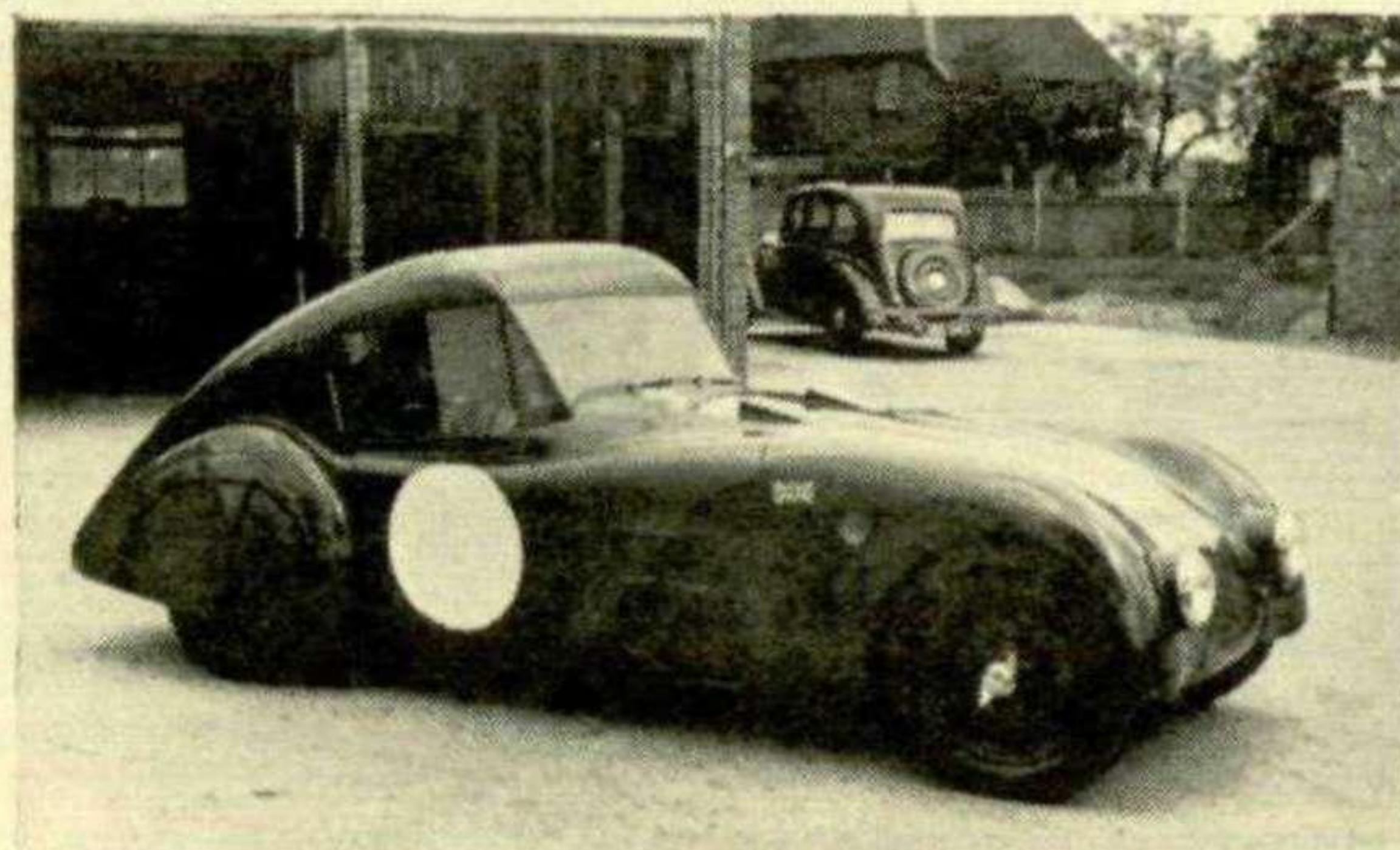
In its finished form, the complete car lives up to my original requirements very nicely, but I fear that it will not bear really critical inspection. Most of the work is very amateurish, but it is quite strong even if not up to professional coachwork standards, and it certainly has a far better streamline than anything else of this sort.

The weight, complete with water, oil, spare wheel but no petrol, is 15 cwt. 7 lb., and of this, I might be able to save perhaps 56 lb. if I started again. The framework, however, could not be any lighter, as even now it will bend if pushed hard. It makes things difficult when crowds gather round when I stop, and with people who will lean on the bonnet.

The acceleration is, of course, exceptional, and the brakes will lock all four wheels at any speed and without starting a skid, even after 7,000 fast miles without adjustment.

Of the other original points, the air heaters are left. I ducted in air from in

*Continued on page 94*



READY FOR SPA.—The aerodynamic H.R.G. completed and ready for its industrious owner to race in the Belgian 24 Hour Race.

# RUMBLINGS

The large number of readers who have been enquiring when the second volume of "The Story of Brooklands," W. Boddy's comprehensive history of racing at the famous track, is to be published, will be glad to learn that it will be published during next month. The demand for the first volume, which ran to over 100,000 words and 300 pages and contained 85 rare photographs, has been enormous and this, coupled with the many expressions of appreciation received, has encouraged the author to continue with a task which, combined with his duties as Editor of MOTOR SPORT, is a truly arduous one.

His earlier volume commenced with the building of Brooklands Track in 1906-7 and gave a detailed account of racing at the Track up to the end of the 1924 season. The publishers had intended to terminate this monumental work in a further uniform volume but the author rightly pointed out that to do so would seriously curtail the remainder of this history and he also made the point that, whereas the first volume was very adequately illustrated, to endeavour to illustrate the remaining fifteen seasons' racing with the same number of photographs would be to do a grave injustice to one of the most absorbing periods of Brooklands racing. Consequently, it has been decided that Boddy's work shall be completed in two additional volumes of which the second, due in April, will deal fully with racing and record-breaking from the years 1925 to 1932 inclusive.

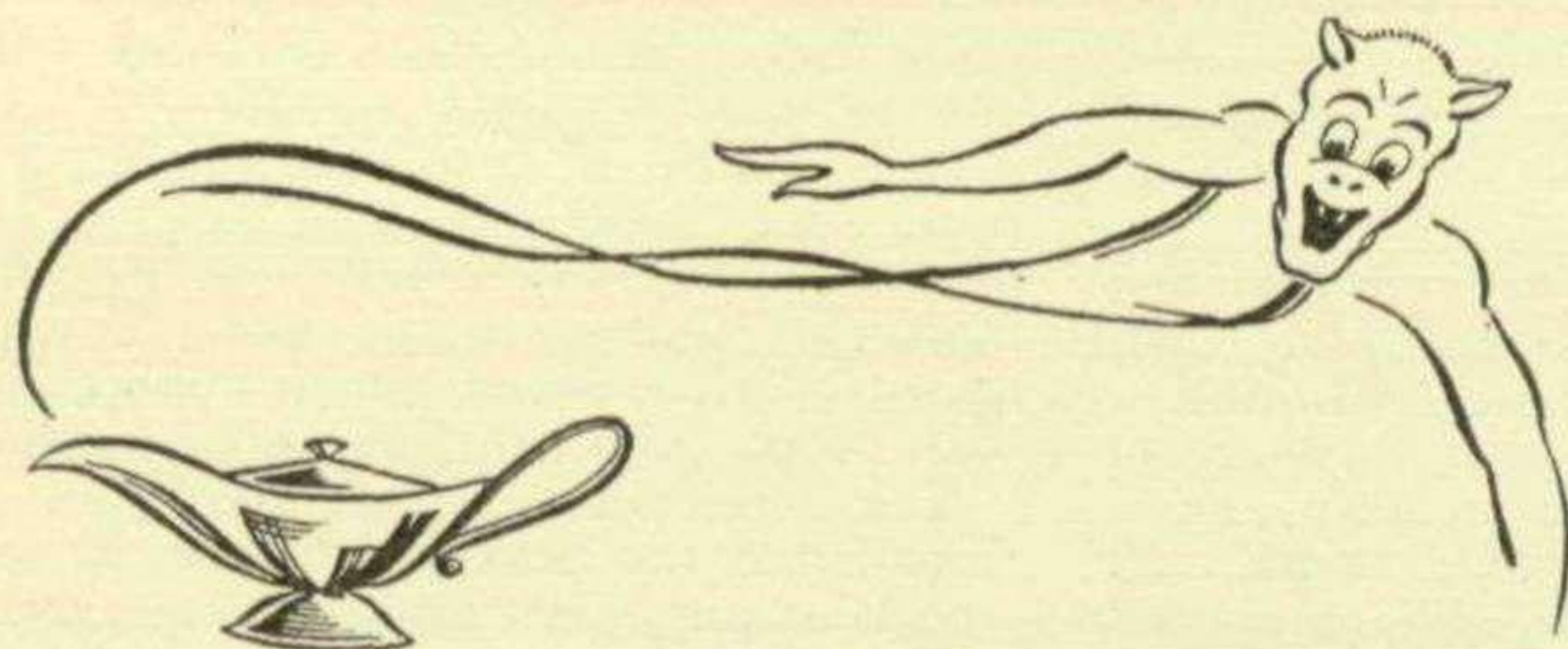
As in the case of his first volume, Boddy has based his story on the official records of the Brooklands Automobile Racing Club, for the loan of which he was indebted to John Morgan, Secretary of the Junior Car Club. All lap-speeds, record-times and weighing-out figures for famous cars are thus authentic and this book represents a record of racing at Brooklands which will stand for all time as a work of reference.

The first volume of "The Story of Brooklands" told in painstaking detail how Brooklands was built, how Edge established his famous 24-hour Record there in 1907, and continued the story through Lambert's first 100 miles in the hour, Hornsted's exploits with the big Benz, to the races of Zborowski and the immortal "Chitty-Bang-Bangs," Lee Guinness and the 350-h.p. V12 Sunbeam and Parry Thomas and his Leylands. This second volume brings us up to a more recent period of racing—Thomas' concluding experiments and his sensational duel with Eldridge's huge F.I.A.T., Kaye Don's lap-record attacks in his 2-litre and 4-litre Sunbeams, the match-race between Birkin's famous blower single-seater Bentley and John Cobb's V12 Delage and the great Panhard/Delage battle, ending in a protest and appeal, in the Empire Trophy race of 1932. Such classic long-distance races as the Six Hours Endurance race, the "Double-Twelve," the 500-Mile Race and the Relay Race are covered fully and a year by year account is given of the numerous B.A.R.C. races and record-attempts. Boddy tapped some unique sources for information, gaining access, for instance, to the personal scrap-books of the late Parry Thomas and interviewing or corresponding with many persons closely associated with the cars described. Consequently, much hitherto unpublished data is included.

There is no question but that Boddy's second volume is every bit as outstanding in motoring literature as his first volume is recognised to be and that it will be in very great demand. As the issue is strictly limited, orders should be placed now, either through your book-seller or direct from the Grenville Publishing Co., Ltd., 15, City Road, London, E.C.1. The price is 12s. 6d., or 13s. post free. For those who have missed the first volume of "The Story of Brooklands," for which John Cobb wrote the Foreword, a few copies from the second impression remain available, at the same price; both books are uniform in size and the two volumes can be posted together, on receipt of 25s. 9d. to cover packing and postage.

\* \* \* \*

## LAMPS—OLD and NEW



Aladdin's Lamp was a pretty useful thing to have around, apparently. Just a good rub and up came the Genii to grant one's dearest wish. Would be very useful today to get under tobacconists' counters and politicians' skins. Now, we are luckier still in having NOTEK, the famous Fog and Driving light—the lamp that gives you visibility in fog and makes motoring in bad weather less of a nightmare.

# NOTEK

*The World's Safest Fog-and Driving Light*

**Obtainable through Distributors,  
Factors, Garage & Motor Agents.**

The outlook for the coming season is set-fair! We shall have a surfeit, compared with previous post-war years, of circuit racing.

**Circuit Safety** At Goodwood the British Automobile Racing Club intends to make amends for the loss of Brooklands, at Silverstone important long-distance races will be contested and the clubs will run Members' meetings, probably including a V.S.C.C. High-Speed Trial, at Lulsgate on Easter Saturday the Bristol M.C. and L.C.C. will run short races for racing cars and sports cars, while it seems likely that the B.M.C.R.C. will again invite the "500" Club to stage races for its members, at Haddenham Airfield near Aylesbury. Over and above which there is to be road-racing at Jersey, the Isle of Man, Leinster and Ulster. So, with so much real racing, as distinct from sprinting, in the offing, it seems opportune to cast back a bit and recall what safety precautions were deemed necessary pre-war.

At Brooklands they were, as a matter of fact, mighty strict—but they had an enviable record of very few serious accidents. Not only were comprehensive rules for the use of the Track drawn up, but these were rigidly enforced. Observers were posted at intervals round the Track during races and any driver breaking one of the many rules introduced for his safety was reported to the Stewards. An explanation was called for from the offending competitor and he was cautioned, black-listed, fined a matter of several pounds, or reported to the R.A.C., depending on the seriousness of his offence and whether his explanation was satisfactory or otherwise. To be called before the Stewards too frequently could entail exclusion from racing.

But that was not the only precaution taken by the B.A.R.C. to avoid unpleasant happenings. New drivers, for instance, were advised not to commence their racing on cars capable of exceeding 100 m.p.h., and if a very fast car was entered by a novice, or by a driver unfamiliar with such a car, he or she had to drive round the Track under expert observation before being passed as fit (or otherwise) to enter for races. Indeed, all drivers were observed in practice and special attention was given to outer-circuit exponents entering for their first Mountain or



artificial-road-circuit race. Before a meeting an entrant received printed instructions on the rules in force and was required to sign and post a postcard to the organisers saying that he or she had read the rules. Competitors were, moreover, required to sign a statement to the effect that they regarded their cars as suitable for the events for which they had entered them.

Scrutineering, too, was strictly carried out and very old, or otherwise odd, cars had to be examined at the entrant's expense prior to race-day, which did not exonerate them from further examination on that occasion. The examination not only took stock of the car as a whole, often calling for substitution of a complete new front axle for the existing one, or a similar drastic overhaul, but also took account of the type of race for which the car was entered. Thus, one car was limited to races not exceeding 300 miles in length and without corners, because the scrutineer had discovered creeping cracks in the crankcase!

Any accident, however slight, was made the subject of an investigation, all cars had to carry fire extinguishers in proper mountings, and apart from a very active Racing Committee, a Safety Sub-Committee sat at one time to consider all aspects, raised by observers, competitors or others, appertaining to possible sources of accident.

Towards the end, even if in the heat of a race a well-known driver momentarily crossed a coloured line he should not have crossed, or if he skidded into a marker-barrel during a Mountain race, he had to offer an explanation to the Stewards. Even dear old "Ebby" received a letter from no less a person than the Clerk-of-the-Course emphasising that he *must* remember not to drive his car across the Track after starting the competitors in a race! While we are on this subject it may be remarked that the B.A.R.C. reserved the right to question the naming of "Specials," competitors being expected to call a spade a spade unless they could satisfy authority that a car differed sufficiently from standard to warrant calling it "Gory Queen" or the John Brown Special.

Everybody is sick to death of red-tape, agreed, and all delighted in the free and easy efficiency that prevailed at Goodwood last year. But we do hope that decent, sensible steps will be taken to ensure a reasonable degree of safety at forthcoming race-meetings. A crash may be an excellent gate-sweller and even a momentary thrill for the experts and the Press, but it is a very

unhappy episode for all that and, if involving a fatality, may do untold harm to British motor-racing. The comings and goings of some of the 500-c.c. cars to the pits during practice at Silverstone would have given the old B.A.R.C. a joint heart-attack and, with spectators massed behind ropes or paling fences instead of protected by safety banks and iron railings, this plea for a reasonable safety-first campaign is surely justified.

And while we are on this subject, comes a further thought. The reason why "The Story of Brooklands," mentioned in the preceding rumble, can claim to be an authentic history of racing at the Weybridge motor course is largely because the B.A.R.C. kept a full account of the lap-times of all competitors who raced at the Track. Now we agree that a pukka road circuit is needed in this country, like Donington, and we are aware that some people regard Goodwood and Silverstone merely as temporary courses until better can be found. Yet it seems likely that these circuits will have to serve us for many years yet, perhaps permanently, in which case let their owners keep proper records of all racing thereat, for the sake of future historians and of competitors who jot down a little history on their own account. Although the J.C.C. published only the fastest lap in each of its Goodwood races, we believe that John Morgan has the full list of lap speeds of all drivers on all their circuits hidden away in his Park Lane offices. We beseech him to continue to file such findings for all subsequent Goodwood races.

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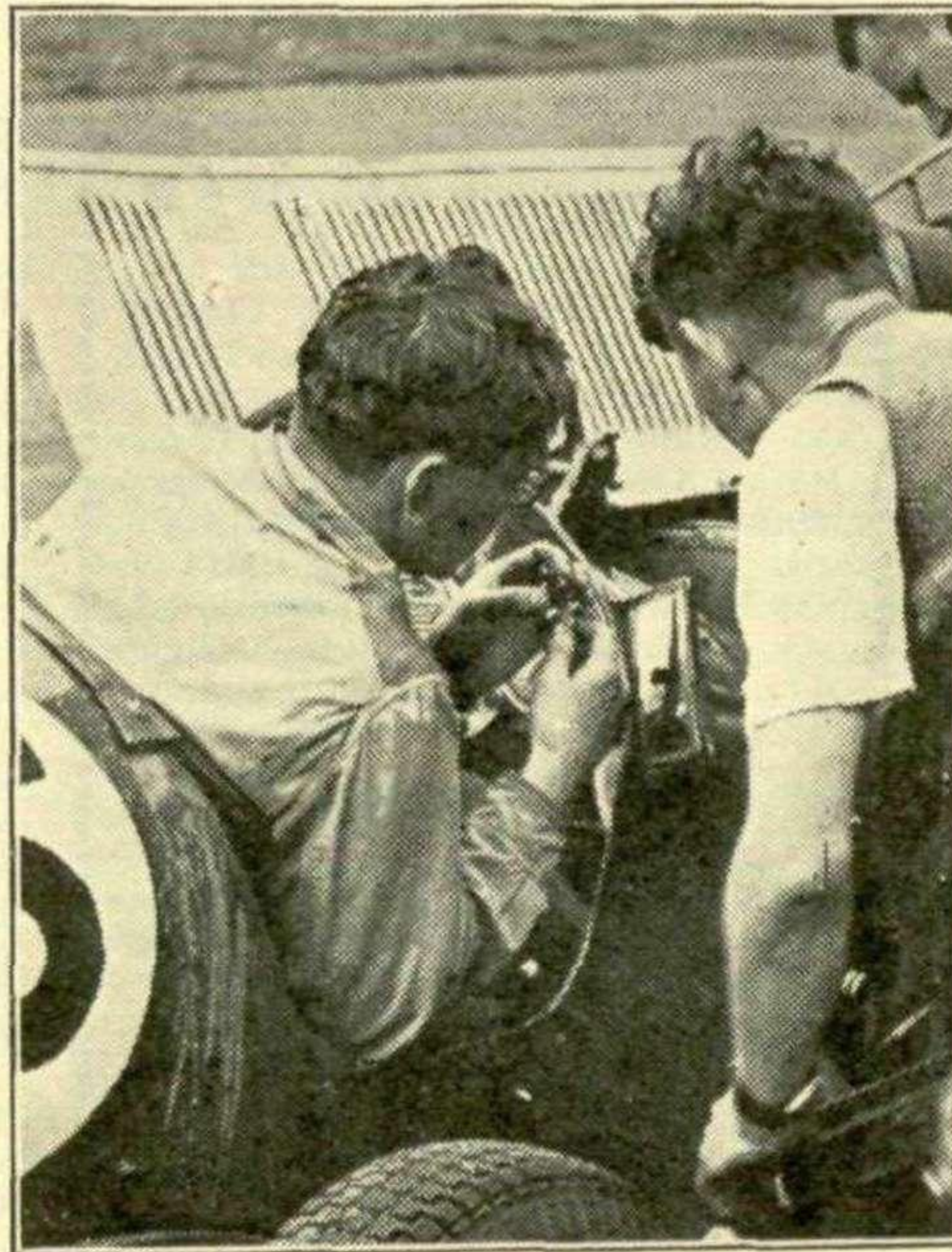
As we go to Press the R.A.C. has announced its fees for the use of Silverstone. Clubs may hire part of the course for closed permit events for the fee of £21 or £1 1s. per entrant, whichever is the larger, plus £1 2s. 6d. for insurance indemnity. The comparative fees for closed invitation and open permit events are £26 5s. or £1 1s. per entrant, plus £3 5s., and £52 10s. or £1 1s. per entrant, plus £5 10s. Manufacturers and the Press can hire the circuit for £5 5s. per vehicle per day, and individuals for £3 3s. per vehicle per day, plus 10s. minimum indemnity in both cases. We shall doubtless have some comments to make later, but one's first impression is that at Brooklands in the good old days, members and the Press had free access to the Track for testing purposes.

## What can the Plug Points Tell Us?

THREE DIFFERENT PEOPLE ENGAGE IN THE SAME INVESTIGATION



Scottish Journalist



English Racing Driver



[Candid cameracraft by Guy Griffith] Italian Engineer

## WE HEAR

Birkett motors in what appears to be a normal 1928 Austin Seven "Chummy," except for outsize rear tyres, until the bonnet is opened, when a downdraught carburetter, four-branch exhaust manifold and Scintilla Vertex magneto are revealed; the car also has a close-ratio four-speed gearbox. Leslie Seyd has restored to original order the 1912 "12/15" Mors tourer once owned by Shakspeare. The article entitled "Old Bean" in our January issue aroused a surprising amount of interest, and F/Lt. Cornish tells us he recently acquired a 1925 Bean Fourteen tourer, following ownership of an 8th series Lancia "Lambda" and a 1924 Rover tourer.

When we reported that Stuart Wilton was moving to new premises in the Finchley Road, where he would display a big collection of new cars, we intended to imply a fresh collection of used cars. As Mr. Wilton remarks: "The bulk of my customers would like rather than expect to own a *new* car!" The British-Salmson-engined i.f.s. Herman, which was raced at Brooklands before the war, has changed hands and is being fitted with a 1,500-c.c. F.I.A.T. engine and equipped for road work.

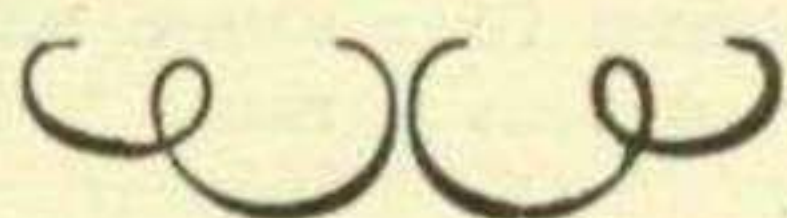
B. G. Duce, whose very lovely 1925 Alvis "12/50" Cross and Ellis coupé won the prize for the best-kept vintage car at a V.S.C.C. rally last September, has acquired a 1931 "12/60" "beetle-back" Alvis with a 1928 big-port "12/50" engine, and says that he likes it and considers the bodywork and general handling characteristics excellent. One day he hopes to restore an Edwardian—if it is anything like his 1925 Alvis it should be one of the finest in the country. J. H. Foord has had a 1928 Chapuis-Dornier-engined Vernon-Derby for the last three years but has never made it function correctly, so he would like to contact a fellow owner and, if possible, obtain an instruction book. His address is "Kenilworth," Tynyparc Road, Whitchurch, Cardiff, Glam. In a Sussex breaker's yard there is, or was, a 1928 A.C. Anzani two-seater with sound engine, tyres and hood, but duff final-drive, if anyone needs spares or has an axle for such a car. Ten pounds was the price asked.

Warburton Brown is rebuilding a 1922 "Silver Ghost" Rolls-Royce as a modern two-seater and hopes to fit front-wheel brakes. Out in Australia, David Pearse has acquired a side-valve Aston-Martin engine and intends to install it in a Frazer-Nash/G.N. chassis. M. Lyddall has found a 1929 Amilcar "Grand Sport" and is thinking of doing it up. The black-and-yellow A.C. Anzani coupé which we mentioned a considerable time ago as being at a Surrey garage, has been sold, and is believed to be on the road again.

Most of the daily and evening papers reported the Monte Carlo Rally, notably the *Daily Express*, but, rather surprisingly, the *Daily Telegraph* referred to the event as the inevitable "race."

David Clarke has had great success with his rebuilt 1929 "Surbaisse" Amilcar, getting 40 m.p.g. and an oil consumption of half-a-gallon per 5,000 kilometres. He may, however, replace the Amilcar by a 1½/2-litre four-seater. The foreman of a garage in Kent runs a Donnet-Zedel

# Club News



coupé, while an aged Garner lorry is in use in London. Charles Lytle confirms our impression, expressed in the February issue, that one of the 1914 Grand Prix Peugeots rests in America. He tells us that it is the property of Arthur H. Klein, who regards it "as his most treasured pet, which will remain with him as long as he lives." Incidentally, this was the first racing car Lytle sat in, at Beverley Hills in 1920, as "a much-impressed little boy," and it seems that it was last run in major competitions by Frank Book in 1920, driven by Klein.

It seems that Indianapolis Speedway once had two of these Peugeots, Mr.

## FIXTURES FOR MARCH

- 4th.—N.W. London M.C. A.G.M. and Film Show, St. Stephen's Tavern, S.W.1, 7 p.m.
- 6th.—Hants and Berks M.C. Blackwater Closed Trial, Farnborough.  
Harrow C.C. Moss Trophy Closed Trial.  
Kentish Border C.C. Closed Hill-Climb.  
Brighton and Hove M.C. Closed Trial.  
West of England M.C. Closed Spring Trial, Devon.
- 12th.—S.U.N.B.A.C. CLOSED INVITATION COLMORE TROPHY TRIAL, Cotswolds.
- 13th.—Berkhamsted and D.M.C. and L.C.C. Closed Wood Cup Trial, Chilterns.  
Lancia M.C. Closed Invitation Driving Tests, Weybridge.  
Southsea M.C. Inter-Club Team Trial.
- 19th.—M.G. C.C. Scottish Closed Invitation Trial, E. Lothian.  
N.W. London M.C. Coventry Cup Closed Trial, Sally Lunn Café, Hindhead.
- 19th-20th.—Lagonda C.C. Closed Invitation Night Trial, Chilterns.  
Maidstone and Mid-Kent M.C. Closed Night Trial, Chilterns.
- 20th.—Bristol M.C. and L.C.C. Chappel Cup Trial, Bath.  
Cemian M.C. Kent Cup Closed Trial, Kent.  
Chiltern C.C. Committee Cup Closed Trial, Chilterns.  
Yorkshire S.C.C. "4/44" Trophy Closed Invitation Trial, Otley.
- 26th.—Ulster A.C. Closed Hill-Climb, Knockagh.
- 27th.—Liverpool M.C. Closed Car and Motor-cycle Trial.  
N. Midland M.C. Kitching Trophy Closed Invitation Trial, Buxton.  
Tunbridge Wells M.C. Closed Invitation Trial, Crowborough.

Kaufman, of the Peugeot Auto Import Company, used to enter Dario Resta in a third, and Ralph Mulford drove a fourth. One burned at Daytona Beach and the others have vanished, but Klein's seems likely to be the sole remaining example. Lytle recently met John Cobb in New York and lunched with Luigi Chinetti, who firmly corrected the stupid story of his finger-nail catching in the Ferrari's steering wheel during the French Grand Prix last year.

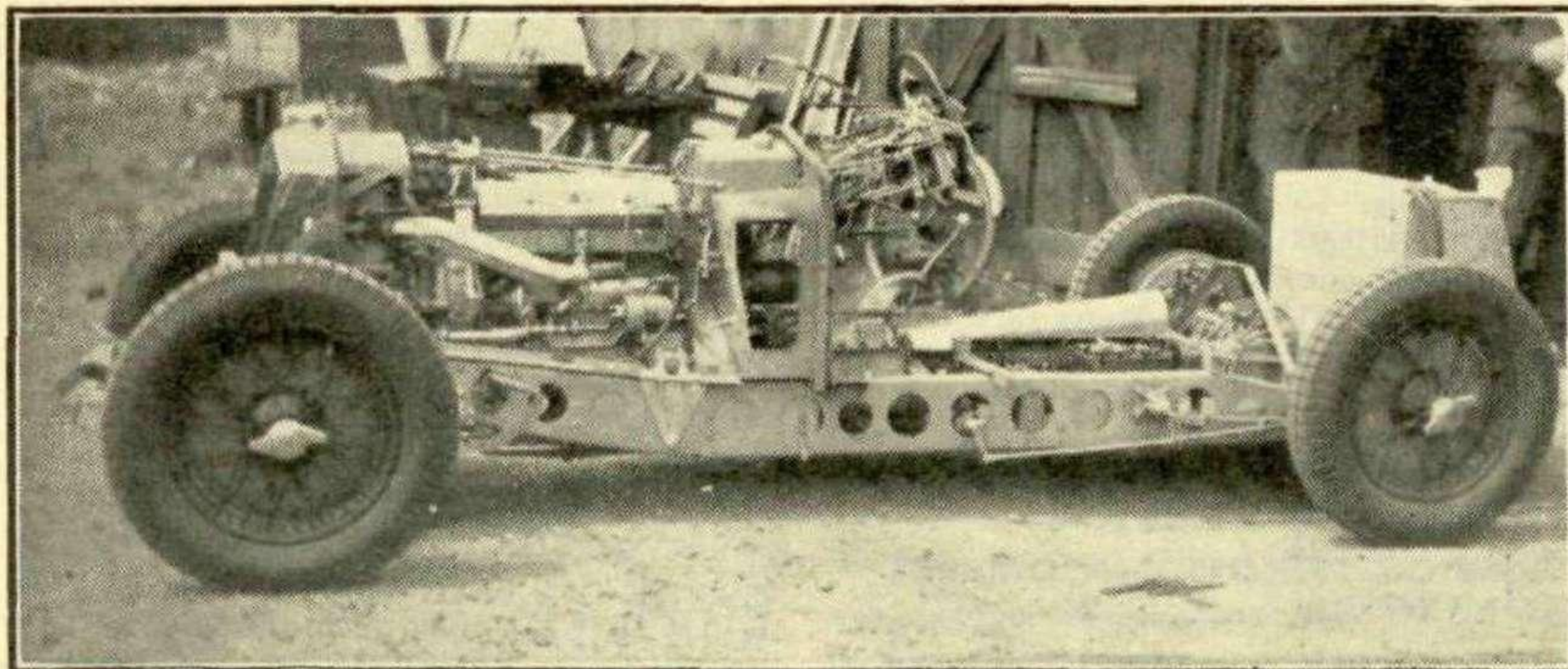
We learn that Lou Moore has entered two f.w.d. Blue Crown Specials and one of his last year's cars, now with a 270 in place of its 220 cubic inch engine, for this year's Indianapolis 500-Mile Race, in which Lee Wallard will have the ex-Horn Maserati and George Connor that Maserati from South America. It is just possible some Ferraris may be entered by American drivers.

The West Essex M.C. has branched out with a printed monthly magazine, "Wheelspin." The secretary of this new club is J. Warden, 90, Pulteney Road, South Woodford, E.18. Monaco Ltd., of Watford, can now supply pure benzol from the pump at 3s. 3d. a gallon, against white-petrol coupons. Chris. Slater has recently bought a 4½-litre Bentley but retains his "12/50" Alvis and his "12/50"-engined "special." W/Cdr. J. D. Greaves writes in appreciation of the articles on vintage motor-cycles, which brought back happy memories as he read our original test report on the McEvoy-Anzani, while awaiting delivery of his first machine of this make. He owned four McEvoy's in all, then went over to Aston-Martin cars, but today uses a 4½-litre Bentley, a 1926 Austin Seven, which, endowed with a Bosch magneto from one of the Aston-Martins, is an unfailing starter, and a 125-c.c. motor-cycle, the while he searches for a two-speed Scott. The Bentley Drivers' Club is holding a week-end rally at Eastbourne on April 9/10th. It is pleasing to learn that Eastbourne's Publicity Committee is offering a 20-gn. perpetual trophy for this rally and is making available certain roads for driving tests, while a new hill outside the town may be closed for the occasion. J. M. Perkins is preparing a Type 35C Bugatti for Prescott and other 1949 sprint events.

Lagonda, Ltd., inform us that they make motor-cars, not printing machines. J. M. Walker is searching for an open touring body for his 1913 "Silver Ghost" Rolls-Royce, which has been used for some ten years, prior to which it was a breakdown vehicle.

Sqd.-Ldr. Moore is restoring to good order a 1932 non-supercharged 1,100-c.c. Alta, assisted by the manufacturers, and does not intend to modernise it in any way, and S. King, who will race the single-seater Rover he shares with G. M. Mackie, in improved form this season, uses a potent Type 40 Bugatti as a road-car, its performance improved by a raised compression ratio, twin S.U. carburetters and 50/50 fuel. A. J. Brown has saved a Locomobile steam car engine from a veteran car that was scrapped during the war, if any V.C.C. member needs one; he also has an Austin Seven Special.

P. F. Moody has acquired a 1934 Rally sports two-seater and seeks informa-



[MOTOR SPORT copyright.]

**RARE TYPES NO. 8.**—The chassis of the one-off F.M., built in 1935 by Mr. Fensom for Sebag-Montefiore, for events like the Monte Carlo Rally. The engine was a Villiers-blown 2-litre Lagonda, the chassis that of the underslung 1933 1½-litre Invicta appearing at the Show. A step-up epicyclic gearbox was used behind the normal box. Years later Peter Clark installed a Ford V8 engine, but the car seems to have vanished.

tion re this make—address: 132, Fotheringham Road, Enfield, Middlesex.

Michael Willoughby has acquired that remarkable 3-litre Bentley once owned by May Cunliffe and has stripped it, literally, to the last nut and bolt, prior to assembling it with the engine overhauled by McKenzie, who promises 94 b.h.p., a synchro-mesh gearbox, modern-size wheels and hydraulic brakes. The car will be run at Prescott and Brighton and meanwhile the owner is compiling a dossier on the car and would be glad to contact previous owners. An overdrive 4½-litre Bentley is being prepared for Le Mans.

J. E. G. Fairman is busily preparing the 2-litre ex-Jason Henry/C. C. D. Miller Riley Six as a Formula II racing car, and hopes to be ready for Easter Monday at Goodwood.

★

#### "IMITATION . . . ."

In Australia they have *Australian Motor Sports*, in Germany there was *Motor und Sport* and, still published, *Der Motor-Sport*, while our namesake is published in Belgium and is threatened in America. For our part, it may be emphasised that MOTOR SPORT was so-named as long ago as 1925, when the scope of the *Brooklands Gazette* was enlarged to such an extent as to warrant a change of title. Today, MOTOR SPORT incorporates that magazine and *Speed*, and can claim nearly a quarter-of-a-century of publication.

★

#### "THE AMERICAN INVASION"

We have received from a reader a copy of a most unusual publication, bearing the above title, and believed to have been issued just after the Kaiser War by Lord Perry of the Ford organisation. The book, which bears no clue to its origin, is an answer, in verse, to the attack on the American invasion which the British motor manufacturers and Press were waging at that time. To say that Perry's reply was scathing is a mild statement!

The book is full of parodies of advertisements for British cars: Damlieur ("Fitted with a silent and Knightly engine—don't mind the smoke—invented by an American."); Bumper and Bumperette ("The imitation car for the imitation motorist.

All the appearance of a bassinette with none of the comfort. Once seen, never forgotten."); Moonshine ("Latest successes—1st, Milky Way 10,000 miles point-to-point; 1st, Catch-as-catch-can open handicap."); Rapier ("Forget the Six; we are less sociable than we were."); Turbot ("Excellent with sauce. Made from the recipe of a well-known peer."), etc. The Society of Motor Makers and Agents, Auto-Auxiliary, Royal Antediluvian Confraternity, *Mobile-car*, *Motorobile*, and *Carcycle* are trounced in the same way, and such agents as Charles Jarrott, S. F. Edge and Letts come in for some thinly-disguised criticism. The advertisement for the 4d. car, however, is devoid of anything detrimental, although honest enough to claim that "You see them before they are gone," and announcing that 4d. Service Depots had now been established at Ursa Minor, Corona Borealis, Sagittarius, Thetis and Camelopardalis!

We mention "The American Invasion" not for the pleasure of revealing skeletons in the cupboard or dragging up the murky past, but simply because collectors of historic motoring literature who haven't a copy can now start searching.

★

#### B.O.C.

The Bugatti Owners' Club has announced its 1949 competition fixtures, which are as follows: March 19th, annual general meeting; April 23rd/24th, Opening Rally and car-testing, Prescott; May 21st, Spring Open Meeting, Prescott; June 12th, Members' Meeting, Prescott; July 17th, Summer Open Meeting, Prescott; September 11th, International Meeting, Prescott; October 15th/16th, to be announced; December 2nd, annual dinner and dance.

T. E. Lloyd was elected a member last December, on the strength of his Type 23 Bugatti. Peter Hampton has taken over the task of Editor of *Bugattics*, this beautifully-produced magazine appearing bi-monthly. That for January contains some excellent photographs and a really worthwhile and sensible article, one presumes by the Editor, which emphasises that while many excellent cars have been produced during the last decade, it is ridiculous to regard 1939 Bugattis as almost belonging to the Edwardian era merely because they haven't i.f.s., two

leading-shoe brakes and steering column gear-shifts, etc. The author points out that, excellent as the better American cars are, the Cadillac and Chrysler seven-seater, for example, which operate a taxi-service between Lausanne and Paris which covers the 350 miles in seven hours running time, and good as the new British best-sellers may be, it is nonsense to suggest that the private owner of a £450 modern car can put 50 and even 60 miles into the hour on long continental journeys. Strength is lent to the argument by citing a twelve-year-old 57S Bugatti with over 20,000 miles to its credit, which cruises at 75-85 m.p.h. on the Continent, several times topping 100 m.p.h., and a 1933 supercharged 5-litre Bugatti that had run 55,000 miles and averaged well over 40 m.p.h. for the 640 miles from Monte Carlo to the north of Paris, covering the last 160 miles in three hours exactly. These two Bugattis also averaged over 45 m.p.h. over the mountains from Grenoble to Digne, and the author remarks, "no Cadillac would do that."

Club pennants for outstanding service during 1948 have been awarded to Rodney Clarke, Max Young and Mrs. Roy Taylor. Earl Howe remains the Club's President, Col. G. M. Giles its Vice-President, and Mr. Roy Taylor has taken over from Mr. Lemon Burton the duties of Chairman of the Competitions Committee.

Hon. Sec.: Major G. Dixon-Spain, O.B.E., M.C., Prescott House, near Cheltenham, Glos.

★

#### WEST OF ENGLAND M.C. SPRING TRIAL

This takes place on March 6th over a 40-mile course, which includes one very choice new hill. The start is half-a-mile from the Drum Bridge Cross, near Blackpool School, on the Exeter-Plymouth road. The awards list is a generous one and the event is open to members of the Southsea, S.U.N.B.A.C., N.W. London, Bristol, Taunton, Plymouth, W. Hants and Dorset clubs. Future fixtures include a novices' standard car trial on Good Friday, open to all, a rally on June 26th, a closed one-day trial on July 10th, and the silver jubilee dinner in November.

Hon. sec.: Mrs. M. L. Anning, Tor Hill, Kingsteignton, Newton Abbot, Devon.

★

#### A.A.C. OF AMERICA

In acknowledging a complimentary reference to the *Antique Automobile Club of America*, which appeared in MOTOR SPORT last December, P. S. de Beaumont, Assistant Editor of the Club's journal *The Antique Automobile* makes the following characteristic observation:—

"In connection with your remarks, I thought the following might interest you: The increase in membership is most gratifying, particularly in view of the fact that we make no effort to recruit new members. The only logical conclusion is that at long last there actually is an awakening in America as to the sporting and hobby possibilities of the motor-car. We hope this may eventually lead Detroit to produce something more worthy of this interest! As for the

register of members' cars which we have been publishing, it should be mentioned that this is very far from complete, it being impossible to get more than a small percentage of some 1,200 members scattered over this vast country to report on their acquisitions. We have excellent evidence that the number of antique and interesting cars owned by our members totals at least 3,500 cars.

"All this may sound faintly impressive, but we still envy the British motor enthusiast whose hobby is a recognised one, shared by thousands of others. We are much encouraged by our growth over here, but we are still relatively a tiny group in a sea of indifference."

The *Antique Automobile* for the last quarter of 1948 is as good as ever and contains a most interesting illustrated history of the *Isotta-Fraschini* concern by Walter Risley.

★

#### F.I.A.T. 500 CLUB

This club is forging ahead and has issued its 1949 fixture list. A technical discussion will be held in London on March 10th, a gymkhana and speed trial at Redhill on April 15th, together with coach outings to Goodwood and Silverstone, and a scavenge hunt north of London on May 8th. Other events will include night runs, further technical discussions, and tours to Turin and Biarritz. Earl Howe is President, Atkinson-Reddell, Vice-President, while Gordon Tait is Chairman.

Hon. Sec.: J. A. James, 29, The Grampians, Western Gate, London, W.6 (Shepherds Bush 3529).

★

#### N.L.E.C.C.

At the A.G.M., Rivers Fletcher resigned after four years as Chairman, due to pressure of work, but was persuaded to become the Club's President. The present Committee comprises Messrs. Bance, Hobbs, Ford, Render, Wood, Meish, Denhard, Bacon and Wilson. The subscription has been raised by 2s. 6d. to improve finances. This Club runs an active programme of socials, talks, visits and simple competitive events and has an Open Trial under consideration. It also issues a duplicated magazine. Hon. Sec.: G. Bance, 7, Queen's Avenue, Muswell Hill.

★

#### ASTON-MARTIN OWNERS' CLUB

This club issues a useful news-sheet and has a good fixture list drawn up. On March 19th there will be a rally at "The White Lion," Warlingham, Surrey, at 12 o'clock, and again for tea at 4.30 p.m., tickets on application. Car badges are ready. The club had hoped to stage a meeting at Goodwood this year, but the B.A.R.C. has not been able to give permission.

Hon. Sec.: Dudley Coram, 554, Limpsfield Road, Upper Warlingham, Surrey (Telephone: 2551).

★

#### CORRECTION

In reading the article on the 6½-litre Bentley, which appeared last month, you may have noticed that the text described the Bentley owned to-day

by J. D. Percy as the "Speed Six" which won at Le Mans in 1930, but that the captions to two of the illustrations stated that Percy's is the car that came in *second* in that race. We were misled by captions to pictures in the B.D.C. *Review*, written before the true identity of Percy's car had been established—it did win the 1930 Le Mans race, so our text was correct, the illustrations' captions incorrect. In a reprint, the B.D.C. is issuing to 6½-litre owners this has been put right.

★

#### PRESTIGE THROUGH COMPETITION WORK

At the 20th A.G.M. of Associated Motor Cycles, Ltd., it was stated that "they had continued to maintain the high reputation of their Matchless and A.J.S. motor-cycles by active competition in reliability trials, scrambles and races. Perhaps the most outstanding success had been achieved when they sent one of their A.J.S. racing machines to the Monthlery Racing Track, near Paris, and succeeded in recapturing for Great Britain no fewer than 18 world's records, which had been in foreign hands since before the war."

★

#### LAGONDA CAR CLUB

The Lagonda C.C. is holding a night trial on March 19th/20th, starting from Beaconsfield at 9 p.m. and finishing about 3 a.m. the following morning, with real eggs and bacon for breakfast.

Hon. Sec.: Mr. Lewis, 58, Hotspur Top Lane, Beaconsfield, Bucks.

★

#### THE OPPOSITION

Amongst those who expressed public disapproval of the J.C.C.'s change of title to that of the British Automobile Racing Club were Earl Howe and A. C. Armstrong, the latter responsible for the alteration in name from Cyclecar Club to Junior Car Club in 1919. The membership of the club has increased by leaps and bounds, over 250 new members joining during the last quarter of 1948.

★

#### SHEFFIELD & HALLAMSHIRE M.C.

At the annual general meeting held on January 27th, Mr. E. S. Sneath was elected President of the club for the ensuing year. The Norton Hotel, Woodseats, Sheffield, is to remain the club's headquarters.

Car-section meetings are to be held on the first and third Wednesdays of each month and at the first meeting, held on February 2nd, the following were elected: Chairman, F. W. James; Trials Secretary, K. G. Settle; Captain, A. M. Beardshaw; Committee: H. E. Clarke, F. E. Needham, R. W. Phillips, T. C. Harrison, R. Maltby, F. N. Holdsworth; Press Secretary, A. M. Beardshaw.

The club reports: "At all our recent meetings dissatisfaction has been expressed towards the attitude and workings of the R.A.C. Competition licences for all permit events is the latest bone of contention and this club seriously questions the necessity for this, particularly in the case of closed-to-club events.

"We shall vigorously support the Association of Northern Car Clubs in their fight against these new R.A.C. rulings and do all in our power as an individual club to have this further obstacle to motor sport removed. Unless this is done, we feel that a great deal will be lost by our "ordinary" members, who are concerned with one or two main-road events per year."

★

#### QUIZ

The February Quiz-picture did not prove so difficult as anticipated. It showed the chassis of the oil-engined 9-litre A.E.C. record-breaking car with which Capt. G. E. T. Eyston reached 100 m.p.h. on Brooklands with a stream-lined closed body, later taking the hour-record for c.i. cars at 103 m.p.h., before it was fitted with more normal coachwork.

The first correct solution came from V. C. Tait of Harlesden, N.W.10, and others who were correct were: Ronald Buxton of Enfield Wash, G. E. Lucas of Wimbledon, Harold Beach of Ruislip, Vic Barlow of Elmdon, R. Small of Beeston, A. Thomson of New Malden, Frank Skeen of Belfast and J. D. Scheel of Berne, Switzerland. Incorrect solutions embraced such cars as Cottin-Desgoutte, Hotchkiss, Darracq "Bluebird," Rocket-Schneider, Barnato-Hassan, Chrysler and Beverley-Barnes.

★

#### MOTOR-CYCLE RACING—APRIL 3rd

The B.M.C.R.C. will hold a meeting of three and six-lap motor-cycle and three-wheeler races at Haddenham on April 3rd, commencing at 1.30 p.m.

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#### AERODYNAMIC BODY CONSTRUCTION—continued from page 89.

front of the radiator through 2½-in. tubes and at first heated one by passing it through a 16-in. jacket round the exhaust pipe. This was startling . . . on the first burst of full throttle, the air got so hot that it burnt the floor mats!! We then removed the jacket, and took the air from behind the fan, and this has been very successful, while for hot weather this duct, and another the other side, lead cool air from in front of the radiator, and come in at the occupants' feet. In really hot weather this is still not enough, even at 90 m.p.h., because of the heat from the undershield, but I hope that the latest modification has cured this.

Finally, on July 4th, we left for Spa, as the third car of Peter Clark's team. Our adventures make another story, but we were successful, despite one hour and twenty minutes spent removing the roof after the windscreen was broken in the night.

The streamlining certainly seems to do its stuff, as the car beat all the other standard H.R.G.s at Brighton and Goodwood, and appears to be about 8 m.p.h. faster than the Aerodynamic without a roof. Very pleasing, but how I should like to start again and build another, altering all the things I know now to be wrong. But I fear that this body-building really was a case of "once in a lifetime."

# SPORTS MOTOR-CYCLES OF THE VINTAGE ERA

A Consideration of the Characteristics, Good Features and Failings of Some Classic Machines

**A**RNOLD RADCLYFFE, who was MOTOR SPORT's tester of two-wheelers in 1926, had as his first Press machine that year a 4.9-h.p. "Super Sports" New Hudson. Early praise was accorded to the forward position of the 79.5 by 100-mm. engine, which enabled the magneto to be safely hidden behind the cylinder, permitted ample space for extra toolbags, generator or accumulator and resulted in excellent stability of the bicycle as a whole. Indeed, aided by heavily-ribbed s.s. Dunlops, this New Hudson never wanted to skid, even on frozen grass and remained fully under control, even on full lock. Such features as the generous size of the roller-bearing o.h.v. rocker gear, the skirted push-rods, excellent rear-brake adjustment, "Flexkas" brake pull-off springs, decent-sized head lug, smart and useful chain guards, front-fork shock-absorbers, steering stop lugs and grease-gun lubrication were admired. The finish, too, was excellent and the Terry Q-spring saddle appreciated. Criticisms concerned an over-strong kick-starter spring, the brake pedal's location on the left footrest (albeit it came uncannily to heel when wanted and had a very sweet action), lack of any petrol drain tap, unsightly, if well-dipped piping for the mechanical and hand oil pumps, the rather sharp bend necessitated for the exhaust pipes by the engine's location, rather narrow if stout mudguards, and non-adjustable footrests.

On the road the machine proved docile, almost "four-cylinder," in traffic, yet very much alive away from towns, although starting was tricky until the two-jet Binks carburetter had been mastered. Unfortunately, this New Hudson was too new for any performance figures to be taken.

We next find our tester out with a 990-c.c. V-twin M.3.S. Matchless sports combination. In spite of the engine's size it started with a couple of prods on cold mornings, thanks to the efficiency of the Lucas magdyno and a well-placed kick-starter with good return spring. The Matchless was quiet and handy with its re-designed shorter-wheelbase frame, while the sprung front forks functioned well. The new bulbous nickle-cum-black tank held two gallons of petrol and half a gallon of oil. The chain-guards and mud-guards kept down mud and the rear brake worked very well, but the front brake was none too powerful. Comfort was of a high order, saddle and footrests providing a good riding position, to which knee grips contributed, while the sports-type bars with r.h. twist grips and levers for air and spark were very acceptable. The steering damper cut out any steering wobble and the 26 in. by 3-in. Dunlop cord tyres and sports-type Terry saddle completed the comforts offered to the Matchless rider. The Matchless sports sidecar, too, was comfortable and smart.

## PART II—1926

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This series was commenced, last October, for two main reasons, the first being that the vintage motor-cycle offers about the most inexpensive means of taking the road in these hard times, and secondly because the increasing membership of the Vintage Motor Cycle Club indicates a real interest in the fascinating pastime of restoring and riding a vintage model, so that some idea of how such machines operated and performed seems not out of place. To ensure the correct atmosphere we quote from road test reports published in MOTOR SPORT, when paper was unrationed and there was room for motor-cycling topics. This presentation may distort to some extent the perspective, praise and criticism being bestowed on contemporary, not on modern standards, but the collective qualities of these sporting models of twenty and more years ago make brave reading and should still further enlarge the virile vintage movement, while assisting, we hope, those who are searching for suitable mounts.—Ed.

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It was remarked that ladies might like the addition of a sidecar step, "unless the fashion of abbreviated skirts is to continue" (which it was but isn't, so to speak!). On gear-ratios of 7.1, 4.7 and 3.7 to 1 in the Sturmev-Archer box the outfit was thought a trifle too high geared in top, for sidecar work in town, although 2nd was a useful gear. With sidecar occupied, speed was estimated to be 65-68 m.p.h., and 59 could be held all day. Acceleration was good, gear-changing the acme of simplicity and "Mr. Lucas" made night as day, while fuel consumption came out at 50 m.p.g. The price, by the way, was £80 solo, or £97 10s. *mit* chair.

The T.T. P. & M. Panther came up for test next, in 84 by 90 mm., 499-c.c. form. This engine took the place of the front down tube and had fully automatic sump lubrication. The P. & M. gearbox normally possessed ratios of 8.4, 7.0, 5.4 and 4.5 to 1, but the test machine had a 12 to 1 bottom gear, the saddle tank accommodated 2½ gallons of petrol and the sump 3½ pints of oil and the Webb forks gave remarkable road-holding and stability at really high speeds. What speed? Alas, no speedometer was fitted, but "Paul Sadler," now doing the tests, estimated it at about 80 m.p.h. Yet there was docility in traffic and enormous

acceleration. A faulty decompressor spoiled easy starting and an odd engine vibration intruded when "all-out." The gear-change needed practice, but was snappy and the brakes were "exceptionally good" (by 1926 standards, of course), although the r.h. pedal could easily be mistaken for the decompressor. A sporting small car good for some 70 m.p.h. was easily disposed of by very moderate throttle in the P. & M.'s top gear; 50/50 mixture was used and an oiled plug experienced because there had been too much u.c. lubricant in the tank. At about 50 m.p.h. the machine became happy in top gear and was really sweet at about 65, keeping that up all day with no sign of overheating, causing the photographer's 3 h.p. twin to eat its tappet rods and lose an exhaust pipe and still fail to keep anywhere near the "Panther." Snags? Well, a spanner was needed to undo the oil filler and the magneto was very far advanced. Otherwise, full marks, notably to the good finish. The price in 1926 was £85, or £92 10s. with a Brooklands' Certificate for 85 m.p.h.

Two 3½-h.p. o.h.v. Nortons were put through their paces, one a 1925 O'Donovan racing job with Druid forks, the other a 1926 model with Webb forks. Summed-up the Druids gave heavy steering and great sense of security, the Webbs light steering, not quite the same feeling of security, but a more pleasant action for turning in a road or on sharp corners, albeit without the rock-steady, self-centring action of the Druids. As to the bicycle itself, the frame tended to be too whippy when cornering, well over, at 50 and taking a hump-bridge too fast gave rise to a slight steering wobble. The 1925 job did approximately 80 m.p.h., the newer Norton just over 70. The latter had slightly lower and wider ratios and had better standing-start acceleration. Both machines were completely vibrationless and had bags of reserve-power. The older one had a noisy gearbox, but, curiously, the quieter valve gear. The 1925 gear-change possessed the snag of tending to stick in bottom, this being in the centre of the quadrant and calling for a voyage through it when changing from second to top. The 1926 box was free from this bother, but tended to stick in second gear. The brakes were not too good, inasmuch as adjustment became necessary during a short test, the pedal brakes being very powerful but fierce. The front brake had insufficient leverage of the handlebar lever to be effective. When out of adjustment the pedal fouled the exhaust pipe. Comfort, troublefree lubrication by the Best and Lloyd mechanical pump and cleanliness were of a high order.

There followed a 346-c.c. o.h.v. Royal Enfield, having a single-port J.A.P. engine adapted to Enfield mechanical pump lubrication with but one external

oil pipe. Providing the B. & B. carburetter was flooded the engine started easily and ticked-over at an incredibly slow speed. Semi-T.T. bars, Terry saddle and adjustable footrests gave a comfortable riding position, but the gear-lever controlling the three-speed Sturmey-Archer gearbox was badly placed, necessitating bending forward to reach it. Steering was delightfully light, road-holding excellent and in town, fine acceleration notwithstanding, this Royal Enfield was notably unobtrusive. Yet it would do 45 m.p.h. in 2nd gear and 60-65 m.p.h. in top. A sweet, smooth clutch and the Enfield rubber-block push-drive transmission, coupled with excellent balance, made feet-up manoeuvring easy at a snail's pace. Both the internal expanding brakes worked really well, although care was needed for a smooth stop from the rear one and the pedal was rather too high above the footrest. At first excessive oil supply caused plug oiling, but this was cured by cutting down the supply, while petrol consumption was approximately 90-100 m.p.g., riding fairly fast. Altogether this £50 sports model created a very good impression, although frequent oiling of the push-rod cups was required and the rockers relied on grease cups.

What next? Why a 350-c.c. o.h.c. Chater-Lea combination. The sidecar was of sports pattern, but decidedly heavy and a windscreen and spare wheel were carried, while 3-in. tyres and a full acetylene lighting set were fitted. In addition, wide trials ratios and a rather high-top top were in use, so a speed of over 55 m.p.h. was considered extremely creditable. In more sporting trim over 65 m.p.h., or 80 m.p.h. solo, was anticipated without tuning. Stanmore Hill was tackled at about 25 m.p.h. in top gear and on  $\frac{3}{4}$ -throttle after the bottom corner the Chater-Lea accelerated steadily, still in top, and went over the summit at about 35 m.p.h. Later a 53-mile run from one of the University towns was accomplished in 80 minutes with the sidecar heavily-loaded, and no overheating, rattles or discolouration of the exhaust-pipe were evoked. The wide ratios ruined the performance, but 35 m.p.h. was possible in 2nd gear. The riding position was low and comfortable, the front suspension worked perfectly and steering was at all times light and

steady *sans* damper. Both brakes were really good, but the universal dislike of hand-lever operation of the front one was registered. Absolutely the only criticism of this thoroughbred was that the rear wheel spent rather a lot of its time off the road. The price of the solo was £80.

A £130 996-c.c. British Vulpine-engined o.h.v. V-twin solo McEvoy provided our tester with lots of excitement. It had no speedometer, wasn't actually timed but, paced by other motor-cycles, did something like 70 m.p.h. in second gear and 80 to 85 m.p.h. on half-throttle in the highest ratio. The machine was new, yet was untroubled at a cruising 60 m.p.h., and the absolute maximum was estimated to be an easy 95 m.p.h. As it was, the McEvoy was used to follow a trial and, after starting competitors at one-minute intervals over a 40-mile course, it overtook them all, going feet-up up the test hills and, in spite of a five-minute conversation with the marshals *en route*, arrived at the finish a quarter-of-an-hour ahead of the first arrival!

Tunnel Slide was a slow second gear ascent, using quarter-throttle. Road-holding, cornering and braking, by 8-in. Enfield internal-expanding brakes, were all impeccable. A good steering damper was fitted and on decent roads was "only a sort of Coué device to inspire the nervous rider with greater confidence," but over rough-going, when the 3-in. tyres caused considerable bouncing and pitching, it effectively steadied the steering. The Terry saddle and positioning of bars and footrests made for great comfort, while the immense round-tube Druid forks, with friction dampers, worked nicely. The engine needed frequent tappet adjustment to keep it silent but embodied the excellent feature of rockers operating below the valve springs, thus isolating the latter from the hot cylinder head. The Sturmey-Archer gearbox had the lever arranged for foot-change and functioned splendidly. Starting was a first-kick affair, hot or cold, flood or no flood, thanks to the two-jet Binks carburetter, the Pilgrim oil pump did its job faultlessly, and good features were the finish, the cast aluminium chain guards, quick-action filler caps and John Bull knee-grips.

Shortcomings? Well, an ugly silencer, like a "Brooklands" "can" yet not any use for B.M.C.R.C. racing, that didn't

do its stuff and the fan-tail end of which fouled on left-hand corners and broke up, and a light cranked-rod between brake pedal and brake cam-lever that allowed too much flexibility. Otherwise, full marks to a machine not many of you, on two wheels or four, would pass today, were its rider really trying.

A rider unaccustomed to acting as a motor-cycle critic dealt with the next machine, the No. 1 3.49-h.p. o.h.v. "Super Sports" B.S.A. The photographs show a machine looking anything but sporting. The B.S.A. was used for hectic dispatch-riding duties during the General Strike, and first impressions were of a stable, well-mudguarded job with good sprung-forks and Terry saddle—although the h.t. lead *did* short against the rider's wet coat.

An h.c. piston and strong valve springs did not preclude crawling in top gear, although the more normal tune would have been happier in towns. However, the reward for a little non-docility was grand acceleration and speeds of 35 to 37 m.p.h. in bottom gear, 60 m.p.h. in second, in spite of a touring engine-sprocket, and 75 m.p.h. in top with more to come. It was thought that with the magdyno replaced by a magneto, 80 m.p.h. would have been possible—from a touring-looking "350"! And, even under National Emergency traffic conditions in London, the T.T. Amac carburetter gave a good tick-over and there was no sign of overheating. The "Super Sports" B.S.A. made a very marked impression and shortcomings were confined to a carburetter fire when the magneto timing slipped, one side of the Lucas accumulator blowing out with a loud bang one dark night; a stiff clutch action; a tendency for the oiling system to gum-up the clutch, and a tendency for oil to leak from the engine chain cases on to the vicar's drive. But in impromptu dusts-up with Panthers, Squirrels and the like, along the Strand and similar thoroughfares during the strike, the B.S.A. was absolutely in its element.

A racing "G.10" 500-c.c. o.h.v. A.J.S., privately owned by a member of MOTOR SPORT's staff, was featured next. High spots were the strengthened but 350 c.c.-size frame, ball and roller-bearing engine with duralumin rockers, close-ratio gearbox, both brakes foot-operated, a  $3\frac{1}{2}$ -gallon T.T. tank, twist grip and

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steering damper. As this A.J.S. was used for track racing, the figures for performance were rather out of the common rut. It was mentioned that 90 m.p.h. was possible for short distances and that 75 m.p.h. was averaged for 200 miles on Brooklands. Steering, road-holding and braking, given plenty of weight on the pedals, were truly outstanding, although the front brake alone seemed ineffective. The very large tanks made the machine feel a little awkward at low speeds and it was necessary to remain awake when racing over indifferent roads, but as a road machine the "G.10's" steering and stability equalled those of any other, and were considerably better than many.

The clutch gave no trouble, the finish was excellent and as to noise, with standard silencer it was no worse than expected, with a Derrington "Brooklands" "can" quiet at all speeds, with a long pipe and fishtail silent at low, indescribable at high speeds. The gear-change was easy and positive and the gate not too close to the rider's right knee. Troubles experienced were attributable to competition work and the fact that this was one of the first "G.10s" produced. It cost about £80 solo, but came with a T.T. A.J.S. sidecar having an effective sidecar-wheel brake and being quite comfortable for all but very long passengers. In this guise, with 10-stone sidecarist, the Cannons on Alms Hill were crossed at approximately 30 to 35 m.p.h., still using the close-ratio box and going up the famous hill!

The last test of 1926 embraced a "250," in the form of the o.h.v. New Imperial. The machine had been in use for six months and, after an additional oil supply had cured rapid wear of the tappet feet, the only replacements needed were two valve-guides, one overhead rocker-bush and a back spindle. The normal footrest position resulted in fouling, so they were moved to the T.T. New Imperial position at the front of the chain stays, and at the same time the rear of the tank was padded. The kick-starter was now unusable, but the engine was so easy to start this didn't matter. Steering, whether mud-plugging or all-out, proved excellent. Several premier awards in trials (1926 trials, of course!), first place in the 250-c.c. class of a North London speed trial and a Devon

tour came with equal facility to this machine (YN 8472, by the way), and it also scored a victory over, or up, Alms Hill. Using the fairly close-ratio but not the optional speed-work gearbox, 40 m.p.h. was obtainable in second gear, and in top over 60 m.p.h. was possible. The gear-lever had rather too long a travel, making the first to second change rather awkward, but the change was fairly easy and the clutch control light. The gearbox was there to be used, for the compression-ratio was 6½ to 1. Oil consumption was excessively modest,

380 miles on 1½ pints of "R" with fast riding, when petrol consumption came out at approximately 70 m.p.g. In view of the tiny size of the brakes they were surprisingly powerful, front even more so than back, nor did rapid wear occur. Although its price, in 1926, was a mere £43, this New Imperial was fast, pleasant to ride and reasonably silent, and it stood up to varied competition work, even to motor-cycle football and gymkhanas very well indeed.

(To be continued as and when space permits.)

## THE PRODUCTION IOTA "500"

We have been notified that the Iota 500-c.c. racing car, conceived originally by Dick Caesar and closely resembling the famous Freikaiserwagen in its Silverstone guise, is to be sold as a production model. The specification embraces a chassis of welded steel tubes, 4.00 by 15 tyres and swing-axle rear suspension. The wheelbase is 7 ft, the track 4 ft. and the dry weight, with proper body-work, is expected to be approximately 450 lb. A high proportion of the weight is intentionally carried by the rear wheels, as it has been found that handling qualities are not affected, so a compact rear engine layout has been adopted, thus enabling the driver to occupy almost the same driving position as on a front-engined racing car. Front suspension is by coil springs and Morgan-like pillars, the stub axles mounted in aluminium carriers sliding and swivelling on self-lubricating bronze bushes, and at the rear the independent suspension is controlled by an ingenious inter-connected rubber damping system. The suspension is essentially "soft," and uses hydraulic shock-absorbers all round.

Eight-inch Girling hydro-mechanical braking is employed, with light-alloy drums, one drum sufficing at the rear, as no differential is incorporated. The normal engine will be a Speedway J.A.P., driving by chain to a close-ratio four-speed gearbox, final drive being by another chain to the centre of the swing-axle assembly. A flexible, crash-proof fuel tank is fitted and equipment includes 5-in. rev-counter and twin driving mirrors. It is hoped to market the Iota for about £400, complete with engine.

The introduction of yet another commercially built "500" must give amateur constructors seriously to think. May we suggest to those who despair of competing successfully against such competition in racing, that their experience should at least enable them to build a minicar that will see off all professional minicars so far announced? Seriously, those "500" enthusiasts who accept leather coats and helmets in lieu of windows and roof should be able to construct a road-worthy cyclecar offering far better economy and performance than the proverbial Austin Seven, and one, by reason of its racing layout, which would possess a high degree of safety and controllability. Such a car need not be scorned in this age of austerity. Is anyone interested?

★ ★ ★

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**"BROOKLANDS" RILEY.** In fine condition but would respond to tuning. Price £225, or might consider exchange. Box No. 40, MOTOR SPORT, 15, City Road, E.C.1.

## FOR SALE—continued

**SPORTS SALOON** with outstanding performance. "12/55" British-Salmson in quite exceptional condition throughout. First registered 1935. Sound batteries and tyres. Many spare components. Eleven months petrol in hand. Twenty-eight m.p.g. £225. 47, Ennerdale Road, Richmond, Surrey. Tel.: Richmond 0251.

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**LUND SPECIAL II.** 972-c.c. M.G. o.h.c. engine. Aerolite pistons, dynamically balanced crack-detected crankshaft, balanced con.-rods, Marshall blower, E.N.V. self-change box, special prop.-shaft, hydraulic brakes, Andre friction shockers, light ally, racing shell with 25-gallon tank and Dunlop racing tyres. Winner of over 100 awards. Quickly detachable wings and silencer available. Completely overhauled and ready for season's racing. Offers around £875.

**ALSO TED LUND'S PERSONAL CAR.** M.G. model "TA" 2-seater. Absolutely tip-top condition. Just resprayed fawn with dark brown wings, new tyres and hood. Triple action Andres rear, double at front. Mechanically immaculate... only wants seeing. Offers around £450.

**LUND'S ALSO SELL METHANOL:** 5s. per gallon, or 4s. 9d. in 5-gallon drum (5s. on drum); carriage via rail, approximately 2s. 6d. per 100 miles. Open seven days a week till 11 p.m. E. K. Lund & Co., Preston Road Garage, Coppull, near Chorley, Lancs. Tel.: Coppull 285.

**MORRIS-COWLEY AXLES,** with springs, 50s. Austin Seven half-shafts, all types, 10s.; 1930 crown-wheel and pinion, £3, inc. post. Robins, Frederick Place, Yeovil.

**1949 SILVER-GREY HEALEY** Duncan saloon, 1,000 miles, as brand new, accept best offer over £2,000. Also 1949 Healey saloon, 1,200 miles, offered by permission of the B.M.T.A. Thomas Ratcliffe & Co., Ltd., Mytholmroyd, Yorks.

**EXCHANGE "MOTOR SPORT" 1947 and 1948** complete, for earlier consecutive or odd issues. Phillips, 114, Palace Road, S.W.2. Tel.: Abbey 8080.

## FOR SALE—continued

**ONE PAIR ONLY, SPECIAL AMERICAN "EDEL-BROCK"** light alloy cylinder heads, to fit Mercury engine, giving 9-to-1 compression ratio. Also "Edelbrock" two-carburettor inlet manifold to fit Ford V8 or Mercury; takes two standard Ford twin-choke carburetters. All brand new and unused. £70 the lot. Seen London. Tel.: Welbeck 6759, evenings only.

**AUSTIN SEVEN "NIPPY," 1936.** New tyres; rebored, etc. Would entertain offers over £200 or exchange for slightly larger open car—must be well shod and mechanically sound. Box No. 55, MOTOR SPORT, 15, City Road, E.C.1.

**ALVIS "SPEED 20," 1934,** four-door Cross, Ellis tourer, excellent mechanically, good body, hood, sidescreens. Complete basic. £250. Maconochie, 38, Lovelace Road, Surbiton. Tel.: Elmbridge 5510, after 5 p.m.

**1930 "17/50" TWIN-CAM UNBLOWN ALFA-ROMEO.** Mechanically good; electrical system excellent; saloon body pretty shabby. Offers required. 6, Kingsfield Road, Oxhey, Herts.

**HEALEY.**—Shortly available, one new Healey "Drone" 2/4-seater roadster, £998, plus tax. Colour finish and upholstery to specification of purchaser. Apply, The Reliance Garage (Norwich) Ltd., Heigham Street, Norwich. Tel.: Norwich 20366/7.

**BROUGH SUPERIOR.**—1938 "Alpine Grand Sports" 22-h.p. roadster. 20,000 miles. Finished in black. £650 or near offer. Apply, The Reliance Garage (Norwich) Ltd., Heigham Street, Norwich. Tel.: Norwich 20366/7.

**BENTLEY DRIVERS' CLUB MEMBER** wishes to dispose of 4½-litre Bentley 2-seater. Four brand new tyres, new hood, tonneau cover. Clutch, brakes, ignition, carburetters, all recently reconditioned. The car is in perfect order. £350. Also his Series 8 Lancia "Lambda"; over £120 spent on mechanical overhaul. Needs running in. New battery, etc. £125. 101, Burbage Road, Herne Hill, S.E.24. Tel.: Brixton 3815.

**S.S.100 2½-LITRE,** pre-war, re-registered 1946. This car is in exceptional condition, both mechanically and in appearance. Maroon paintwork and leather, chrome wheels. Several extras. Acceleration and performance really good. Mileage 19,000. Any trial. £650 or offer. Write Box No. 57, MOTOR SPORT, 15, City Road, E.C.1.

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**SALMON FRENCH G.P. TWIN-O.H.C.** sports 2-seater, 1928; smart and in excellent running order; £85. Tel.: Hatch End 923.

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**BENTLEY, 1929.**—Offers for Super S.C. "Red Label" 3-litre; modern occasional 4-seater drop-head coupé fitted 1938. In perfect mechanical condition, serviced only by Bentleys and Mackenzie. Body first class. Box No. 58, MOTOR SPORT, 15, City Road, E.C.1.

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**B.T.H. MAGNETO**—4-cylinder polar inductor, C.E.4, £3. Forty-two Autocars, 1947, 25s. "Grand Prix," by Lyndon, 15s. French race photographs. B. Burgess, Matfield, Kent.

## FOR SALE—continued

**3-LITRE BENTLEY,** recently reconditioned, 4-seater tourer. Stark but good-looking. Around £250. Shipley, 218, Scraftoft Lane, Leicester. Tel.: 65154.

**500-C.C. "MANX" NORTON ALLOY ENGINE** and close-ratio gearbox, Ex-Eric Briggs. 1938. Perfect. £80. Phillips, Fairley, Bramall Lane, Sheffield.

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**RILEY "IMP,"** 1935, one owner, meticulously maintained; complete overhaul and renovation 1946. Beautiful condition, with numerous spares. Best offer over £325. Stephenson, Claverdon, Warwick.

**1927 DARRACQ "15/40"** 4-seater tourer. Less than 500 miles since £130 overhaul. Bills shown. Cash needed. Offers. Box No. 60, MOTOR SPORT, 15, City Road, E.C.1.

**F.I.A.T. 500,** less engine and gearbox. Morgan "4/4" engine, gearbox, rear axle. M.G. "TC" 19-in. wheel, new. Box No. 61, MOTOR SPORT, 15, City Road, E.C.1.

**"AUTOCARS"** from 1/11/46 to 31/12/48, except 2/4/48, 35s. E. N. Green, The Red House, Sawbridgeworth, Herts.

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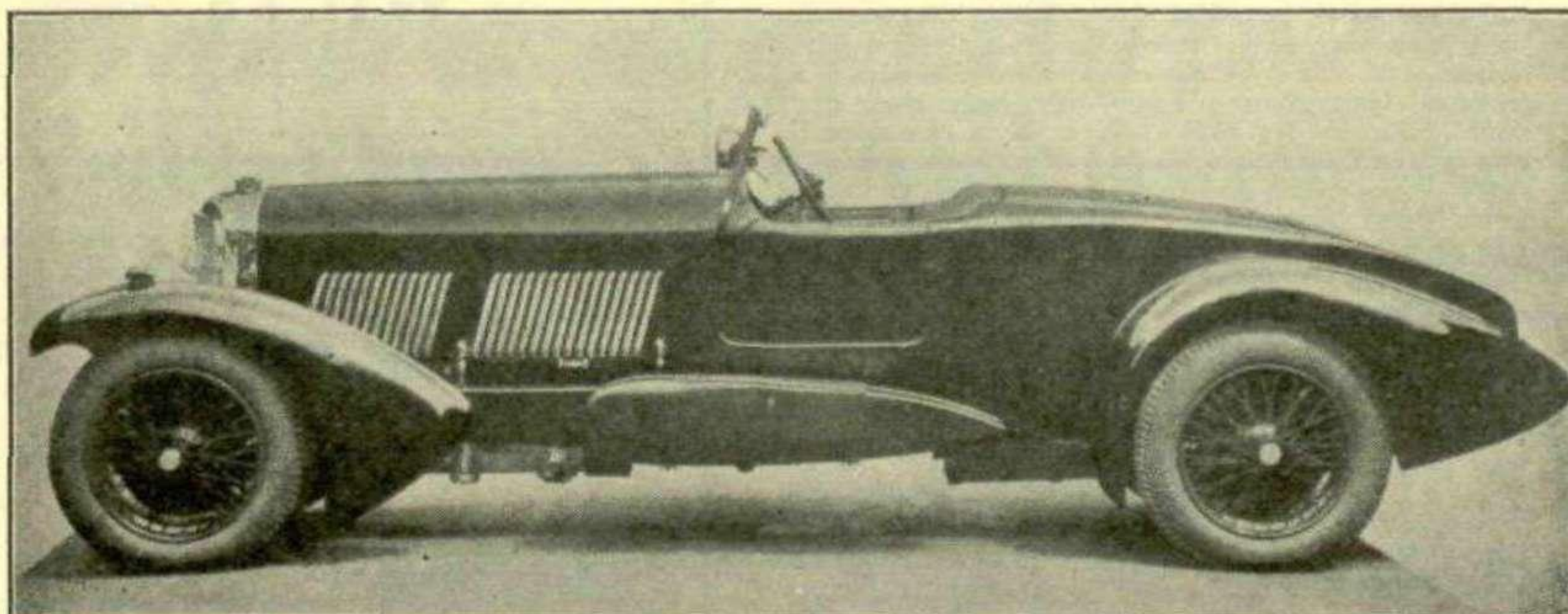
**VAUXHALL "20/60"** 1928 saloon. Genuine 29,000 miles. First-class condition. Original paint. £100, no offers. Hare, Congresbury, Somerset.

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**BENTLEY FOR SALE.**—1929 4½-litre 4-seater tourer. On view Plymouth. Apply, Gardiner, Lamorna, Ember Lane, Esher.

**ALVIS "FIREFLY,"** 1934, TYPE S.A. Car No. 15672. Open 2-seater. Manual type gearbox. Also spare cylinder head. Nearest £100. Purser, 237A, Park Road, Peterborough. Tel.: 2014.

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"2.9" S. Maserati, full road equipment, £10 tax.

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4½-litre Lagonda "Rapide" sports saloon.

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**ALVIS 11.4-H.P.** 1929 2-seater. Just rebored and engine completely overhauled, including reground crankshaft. Not yet run-in. New hood, new tyres, new battery; rewired; bodywork excellent. A really good little car. £150. Box No. 21; Smith's Bookshop, Chichester.

**5TH SERIES LANCIA "LAMBDA"** open tourer. Recently resprayed red; new tyres. The engine, which is claimed to be ex-Fotheringham-Parker, has been reconditioned, but is not completely assembled. The remainder of the car is in good order. Offers. Also F.N. motor-cycle and side-car (ex-Belgian Army); very rugged construction; full drive, including reverse, to side-car. This vehicle has been resprayed and overhauled—and there is a spare engine. Box No. 64, MOTOR SPORT, 15, City Road, E.C.1.

**VAUXHALL "30/98"** 1927 4-seater, £350 or offer. Bentley 3-litre 1926 4-seater, £250 or offer. Both in excellent condition; full "basic" for both available. Full details and photographs. Holmes, 8, Beechway, Twickenham. Tel.: Feltham 3521.

**1937 2½-LITRE JAGUAR 100.** Expensively maintained; 3,000 miles since complete reconditioning. Will exchange for quality drophead (Citroen, A.C., etc.) or sell at sacrifice price of £375. Clarke Bros., Lord Street, Wrexham, North Wales.

## ALVIS

£475—Alvis 1935 "Speed 20." V.D.P. 4-seater. Excellent mechanically. Good body. £250 deposit.

£295—Alvis 1933 "Speed 20" Thrupp and Maberley 4-door concours Saloon. £200 bills available for inspection.

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1947 Arnot type 1600 Blower with 38 mil. racing S.U. Completely overhauled by makers. Suit T-type M.G. or any 10-h.p. Price £55.

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**ALTON GARAGE**  
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**M.G. "18/80" 1930 MK. I,** fitted Mk. II engine and gearbox (4-speed, remote control). Stripped, rebuilt and fitted unused specially reconditioned engine. Open sports 4-seater. Normal and aero-screens; hood fair; sidescreens renewed; six instruments; three tyres good, two nearly due retread. Dewandre servo brakes. Weight, including fuel, etc., 22 cwt. Could do 26-27 m.p.g. at 45-55 m.p.h. Six months' petrol. About £225. Also large quantity spares: engines, transmission, gearbox (Mk. I), etc. Separately if required. H. Luckhurst, 53, Hilden Park Road, Tonbridge.

**LAMMAS GRAHAM** (July, 1937) drophead coupé; 33,000 miles; laid up during war. Wonderful condition; pale blue; 90 m.p.h.; 25.3 h.p. Will accept £500 or exchange for new 10-cwt. Austin or Ford delivery van with no cash difference. Box No. 63, MOTOR SPORT, 15, City Road, E.C.1.

**S.S.I. 16-H.P.** sports saloon, 1935. Recent engine overhaul, not yet run-in. £130 or nearest offer. J. Naismith, 13, Church Street, Bromsgrove, Worcs.

**FRAZER-NASH, 1934,** chassis No. 2092, Blackburn 13.4-h.p. engine, open 4-seater; colour red; excellent hood. Price £300, or near offer. Sykes & Robinson Ltd., Queen's Road, Leeds, 6. Tel.: 54135.

**TRY US FOR PISTONS, RINGS, AND REBORES.** Ball and roller bearings, Plummer blocks. Largest stockholders in the north. Established 1922. Warren-Roberts & Co., Ltd., Duke Street Works, Halifax. Tel.: Halifax 5145.

**M.G. TYPE PB 2-SEATER BODY,** black; two sets wings, lamps, screen, hood and curtains; seats, floorboards; dashboard with rev-counter only; petrol tank; spare wheel bracket, etc.; £75. Also new radiator, £7 10s. Radiator shell, £6. G. P. Taylor, Oxford Road Garage, Gerrards Cross. Tel.: 2478.

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**1937 S.S.100 2½-LITRE.** Has been subject to considerable attention, including new or replacement S.U. pumps, instruments, gearbox, timing-chain and case, hood, tonneau, screens, floor, floor covers, tyres, steering pins, bushes, bearings, brake parts, linings, etc. Body checked over; no rattles; re-chromed throughout; 2,500 miles only since overhaul. Sacrifice for £415 cash, or level exchange for late-type small business saloon or sound veteran not more than £100 and cash. Edward Clarke, 12, Lord Street, Wrexham.

**TALBOT "18/75" ROADSTER, 1930.** In good running order. Hood, screens and tonneau cover good. Taxed first quarter. Full basic. An enthusiast's car. £120. Parsons, Maidenhead 1076.

**STANDARD 1939 "FLYING TWELVE"** gearbox, £8; engine, less sump and auxiliaries, £8. Triumph 10-h.p. worm differential, complete, £8; engine, less pistons and auxiliaries, £5. 6-volt electric welding plant and transformer, £5. Tunstall Garage, Richmond, Yorks.

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**OFFERS WANTED FOR "SPEED 20" ALVIS, 1932.** Believed prototype. Stone-guards exposed axles; sprint-type guards, etc.; 4-seater touring body by Cross and Ellis. Genuine inquiries please. Also many Salmson G.S. and G.P. spares. State requirements. Heathcote, 23, Deacon Street, Nuneaton, Warwickshire.

**BALLOT 2LTS SPARES.**—Complete set rockers and standards; damper parts; dynamo, starter, switchbox and fusebox; speedometer and rev-counter; brake servo; water pump; sundries. Singer Nine sports, 1934, front axle, brake-drums, shoes, hubs, etc.; starter; twin "Solex" and manifold. Kay, Marsh Lane, Hambleton, Blackpool.

**M.G. "P,"** Centric-blown, aluminium metallised head. Tuned engine. New tyres, hood, tonneau and curtains. Racing screens, carrier, temperature and boost gauges, etc. Splendid condition throughout. £300 or nearest offer. Lawton, 67, Stanmore Road, Edgbaston, Birmingham.

**LEA-FRANCIS, 1929, 1,696-C.C.,** twin cam, converted to 2-seater. Engine just overhauled; rewired, good tyres, new battery. Reliable motor; with 35 gallons petrol attached. Offers to: G. Grayer, "Fairbourne," Newton Road, Great Barr, Birmingham, 22A.

**1934 SUNBEAM "DAWN" 12.8-H.P.** sports saloon; 4/5-seater of distinction; i.f.s. Excellent condition and appearance. Tyres and batteries very good; £200. Mills, "Fairholme," Roydon Road, Stanstead Abbots, Herts.

**RILEY "LYNX" tourer, 1934, 12-h.p., 4-seater.** Engine, clutch, brakes overhauled; appearance good; weatherproof; petrol. £220 or nearest. Write, Charles, 7, Park Avenue, Shrivenham, Swindon.

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**1939 STANDARD EIGHT** tourer. Recellulosed green and black, with green leather upholstery. Whole car in perfect condition. Recent complete engine overhaul, including new battery, dynamo, starter and radiator. Shennan & Comley Ltd., 164, Allerton Road, Liverpool.

**BARGAIN FOR ENTHUSIAST.**—M.G.-Special chassis only (less tyres), specialist-built. Fitted with new road springs, reconditioned "J2" engine and gearbox, four carburettors, twin exhaust system, new axles, cam-gear steering, rev. counter, racing magneto, Lockheed brakes, Duplex Hartfords, Hardy Spicer prop.-shaft, five balanced road wheels. Price £170. Box No. 67, MOTOR SPORT, 15, City Road, E.C.1.

**ALVIS-NASH**, 1948 registration. Exchange for 4-seater tourer or sell £95. Any distance. Downey, 50, Chesterfield Road, Ashford, Middlesex.

**SPARES FOR FORD JEEP.**—Block, head, crankshaft, camshaft, timing chain, valves, oil pump, petrol pump, etc. £10 the lot. Set of four volumes "Motor Repair and Overhauling," by Newnes, sixth edition; also folder of data charts. Perfect condition, unsoiled, 3 gns. Maclagan, Morenish, Sledgate Lane, Wickersley, Rotherham.

**M.G. D-TYPE ENGINE** and gearbox, less carb. and distributor, £10. Front axle, needs king-pins renewing, £4 10s. Alvis "Speed 20" i.f.s. front spring, £3 10s.; rear springs, £2 each; prop.-shaft, £3 10s.; steering column, less wheel, £3 10s.; brake drums, £1 each; hub caps, 10s. each; pair of telecontrol shock-absorbers, £3; 19-in. k.o. road wheel, £3; starting handle, 10s. D.W.S. jack handles, 10s. each. Unis France Amplor horn, 12-v., £1 10s. Front axle, 52 hubs, Lockheeds, suit Frazer-Nash, £5. "12/6" Riley radiator, perfect, £4; rear axle, complete, £7 10s. All carriage extra. D. Bagshaw, 55, Edward Avenue, Braunstone, Leicester.

**B.T.H. "J4" VERTICAL MAGNETO**, for Ford 8-10 h.p., £7. Smith's 5-in. speedometer, with 8-day clock, £4. Speake, 28, Wessex Road, Didcot, Berks.

**LAGONDA 1928 2-LITRE "SPEED" model.** Perfect condition; genuine sale. £180, offers. Holt, 14, Upper College Street, Nottingham.

## FOR SALE—continued

**T.T. LEA-FRANCIS**, ex-works car, "Brooklands" Meadows 4ED engine, roller big-ends, No. 9 Cozette "blower," telecontrols, elaborate dash; tyres nearly new; new hood, etc. Very good condition, fast and reliable. Seen evenings or weekends by appointment. £195. Ball, 208, Portway, Stratford, E.15. Tel.: Maryland 3525, 9 a.m. to 5 p.m.

**1932 3-LITRE LAGONDA** saloon; recent engine overhaul; good tyres; offers over £200. Also three new 450 by 19 tyres, 65s. each. Also 21-in. Lagonda wheel, with rough tyre and tube, 65s. Hutchison, 35, Broadwater Down, Tunbridge Wells.

**1947 ALLARD.**—Enthusiast offers for sale his Allard competition 2-seater, first registered 18.8.47. This car has been carefully used and has only completed 4,000 miles. The colour is maroon, and it has maroon leather upholstery. Offers around £1,050 to J. D. Bryant, Robartes Arms, Illogan, Redruth, Cornwall.

**FORD-SPECIAL.**—Due to moving, enthusiast offers his partly completed Ford-M.G.-Special: Ford Ten engine and gearbox, new; M.G. chassis; 5-to-1 axle; 16-in. wheels and tyres; chassis strengthened, etc. Body frame complete with tank, lights, steering, etc. Only needs panelling and wiring to complete. Any reasonable offer considered, or exchange small saloon. Can be inspected Watford area. Box No. 68, MOTOR SPORT, 15, City Road, E.C.1.

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**1936 2-Litre "Speed Model" Aston-Martin**, 2/4-seater. This is the famous ex-Robert Hichens car, now completely overhauled and reconditioned, finished in B.R.-green. This car won the R.W. Cup in 1939 and holds the 2-litre Phoenix Park lap record. Ready for racing and ideal for the forthcoming Le Mans and Spa races.

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**RILEY "GAMECOCK" sports 2-seater;** excellent condition throughout; tyres good, new hood and sidescreens. £195. Rogers, 29, Trentvale Road, Beeston, Notts.

**RILEY NINE SPARES.**—Special high-compression cylinder head, 30-mm. inlet ports, complete with rockers, new valves and springs, etc., £7 10s. Set of unused timing gears, complete, £8. Magneto, £4. Rogers, 29, Trentvale Road, Beeston, Notts.

**PETROL TANK,** 25-gallon, shaped for tail, stand pressure feed, 4-in. quick release, £5. Amilcar crown-wheel and pinion, 13: 59 "Surbaise," noisy but sound, £3 10s. Amilcar dynamo, £1. Two Lockheed oleo struts (suitable for suspension), £2 10s. Rogers, 29, Trentvale Road, Beeston, Notts.

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## FOR SALE—continued

**BOSCH ELECTRIC HORN**, 12-v., 15s.; Lucas Altette, ditto, 15s.; Austin Seven horizontal S.U. and manifold, £3; downdraught Ford Ten carb., 35s.; Autovac, 15s.; Morris Minor o.h.c. engine, complete, £12; ditto, dynamo, 35s.; ditto, radiator, 30s.; ditto, cylinder head, 20s.; ditto, 19-in. "Magna" wheels, 8s. each; electric horn, 6-v., 7s. 6d. S.A.E., and evenings only, John Wrigley, 32, Highlever Road, W.10.

**TAPLEY PERFORMANCE AND GRADIENT METER**, new, with bracket and dashboard fittings, £7. Also new stainless Chronographe wrist-watch by Universal of Geneva, luminous, additional dials count minutes and half-hours to twelve hours, £20. Write, Kelly, 34, Cartwright Gardens, W.C.1.

**A.C. 1936 D.H. COUPE.** Complete mechanical overhaul by makers; recellulosed and new hood; not used since. Is now in first-class order. What offers? Sandell, 10, Burgh Heath Road, Epsom. Tel.: Epsom 251.

**CAMBRIDGE ENGINEERING OFFER.**—1930, complete Austin Seven chassis, underslung, steering raked; chassis has been reconditioned; engine in running order; chrome radiator. 1931, unblown "Ulster" Austin 2-seater sports car, good condition, recent overhaul. "Nippy" front axle, spring, radius rods. Pair "Big Seven" easy-clean wheels, with tyres complete, new condition, fit any year "Seven" Sports. Induction pipe, to take twin downdraughts. B.O.C. welding pipe with tips, cutting pipe with trammel, both with hoses. Pair new Lucas "Windtone" horns, matched pair, chrome finish, 12-volt. Pair Frazer-Nash rear spring angle supports. Pair i.f.s. wishbones, suitable conversion. S.A.E. for reply. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126.

**TALBOT "105,"** black sports saloon body by Young of Bromley; 3,000 miles (five months) since extensive overhaul, which included engine (Laystall's), gearbox (preselector), distributor, new radiator block, new water pump, new tyres, Fram. Spares include complete engine, gearbox, springs, axles, brakes, dynamotor, two extra wheels with tyres, all serviceable. 16 to 20 m.p.g. Photo on request. £350 or offer. Box No. 69, MOTOR SPORT, 15, City Road, E.C.1.

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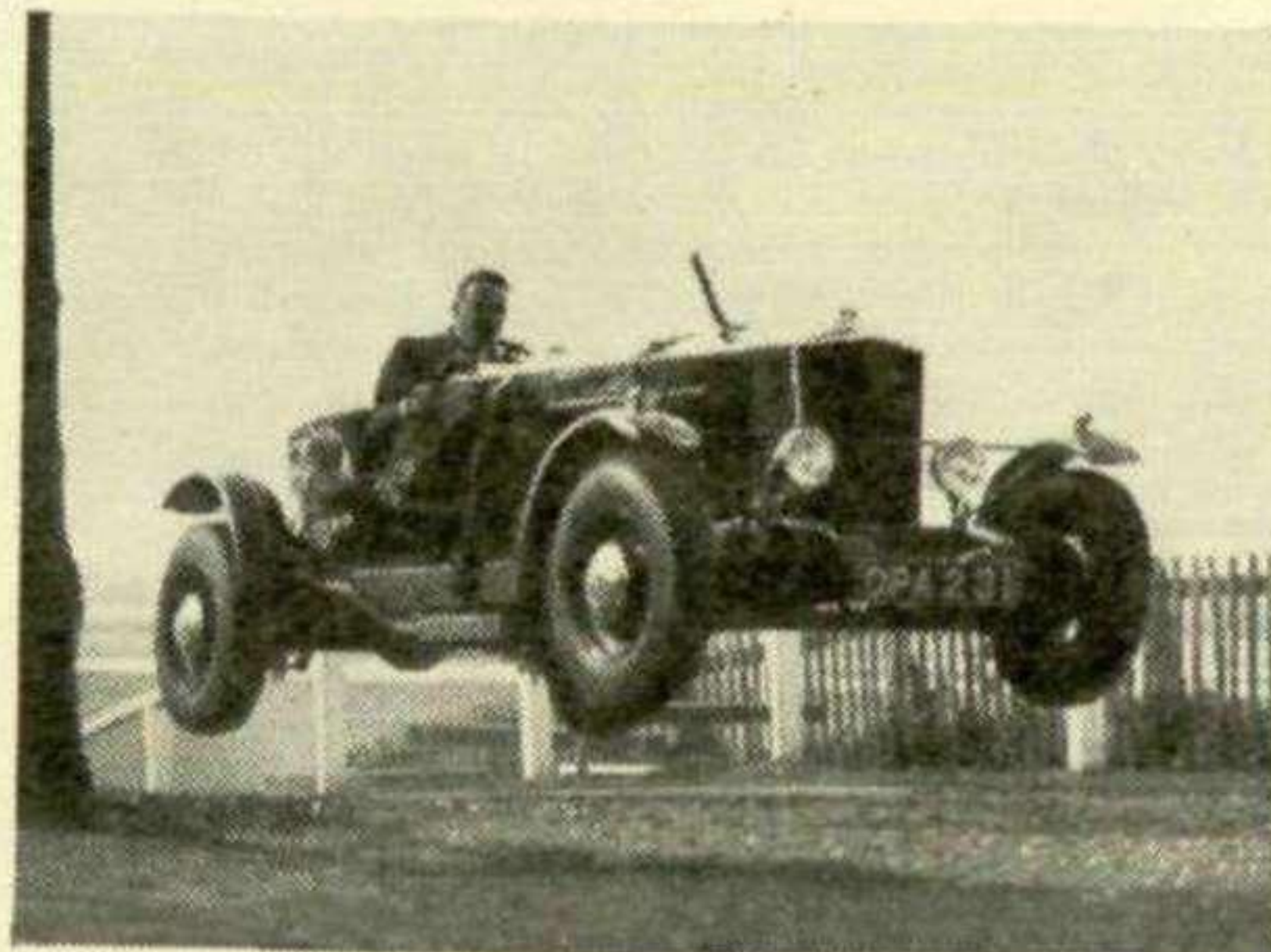
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**WHITE-LLOYD 500-C.C.**, tubular back-bone type chassis, independent suspension, J.A.P. 5-stud engine, Lockheed 2-leading shoe brakes. Raced last season: Shelsley (47 sec.), Brighton speed trials (36.8 sec.), Dunholme (72 m.p.h. average lap). Photographs in February issue of "Iota." £350. Also trailer for carrying above car, £25. Whites Garage Ltd., South St. Marys Gate, Grimsby. Tel.: 5486.

**1920 BUICK, 28 H.P.** Mileage since made, 34,000. Stored away 22 years. Cabriolet 2-door body; V-screen. Electric lighting, starting. In perfect running order. Four new tyres and battery. Quick sale, £60. Photo on request. Williams, Henry Street, Lytham, Lancs.



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**1½-LITRE BUGATTI.** Late 4-valve, 4-cylinder "Brescia" Bugatti, first registered 1927. The engine has recently been stripped and assembled by expert racing mechanic; 3.2 rear axle. All new tyres. Polished front suspension; full Marechal/Bosch lighting equipment; all-weather protection. Very attractive blue coachbuilt 2/3-seater French body, with a distinctly G.P. appearance; G.P.-type radiator. This car is one of the most attractive "Brescia" Bugattis available. Nearest offer to £250 accepted. White, Stowe Lodge, Weedon, Northants.

**BARGAIN.—1937 M.G. SPORTS.** Recently recellulosed red; engine overhauled, new back axle, brakes relined. £275 or nearest offer for quick sale. Apply, Sexton, Barritts, Boxted, Colchester.

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**1936 TALBOT ("75") 18-H.P.** saloon, very good condition; new tyres; uses no oil; 20 m.p.g.; full 6 months' "basic." £175 or offer. Davis, 2, Curwen Road, W.12. Tel.: Shepherds Bush 4369.

**FRAZER-NASH.**—Three-speed, chain-drive chassis. Thoroughly overhauled; almost complete. Six-cylinder 1934 Riley engine; never run since re-sleeved and completely overhauled. Engine, E.N.V. gearbox, fitted to chassis, but requires completing. Many new accessories. £125 or nearest offer. Trotter, Braedownie, Kennoway, Fife.

**RILEY NINE.** 1932 chassis, made-up body. Whole engine completely overhauled, including rebore, new pistons, crankshaft reground, big-ends, etc. New dynamo, magneto, battery, crown-wheel and pinion, tyres. Valued at £190. What offers? Tel.: Prospect 6874.

**TRIUMPH 500-C.C. "SPEED TWIN" MOTOR-CYCLE,** 1939. Black/chrome finish immaculate; 33,000 miles; maintained regardless of expense by enthusiast-owner. Mechanically perfect; outstanding performance coupled with economy, 75 m.p.g. Tyres almost new. Offered with extras, spares and new battery, at £130. John Holmes, 12, Worcester Gardens, Ilford. Tel.: Valentine 5258, after 6 p.m.

**£175.—SINGER "LE MANS"** 4-seater; very excellent condition; mechanically perfect; good tyres; reliable and sound; taxed. Also Austin racing chassis, with L.M.B. front suspension; steering gear, etc., perfect. Austin Seven racing engine, high-lift camshaft, alloy high-compression head. Offers. Davie, White Cottage, Bray, Berks.

**1936 MAGNETTE "NA"** 4-seater. Completely overhauled this winter. £300. Box No. 70, MOTOR SPORT, 15, City Road, E.C.1.

**SINGER "LE MANS" COUPE,** late 1933. Red; licensed; two new tyres, new battery; good and clean; £150. 8, Bowood Grove, Stainbeck Road, Leeds, 7. Tel.: 55853, 9 a.m. to 6 p.m.

**M.G. TA-TYPE CYLINDER BLOCK,** new list price £39 9s., plus carriage. Tyres: various beaded-edge sizes available and current sizes, including 20 and 21-in. G. Hopkins & Sons, New Street, Ledbury, Herefordshire. Tel.: Ledbury 3.

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**BUGATTI "BRESCIA"** 2-seater, f.w.b. Repainted. Good hood, new battery. Good order throughout. Taxed, insured November; all "basic"; £140. 93, Pack Lane, Basingstoke.

**DELAGE D.I.S.S.** coachbuilt utility, very good order. Servo brakes. Good tyres, two spares (20-in.). £175. 93, Pack Lane, Basingstoke.

**ALVIS "12/50"** S.D. big-port "beetleback." Repainted; five new tyres; brakes relined; Zeiss headlights. Good order. £135. All "basic." 93, Pack Lane, Basingstoke.

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**ALVIS "12/50," TYPE TJ,** 4-seater body. New hood and sidescrims; rewound dynamo; tyres fair. In good running order, but requires new timing wheels and starter ring. Offers around £100. 500-c.c. "dirt" Rudge barrel and Martlet piston, 12½-1, £8. Polished flywheels and rod, £8. Other bits and pieces, camshaft, etc. Mann, 18, Orchard Court, Walton-on-Thames, Surrey. Weekends only.

**4½-LITRE BENTLEY CHASSIS,** completely rebuilt—what offers? Several 7.00 by 21 tyres and tubes. Many 3-litre Bentley spares. Evans, 27, Stories Way, Cambridge.

**TYPE 5Z ZOLLER SUPERCHARGER,** suit 1½/2-litre car, £40. Also Marshall, £35. Offers for both together by genuine enthusiasts considered. Homer, 16, Highbridge Road, Sutton Coldfield.

**LAGONDA "RAPIER"** drophead coupé, 4-seater, completely reconditioned; petrol. Details from Box No. 720, MOTOR SPORT, 15, City Road, E.C.1.

**FOR SALE—continued**

**URGENT.**—Owner's posting abroad necessitates the sale of Bentley 4½-litre Vanden Plas, 1928; sacrifice price of £350, or near offer. Car is in fine trim and has had £250 spent on it recently; receipts available. Box No. 71, MOTOR SPORT, 15, City Road, E.C.1.

**INSTRUCTION MANUALS.**—Sunbeam 14-h.p., 1922, 25s.; Sunbeam 20/60-h.p. 1924, 25s.; Vauxhall 19.8-h.p., 1934, 10s.; Morris Minor, 1934, 12s. 6d.; Terraplane, 1935, 10s.; Citroen 12/24-h.p., 10s.; Hillman 14-h.p., 1929, 10s.; Singer 9-h.p. and 1½-litre, also handbook and parts list, 30s.; c.w.o. Morgan, Ashby House, Bramley, Leeds.

**FORD V8 CHASSIS** with radiator, axles and five easy-clean wheels and tyres. Completely overhauled, new bushes, king-pins and brakes; 22-h.p. engine, condition uncertain, gearbox as new; about £80. Practically unused 1946 Mercury engine, checked, painted and all nuts chromed, £40. 500-c.c. flat-twin air-cooled o.h.v. twin-ignition American engine, reputed 8,000 revs., with two mags. and carburetter; unused; ideal for "500"; £30. 14.9-h.p. Ford engine, all accessories, raised compression coppered head, 14-mm. plugs; excellent condition, £12. Five 16-in. wire wheels for early V8 or "14.9," £5. Six 18-in. wheels for ditto, with brand new 550 Dunlop tyres and tubes, £30. Or offers for any—must have room. Woolley, 4, Ann Street, Enniskillen, Northern Ireland.

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**MOTORING BOOKS.**—"Motor Racing and Record-Breaking," "Grand Prix," "Combat," "Flat-Out," "Motor Racing," Bradley's "Bugatti," Book of the E.R.A., 5s. each. MOTOR SPORT, 1932-1948, Autocar Show Numbers 1929-1948, "Buganties." Many others, send for list. "Oakhurst," Northgate, Northwood, Middlesex.

**BOOKS ON MOTOR SPORT.**—Monkhouse, "Motor Racing with Mercedes-Benz," 21s. 6d.; Mays, "Wheelpin," "More Wheelpin," "Shelsley Walsh," 9s. each; Grant, "British Sports Cars," 9s.; Prince Chula, "Road-Racing, 1936," "Road Star Hat-Trick," "Dick Seaman," 9s. each; Birkin, "Full Throttle," 8s.; "Bira," "Bits and Pieces," 8s.; Higgins, "Private Owner," 9s. All new and post free. Kerr, 2, Kent Street, Kendal, Westmorland.

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**FOR SALE—continued**

**J. H. BARTLETT OFFERS.**—Vauxhall Ten engine, £12 10s. B.M.W. "326" engine, reconditioned and complete, £125. "326" gearbox, £35. "328" camshaft, £12 10s. Scintilla Vertex 8-cyl., £12 10s. Arnott supercharger and carburetter, £15. Lagonda 2-litre engine spares. Austin Seven alloy head, £4. M.G. P-type engine and gearbox spares. M.G. twin wheels and shafts, £15. M.G. M and L-type spares. Crown and pinion wheels. Wire wheels, headlamps. Singer "Le Mans" gearbox, £15. Differential unit, £9. Aston-Martin wings (set), £10. Beaded-edge-tyres, 28 by 3½, 730 by 130, 820 by 120. 27A, Pembroke Villas, W.11.

**M.G. M-TYPE CHASSIS,** near complete, engine, accessories, new parts. Nearest £60, or exchange-running Austin Seven. Write, Box No. 72, MOTOR SPORT, 15, City Road, E.C.1.

**GENUINE "BROOKLANDS" RILEY,** completely rebuilt; big crank polished, balanced; c.r. gearbox; alloy body; £285. Write or phone for details, photo. Phillips, Belton, Uppingham. Tel.: 237.

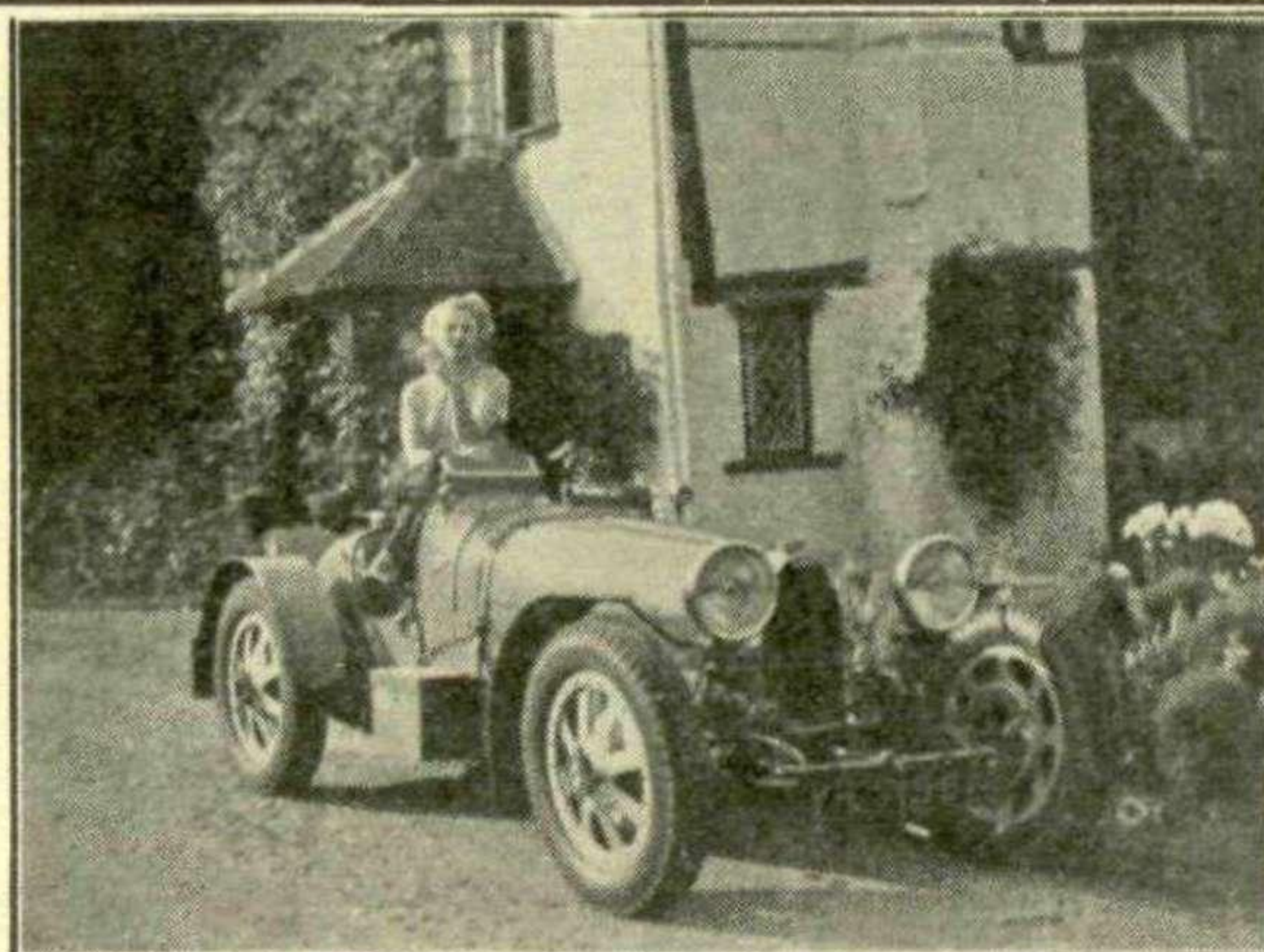
**RILEY NINE Monaco Special, 1932.** Engine just reconditioned by expert; back axle, brakes, last year; nearly new tyres. £120 or near. New car expected. Bernard, Langley House, Ashted Park, Surrey.

**1947 SINGER NINE ROADSTER,** colour maroon, mileage 10,000. Twin windtone horns. Very good condition. £650. Tel.: Croydon 1465.

**RILEY SIX.** Special swept-tail 2-seater body. Rebored and sleeved. Twin S.U.s. New seats, hood, screens and batteries. Steering joints, brake linings and shackle-bushes all new. Taxed end of year. All "basic." £250. Box No. 73, MOTOR SPORT, 15, City Road, E.C.1.

**THROUGH DOCTOR'S ORDERS,** 1930 4½-litre Bentley open-four, completely overhauled December; untaxed. £475. North Yorkshire. Details, Box No. 74, MOTOR SPORT, 15, City Road, E.C.1.

**ALVIS 1932 SPORTS.** Engine rebored, just run-in. New tyres; recellulosed; new hood. Perfect condition. Bills for £150 repairs available. Apply. Box No. 75, MOTOR SPORT, 15, City Road, E.C.1.



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## FOR SALE—continued

**LOOK! ENTHUSIASTS' OPPORTUNITY.** 1931 Riley Nine spares: Reconditioned engine, part assembled, £32 10s.; reconditioned gearbox, £12 10s.; chassis, repainted, £15; back axle, torque-tube, brake drums, etc., new crown-wheel, pinion, part assembled, £15; front axle, etc., £3 10s.; radiator, £2; five 19-in. wheels and tyres, £8; steering column, £3; set of springs, £4. Would take £90, or offer, the lot. Cash, please. Garrett, 211, Goldstone Crescent, Hove, Sussex.

**B.S.A. TRICYCLE,** 1930, but much younger engine and body. Condition superb. New hood, side-screens. Spare engine. £90. Nettleton, North Park, Gerrards Cross, Bucks.

**AUSFORD TRIALS CAR,** HXJ 831. Ford Ten engine, Scintilla magneto, Austin Seven chassis, factory-built duralumin body. Twin spares, hood, etc. This car (new 1947) has only competed in four Scottish trials, in which it gained two premier awards. £425. Apply, J. M. Findlay, Springhill Nurseries, Baillieston, near Glasgow.

**BENTLEY SPARES.**—C.A.V.-Bosch axial starters, "works" reconditioned, £15. Radiators: 3-litre T.T. Replica, rebuilt by Serck, unused, £15; "Speed Six," rebuilt and rechromed by Gallay, unused, £30. Magnets, B.T.H.-A.G.4, 4-cyl., brand new, shop-soiled, suit 4 ED Meadows, Alvis "12/50," Lagonda 2-litre, etc. State rotation; £4 each, carriage 1s. 6d. Bird, 125, Warwick Road, Olton, Birmingham, 27.

**ASTON-MARTIN CYLINDER BLOCK** and main bearings, suitable for "International" or "Le Mans" types. £25, carriage paid. Harvey, 3, Prince Edward Mansions, Palace Court, W.2.

**AUSTIN SEVEN,** rebuilt 1948, on 1929 chassis; 2-seater, easy-clean wheels, 4.75 by 16 new tyres; Dunlopillo seats, good hood, ample luggage space. Aluminium and black. Very reliable and nice-looking. Built for 6-ft. driver. £110. Pryce, 30, Green Walk, Crayford, Kent.

**F.N.-SPECIAL,** Alvis "12/60" engine, preselector gearbox. Not fully complete but runnable. Body spartan. Offers around £130. Owner going abroad April. Kenchington, 124, Harcourt Street, Luton, Beds.

## FOR SALE—continued

**ONE F.I.A.T. 1,100-C.C. MODEL 508C,** pillarless saloon, body in first-class condition; complete with all trimming; £60. One Humber "Super Snipe" engine, complete, £30. One Riley Nine engine, gearbox and clutch, completely overhauled, £30. Apply, H. A. Pierpoint, 48, Catherine Place, Westminster, S.W.1.

**TWO SIX-CYLINDER RACING AMILCARS** for sale. One brand new, less body, engine specially prepared for very high speed. Other dismantled, in perfect condition. Would act as spares for new one. Also many new spare parts for both cars. Z. N. Motors Ltd., 904, Harrow Road, London, N.W.10. Tel.: Ladbroke 2944.

**"CREAM-CRACKER" M.G.,** JB 7525, PB-type. Fitted Martlet pistons, 4-branch exhaust system, and new pair S.U. carbs. (Marshall "blower" available if required). Choice of six wheels and tyre sizes. Full details and photograph supplied. £295 or reasonable offer. Hase, 14, Knightstone Road, Weston-super-Mare.

**TWO DOWNDRAUGHT 1½-IN. S.U.s,** good condition, suitable B.M.W. or similar. Riley timing wheels, oil pump, lightened brake drums, 5 and 6-stud wheels. Offers to Croysdill, 6, Beaumont Avenue, St. Albans, Herts.

**SCINTILLA VERTEX, N.V.4,** as new, £8. McEwen, Calver Sough, near Sheffield.

**G. E. PHILLIPS OFFERS** his lightweight body as fitted to his successful "TC" last season, complete with radiator, lights, and hide-covered Dunlopillo upholstery. Supercharged "PB," fitted with Lester lightweight body built from new components, at a cost of over £600; first registered 1948 and has only done 3,000 miles since completion; whole car as brand new. Offers to G. E. Phillips, 16, Greystoke Gardens, Enfield.

**£160.—1932 M.G. MAGNA,** cream; converted to drophead coupé. Sleeved, crank reground, seats reupholstered; clutch overhauled; new battery; five new tyres; Fram; oil coil. Haigh, 23, Hereford Square, London, S.W.7. Tel.: Museum 7323 (day).

**"J2" MIDGET,** recently stripped, checked, reassembled by M.G. agents, while engine "works" overhauled. New hood, cellulose, carpet, four Dunlops, three retreads, two inner tubes. Part used: two tyres. Aero-screens. 1,000 miles since overhaul. £240 or nearest offer. 44, Mead Road, Cheltenham.

**SCINTILLA VERTEX, V.M.8,** suit Hudson Straight-Eight, £4; Lancia front axle, with wheels, £3; 32 by 4½ outer cover, good tread, £3. Carriage free. Beauchamp, 46, Clarendon Road, Bristol, 6.

**EXCHANGE.**—Duo-grey Grose aluminium coupé body, ex-Alvis "Firefly," for full saloon, fit same chassis. Edisbury, Hooton, Wirral.

**PIERRE MARECHAL OFFERS FOR SALE** his very special and well-known "Speed Six" Bentley, PB 7832. Eligible for all Vintage events. 1948 achievements include: Winner, unlimited sports and racing classes at Vintage Prescott; winner, annual award for best Bentley performances throughout year; winner, Proxime Accessit challenge cup awarded by V.S.C.C.; fastest time of day at annual Hendon police competition. Special features and equipment far too numerous to specify here. Fullest details, photograph, etc., from owner on application. Brecken Lawn, Sydenham Road, Cheltenham, Glos. Tel.: Cheltenham 52853.

**A REAL SNIP.**—One owner, 1940 (March) B.S.A. "Scout" 4-seater. Kept by enthusiast in beautiful condition. Chrome, cellulose and leather upholstery excellent. In sound mechanical condition. Mileage 32,000 (laid up 1942/45). Hood, screens and tyres good; new unused battery; six months' petrol (35 m.p.g.). £350, or near offer. Howells, "Glencoe," Bridge Road, Haslemere.

**VINTAGE ENTHUSIASTS.**—A Mk. II M.G. saloon, in good condition; must sell, no room to keep, having moved from the country. £75 or reasonable offer. Full book of coupons. Calcott, 43, Fontayne Avenue, Romford, Essex.

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**£168 M.G. N-type Magnette** open 4-seater. Green. Good hood and screens. 75-80 m.p.h. Tonneau cover, etc., etc.

**£167 M.G. 8-h.p. "J2"** open sports 2-seater. Resprayed Red. Good hood. Excellent little car.

**£92 M.G. 8-h.p. sports 2-seater.** Green. Metal body. Good hood. Engine overhauled (bills available). Very sound car.

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**£100 AND "DAYTONA" SPECIAL 12-H.P. HORNET,** short sportsman's coupé, large brakes, Rudge wheels, sound but paint rough; offered for "J2," "4-4," "Brooklands" Riley or similar. Lavender, Popesgrove 7997, or Box No. 80, MOTOR SPORT, 15, City Road, E.C.1.

**ASTON-MARTIN, 1935, MARK II** short-chassis 2/4-seater, in very fine condition throughout. Price required, £435. No offers. Box No. 81, MOTOR SPORT, 15, City Road, E.C.1.

**HOTCHKISS SALOON, 1939,** hardly soiled; extra lamps; fast and comfortable; tyres good; road-holding, performance and handling excellent. Any trial. £700. Box No. 82, MOTOR SPORT, 15, City Road, E.C.1.

**GORDON ENGLAND AUSTIN SEVEN CHASSIS,** good running order; dyno., starter motor, etc.; swept wings; spare radiator and various body parts. £35. Also, 1929 Armstrong-Siddeley 12-h.p. saloon, 100 per cent., fabric body, red leather upholstery, unmarked; good tyres; goes on the button; £50. Hampton Motors, Between 3 & 4, Clarence Crescent, Windsor.

**"12/40" LEA-FRANCIS, 1931,** 2-seater, good condition. Offers, or exchange with cash adjustment, for Singer Nine sports saloon or similar. 10, Lime Tree Walk, West Wickham, Kent.

**1903 VETERAN 2-CYL. 15.6-H.P. DARRACQ,** partly restored, engine, gearbox and transmission overhauled; four new tyres; no body; £35. Superb example, Vintage motor-cycle, Marston-Sunbeam, 495-c.c. s.v.; detailed overhaul included rebore and big-end; insured; £25. 20A, Hartington Road, W.4. Tel.: Chiswick 2803.

**NOVEMBER, 1940, PEUGEOT 17-H.P.** 6-seater sports saloon, Model 402, excellent condition. Offers: Peter, "Glebelands," St. Michaels, Liverpool, 17.

**1928 MORRIS MINOR (o.h.c.)** partly built sports body. Requires new camshaft bearings, tyres and brake cables; £20. Also: MOTOR SPORT, March, 1947, to date (May, 1947, missing) and 11 copies of "Iota," Sept., 1947, to December, 1948, 25s. lot. J. R. C. Dewhurst, 16, Moorside Close, Great Crosby, Liverpool, 23.

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**SUNDRY SPARES.**—For 4½-litre Bentley: 2-seater body and screen, fabric-covered metal, chrome beading, nearest £12; Set nearly new K.E. valves, 5s. each; starter, good condition, £5. "Beetle-back" Alvis, 1931: two rear 20-in. wheel mudguards, £3. Lea-Francis: set of gears, appear O.K.; two universal couplings; offers? Talbot Ten, 1937: aluminium cylinder head, flywheel, clutch, con-rods, pistons, crankshaft, Delco-Remy ignition, engine mountings, £5 lot. Also, two brand new pre-war 4½-litre S.U. carbs., £12, and one 22-h.p. V8 carb., £3. Telephone Manchester East 0229 (P. Price).

**RILEY NINE "LYNX" AND TRAILER,** ideal for motor-cycling enthusiast. New hood, rebored, all new bearings, clutch, Fram, twin carbs., body and tyres good; trailer good. Nearest £200. 9, Park Road, Newton, near West Kirby, Cheshire.

**RILEY "ALPINE 14/6,"** 1932; 3-carb., special series engine; remote control box and high-ratio axle; telecontrols at rear; drophead coupé by Martin Walter (very occasional "four"), panelled in aluminium; large boot; helmet-type wings; black leather upholstery. Whole car fundamentally sound, but engine and coachwork need reconditioning; remainder of chassis in first-class order. A vintage car of character, combining excellent performance with superb roadholding and reasonable economy. £75. G. R. Booth, Brunswick House, Lindley, Huddersfield. Tel.: Huddersfield 1416.

**FRAZER-NASH, 1934, MEADOWS T.T. REPLICAS.** Complete overhaul. Seven tyres (four new). Repaired blue and silver. Immaculate except for hood and tonneau. £475. Would consider exchange for roomier car or H.R.G. 3, Manor Way, Whitchurch, Cardiff. Tel.: Whitchurch 268, after 5 p.m.

**FOR SALE OWING TO ILLNESS.**—1934 Rolls-Royce 25-h.p. 7-seater limousine, black and grey. Face-forward occasional seats, flush-fitting; genuine 28,000 miles; chauffeur-kept. Can only be described "as new." R.A.C. or A.A. examination. Leather throughout; bodywork by Hooper. Would make ideal hire car. £1,850 or near offer. Seen by appointment. E. H. Organ & Sons Ltd., 250, Banbury Road, Oxford. Tel.: 5437.

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**M.G. "TA 1683,"** Carefully stored for several years. Bodywork unblemished and chassis perfect. Fitted radio, spotlight, water temp. gauge. Two new 4.75 by 19 tyres on front, two new 5.75 by 17 on rear, and two 4.75 by 19 spares commensurate with low mileage. Car has seen less than 12 months' use. Owner must part. £550. Seen by appointment. Beazley, 288, Banbury Road, Oxford.

**HILLMAN MINX** drophead coupé. First registered February, 1948. 12,000 miles only. Heater. As new. E. H. Organ & Sons Ltd., 250, Banbury Road, Oxford. Tel.: 5437.

**HILLMAN ESTATE CAR,** 10 h.p. First registered October, 1947. 11,000 miles only. As new. Viewed by appointment. E. H. Organ & Sons Ltd., 250, Banbury Road, Oxford. Tel.: 5437.

**H.R.G. "1,100,"** First registered December, 1946. 7,000 miles. Indistinguishable from new; tyres unmarked, spare unused. Nearest offer to £825. E. H. Organ & Sons Ltd., Banbury Road, Oxford. Tel.: 5437.

**NEW 1½-LITRE 1942 B.M.W. ENGINE,** with Solex carb., manifolds, starter, dynamo, Bosch vertical magneto, water pump, filters; £75. 39, Park Drive North, Blackpool.

**1935 WOLSELEY HORNET E.W.-Special.** Good tyres and battery. Rapid acceleration. Just de-coked. Spare petrol tank. Offers? Swift, "Cherry Tree," Park Road, Camberley.

**ADU 27 1934 ALPINE TRIAL RILEY.** Fitted special series "12/4." Original "Gamecock" body. Complete overhaul 1,000 miles back. £250 or near offer. Riley "15/6" special. Alloy 2-seater; mechanically perfect. First registered 1947; £10 tax. Offers? Riley Nine chassis complete, engine, gearbox, etc.; s.a.e. for details. 26, Clarendon Street, Nottingham.

**ALL SPARES AND ACCESSORIES** to suit "special" builders—inquiries invited. Selection of spares available include those for Humber "4 x 4" ex-W.D. chassis, "8.9" Humber, 1930 Hillman "13.9," Hudson Straight-Eight, Hillman Minx, Alvis "Speed 20" and "25," Model-T Ford. Four and six-cyl. mags. Notek fog-lamp, £2. 6-volt oil coil, £2; 6 and 12-volt coils, 10s. each. Car heater, £5. New 7.00 by 18 tyre, £4 15s. Three sets of 32 by 6 lorry wheels and axles, suit heavy trailers, £8 each. S.A.E. please. Carruthers, "Belmount," Carrutherstown, Dumfries.

**GUARANTEED "RED LABEL" BENTLEY RADIATOR,** unused since complete specialist's recondition; first £25 secures. Bull-nosed Morris-Cowley tourer, complete in running order; offers. Would consider breaking for parts. J. T. Spring, Bowden Mill, North Bovey, Devon. Tel.: Moreton-hampstead 345.

**1935 TRIUMPH GLORIA TEN** saloon. Free-wheel gives 34 m.p.g. Reliable motor car. First over £140. Licensed, insured. Petrol. Woodvill Cottage, Woodvill Road, Leatherhead.

**ROVER FOURTEEN TRIALS CAR,** excellent condition. Numerous spares. £230 or near offer. 72, Appleton Road, Linthorpe, Middlesbrough.

**1938 B.S.A. SPECIAL 2-SEATER.** Conversion by Palmer Reville, body by Eagle. Twin carburettors; Rumbaken; crab-track; 450 by 18 front, 450 by 15 rear wheels; f.w.d., i.f.s. Carefully maintained, appearance good. Licensed to end of year. Only one month petrol used. £285 or near offer. 39, Grove Road, Seaford, Sussex.

**1946 ARIEL "SQUARE-FOUR,"** in good order with spotless paintwork, and several extras, offered in exchange for lively sports car of not more than 1½ litres. The Ariel has telescopic forks and pillion as standard fittings. A. J. Currie, 79, Crossbrook Street, Cheshunt, Herts.

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**1933 M.G. "J2"** in perfect condition; new hood and petrol pump; nearest offer over £200. 1934 Hillman Ten saloon, 10,000 miles since complete overhaul; new aluminium cylinder head, oil coil, carburetter, petrol pump, dynamo, head lining, tyres; personal car; offers. Reconditioned engines: Hillman Ten, Morris Minor side-valve, Austin Seven. Large stock of spares. Tyres, batteries, brake linings, fan belts (at greatly reduced prices), clevis pins, assorted sizes, ¼ in. by ½ in. to ½ in. by 2½ in., gross lots assorted 10s. 6d. Littabourne Garage, Pilton, Barnstaple, Devon.

**SPARES SUITABLE FOR "J" AND "P" TYPE M.G.**—Valve-guides, £2 per set; rocker bushes, £2 per set; gudgeon-pin bushes, king-pin bushes, etc. Send your inquiries to Box No. 83, MOTOR SPORT, 15, City Road, E.C.1.

**B.S.A. 2½-H.P. 1925 MOTOR-CYCLE.** Little used but somewhat decrepit. What offers? Harding, 43, Church Lane, N.W.9.

**COMPETITION "N" MAGNETTE** "Aramis of Musketeers," 13.38 h.p., unsupercharged. New flanged liners, pistons, bearings. Thoroughbred motor. £350. "Saltwick," Sandbanks, Bournemouth.

**BENTLEY 4½-LITRE** fabric saloon, 1929 model. Good condition. £195. Dobson's Motors, Bude, Cornwall. Tel.: 359.

**"DUCK'S BACK" "12/50 SA" ALVIS.** Body good, original and unhopped; 4.3 rear end, c.r. gearbox, brass radiator and lamps; 3-branch outside exhaust; outside hand-brake; new d.d. S.U.; new S.U. pump; rewired; new battery; five new 21-inch tyres. Engine "ropey," second gear minus tooth, dynamo usable but not fitted; upholstery fair. Untaxed. Reasonable offer; prefer exchange. F.W.D. Alvis, Roots "blower," manifold with B.O. valves and Solex carb.; good but needs adjustment and cleaning; best offer. P. T. Monard, c/o Witter, 3, Grange Road, Edinburgh, 9.

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4½-litre LAGONDA Pillarless Sports Saloon, 1935 model, in first-class condition. Recent Lagonda overhaul, excellent tyres, and good appearance. Colour black, with fawn leather, a really fine car. £385



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- £155 Frazer-Nash 1½-litre sports 2/3-seater. Slab tank, stoneguard, tonneau cover, outside exhausts.
- £145 Lagonda 12.8 h.p. 2-litre open "Speed" model 4-seater. Tonneau cover, etc. Fast, solid old vintage job.
- £145 Wolseley Hornet March Special 2/4-seater. Black. Good hood, screens, battery, etc. Very fast.

Many others

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### FOR SALE—continued

**ANZANI ENGINE, "11.9."** Riley Nine front hubs and stub axles. Clarke, Lochee, Glendale Road, Burnham-on-Crouch, Essex.

**LAGONDA 2-LITRE "SPEED" MODEL** tourer, September, 1933; excellent condition. Any trial. Business demands lighter car. £415, or exchange smaller sports car, cash adjustment. Box No. 85, MOTOR SPORT, 15, City Road, E.C.1.

**RILEY NINE** drophead coupé, 2-seater and dickey, 1932. Mileage only 35,000 since new. Quite outstanding condition throughout; 36 m.p.g.; oil pressure 50 lbs. (hot) at 30 m.p.h., consumption slight. Consider exchange any interesting 4-seater drophead or saloon in comparable condition, or sell £265. "Brannock," Elm Grove, Hornchurch, Essex. Tel.: 793.

**BENTLEY 6½-LITRE** (owner-enthusiast), completely rebuilt 1947 at cost of £500; new 2-seater body, new tyres, P.100 headlamps, etc. Re-registered, £10 tax. Immaculate condition; terrific performance. Taxed and insured. £275. Seen by appointment. Beckett, 45, Kenbury Street, Camberwell, S.E.5. Tel.: Brixton 3133.

**3-LITRE BENTLEY, "Red Label"** engine, A-type gearbox. Recent complete mechanical overhaul; new battery; well shod. Will sell or exchange for smaller car—age immaterial if mechanically sound. 531, Wherstead Road, Ipswich, Suffolk.

**"MONTLHERY" MIDGET, MK II,** supercharged. Excellent condition. £230. Metcalf, 10, Seabank Road, Wallasey.

**1939 F.I.A.T. ENGINE** and gearbox unit, in excellent condition and complete with all accessories; also radiator, prop. shaft and petrol tank. One pair Morgan "4-4" front hubs and brakes. One pair D.K.W. front hubs, brakes, universals and shafts. Pat Whittet & Co., Ltd., Whinlands Works, Macdonald Road, Lightwater, Surrey.

**RILEY 1935 "KESTREL" 9-H.P.** saloon, special series engine, twin carbs., preselector, four new tyres. Owned and maintained carefully by ex-member of Riley works. £260, or would exchange for good Alvis "Firefly" open 4-seater. Brotherton & Cook, Perran-ar-worthal, Truro, Cornwall. Tel.: Perran-ar-worthal 196.

### FOR SALE—continued

**DIATTO 16-H.P.** vintage sports car, fitted "14/40" Vauxhall 3-seater body; fine performance; £60. Galloway 1927 tourer, less hood, good runner; £20. Stutz 8-cylinder, 32 h.p., with fine saloon body; needs paint only. Really fast job and complete with spare engine; £75. Set 13 by 45 tyres, cheap. Sets 880 and 820s. Any size B.E.s supplied. R. S. Baker, Chipstead Post Office, Surrey.

**OPPORTUNITIES FOR VINTAGE ENTHUSIASTS.**—1927 Alvis "12/50" open 4-seater, mechanically good, body very fair, all lamps, instruments, etc.; sound tyres; ready to drive away; £75. Lagonda 2-litre "Speed" model, high chassis, no body, but mechanically complete, with lamps, good tyres, wings, scuttle, instruments, etc.; £50. Delage, Type D.1, 14-h.p., 1926, in running order, but minus rear half of body; has six wheels and tyres, lamps, etc.; £30. Sunbeam "21/60" landaulette, 1926, very good mechanical order indeed; six excellent 21-in. wheels and tyres; sound and fairly presentable body; £60. De Dion Bouton 13-h.p., 4-seater drophead cabriolet by Salmons, 1926, but stored nearly 20 years; paintwork dull, but general condition of body, particularly the interior, and mechanical quietness, are really extraordinary; f.w.b.; 20-in. centre-lock wheels, with good tyres; everything in excellent order; in daily use by me; a solid, reliable family car; £65. A good hybrid—Sunbeam twin-cam 3-litre in Talbot "90" "Speed" chassis; £10 tax; 2-seater body; see last month's issue for details; a bargain at £150. Finally, two very fine vintage sports cars: (1) 3-litre Bentley, 1926 "Red Label" open V.D.P., and (2) 3-litre Sunbeam, twin o.h.c., 1927, open 4-seater. Both cars are as original; good bodies, excellent tyres, batteries and equipment; the Bentley is taxed, and both have recently been extensively overhauled by Bentley and Sunbeam experts, respectively. Prices are: (1) £265, and (2) £235. Tyres: a set of four nearly new 895 by 135 Dunlops, with tubes, £18. C. J. Bendall, The Rookery, Walsworth Road, Hitchin, Herts.



**4½-Litre S/C. BENTLEY (1932)**  
Enthusiast-maintained; Vanden Plas D.H.C. body; engine and performance perfect; Zeiss headlamps; full range of instruments. Small mileage since £200 spent. **Price £650.**

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**BENTLEY: 1926 3-LITRE "RED LABEL" SPARES,** including engine, Type A gearbox, radiator, front and rear axles, steering gear, brake-operating gear, springs, wheels, mags., S.U. carburettors, Hartfords, instruments, dynamo, starter and many other 3-litre parts. Box No. 86, MOTOR SPORT, 15, City Road, E.C.1.

**£425.—LANCIA "APRILIA,"** registered 1938. This car is in excellent condition throughout. Would exchange for 12-h.p. open sports and cash. H. T. Fawcett, 22, St. John's Road, Balby, Doncaster.

**1922 RILEY ELEVEN** drophead coupé. Engine rebuilt, electrics overhauled, coachwork perfect, original; 12,000 miles; insured. £100 or nearest. Box No. 87, MOTOR SPORT, 15, City Road, E.C.1.

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£185.—**LAGONDA 3-LITRE** sports saloon, very good mechanical condition; practically new tyres; 23 m.p.g. Body requires some detail work. Two owners only since new. Would convert to open car if required. H. T. Fawcett, 22, St. John's Road, Balby, Doncaster.

**"12/40" "LEAF" SPARES.**—Chassis frame, tank, steering column, front axle, engine spares, gearboxes, front door fittings, cardan shaft, springs. Very special—one set S/H valves and guides, ex-TC "Midget, suitable "TA, hardly worn. S.A.E. please. Hiller, 179, Penhill Road, Bexley, Kent.

**12-VOLT AUTOPULSE FUELPIPE.** T-type M.G. body, ready for panelling; petrol tank, hood, complete bulkhead, spare wheel carrier. "TA" cylinder block. "TB" cylinder block, crankshaft con-rods, pistons. Singer "1,500" engine, gearbox, back axle, trailing-link, i.f.s., brakes, etc. Various spares M.G. and Singer. Offers: Tojeiro, Cottered, Herts.

**M.G. MAGNETTE, 1935,** Type KN pillarless saloon, fitted crash box. Little used since recent complete overhaul, including crank regrind, rebore, resprayed black, door handles, hub nuts, etc., rechromed; new safety glass all round; good tyres; £295 or near offer. Also, 1938 Hillman Minx 4-seater sports tourer. Recently fitted "works" reconditioned engine. Black, with grey leather upholstery; almost new hood and sidescreens; £325. Shepshed Motor Services, Brook Street, Shepshed, near Loughborough, Leics. Tel.: 3207.

**M.G. "TC," 1947 (July),** 10,000 miles. Black, with fawn upholstery. Immaculate. Quick sale, £595. Ward, "Nerraw, Brighton Road, Lancing, Sussex.

**1934 "J2" M.G. 2-seater,** in excellent condition throughout. Black and red. New hood. Fast engine. £195. Also, 1936 (August) Singer Nine sports 4-seater, in very exceptional condition. A real peach to drive. £210. Oliver, 229, Stanstead Road, Forest Hill, S.E.23. Tel.: Forest Hill 5592.

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**£145—CHEAPEST ARISTOCRAT** in England—3-litre "Speed" Lagonda open sports. Any trial. Barnes, 36, Leigham Avenue, Streatham, S.W.16.

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**VOLKSWAGEN CHASSIS** complete. Unfinished "special," requires body only; engine nacelle and old body available if required. Offers over £150. Jack Lister, Winterrow, Ripponden, Halifax.

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**AUBURN 28-H.P.** D.H. coupé, first registered 1935. Left-hand drive. Very reasonable condition. Taxed. Petrol. £120 or offer. José, 11, North Way, Uxbridge.

**1938 MORGAN "4/4"** sports 2-seater, sound mechanical condition, new batteries; £275. Huntley, White House Lodge, Saltburn, Yorks.

**"12/50" ALVIS, 1931, "TJ"** 4-door saloon. Mechanically sound but no starter motor. Body rough, easily repairable. Good runner, with genuine "12/50" performance. £60. Tel.: Collyhurst (Manchester) 3257.

**WOLSELEY-SPECIAL, 1947** registration, £10 tax. Fitted tuned "NA" Magnette engine, lightened flywheel, etc., and shaft balanced by Laystall. Completely rebuilt, every bearing renewed, aero-screens, excellent hood, full-length tonneau; close-coupled 4-seater; 16 cwt., dry; well shod, with two 6.00 by 16 rear wheels and many spares. Tel.: Leicester 59120 for appointment to view, business hours.

**FOR SALE—continued**

**THE FOLLOWING VOLUMES OF "MOTOR SPORT"** are available for sale:—Bound: Vol. 7, excluding Nos. 1 and 2, but in this book are Vol. 6, Nos. 2, 3 and 12; Vol. 8, complete; Vol. 9, excluding No. 7; Vol. 10, complete. Unbound: Vol. 11, excluding No. 9; Vol. 12, complete; Vol. 13, complete; Vol. 14, complete; Vol. 15, excluding Nos. 11 and 12. G. C. Chamberlain, Wentworth House, St. Mawes, Cornwall.

**FOR SALE OR EXCHANGE.** Large proprietary make four-berth super de luxe Pullman Caravan, fully equipped and suitable for permanent home. New 1949 model. Reasonable price or exchange for racing car, or super sports car of repute. Offers. Box No. 88, MOTOR SPORT, 15, City Road, E.C.1.

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**BENTLEY "RED LABEL"** Vanden Plas class sports tourer. Owner overseas. £265. Sweeney, 16, Culford Gardens, Chelsea. Tel.: Kensington 2490.

**SUPERCHARGER, 2-litre, Arnott, and carburetter,** all hardly used. Fittings for A.C. if desired. £40. Also, Siddeley preselectors, one complete, one almost complete, for spares. 21 by 4.5 rebuild. Fisher, Apsley Cottage, Kingston Blount, Oxon.



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**ALVIS 1928 BIG-PORT "12/50"** 4-seater tourer, £100. Citroen 13-h.p. f.w.d. 1935 saloon, £175. Both cars good condition. Exchange diesel car or vintage saloon. Greenhalgh, 75, Pamela Road, Birmingham, 31.

**A.C. 16-H.P.** sportsman's saloon, 1934. Excellent condition, and fast. Recent £99 overhaul (bills shown). Taxed. Nearest offer to £275. Maj. J. A. Oldfield, 18, Cambridge Road, Southport.

**RILEY NINE, 1934,** special 4-seater, 2-door aluminium saloon, special series engine; twin S.U.s, preselector, one-shot lubrication, new batteries, good tyres; in excellent condition. Offers over £170. Tel.: Wimbledon 5471.

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**1932 (MAY) "12/50" ALVIS "ATLANTIC"** saloon. Mileage 58,000, two owners, recently first-time rebore and new timing wheels. Absolutely perfect standard order throughout. Exceptional oil pressure (hot), quiet gearbox, good tyres; coachwork and original upholstery, etc., outstandingly good. A really very good motor car indeed; taxed, insured, full coupons. £150. Bacon, London Fruit Exchange, Spitalfields, E.1. Tel.: Bishops-gate 8133 (business hours).

**1935 "PA" M.G.,** supercharged. Seven wheels and new tyres, many extras. Winner of several cups. £40 worth of new spares included. Taxed. £275. Jack Leeson & Partners, 96, Brook Street, Stourbridge, Worcs. Tel.: Hagley 3234.

**JACK LEESON & PARTNERS,** West Midland sports-car specialists. Racing, sports and vintage cars. Phone or write your requirements. 96, Brook Street, Stourbridge, Worcs. Tel.: Hagley 3234.

**THE "CHALLENGE" TRAILER-CARAVAN,** 4-berth, double panelled, Calor gas cooking and lighting, end kitchen, wardrobe. Ball-hitch and brace-operated jacks. £195, or £50 deposit and balance over two years. Brochure on request. Hatfield Trailers, Hatfield, near Doncaster. Tel.: Stainforth 221.

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**SPORTS CARS.** T. & T. interested in purchase of good sports cars. Thomson & Taylor (Brooklands) Ltd., Portsmouth Road, Cobham, Surrey.

**SPORTS CAR** urgently wanted; condition, age, distance and price unimportant. Box No. 9, MOTOR SPORT, 15, City Road, E.C.1.

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ADVERTISER UNABLE TO OBTAIN "MOTOR SPORT" would be grateful to purchase used copies. Edward Clarke, 12, Lord Street, Wrexham.

INSTRUCTION BOOKS REQUIRED for the following cars: 1923 3-litre Bentley; 1926 3-litre Bentley, 100-m.p.h. 9-ft. chassis; 1928 4½-litre Bentley; 1930-31 4½-litre Bentley; 4½-litre Bentley ("blower" model) for any year; 1930 "Speed Six" Bentley, any year; 8-litre Bentley, any year; 4-litre Bentley, any year. Also copies of the *Autocar*, *Motor* or *MOTOR SPORT* for May, June, July of any year, 1922 to 1930. Mr. Kenneth C. Kydd, Bridge House, Girvan, Ayrshire.

HAND AIR-PRESSURE PUMP, for "30/98"; D-type gearbox for 4½-litre Bentley. For disposal: Set of +.015 Hepolite pistons, for "30/98." Wellington, Burr Wood, Wrecclesham. Tel.: Farnham 6461.

FOR RILEY NINE, "Brooklands" or sports-type radiator, preferably with shell. Rivett, 5, Lucas Road, High Wycombe, Bucks.

CROWN-WHEEL AND PINION, 3 to 3½-to-1. Beethoven, Chapel Lane, Sands, High Wycombe, Bucks.

CYLINDER HEAD and/or block for Singer "Le Mans" 1933, or suitable, and instruction book. Selby, 75, Roundwood Way, Banstead, Surrey.

FULL SALOON BODY for 1933 Alvis "Firefly." Edisbury, Hooton, Wirral.

URGENTLY.—FOR INVICTA 1½-LITRE: Distributor-drive cog or pinion, Rotax, 16 teeth. Maclagan, Morenish, Sledgate Lane, Wickersley, Rotherham.

FRAZER-NASH.—TWO 12-IN. BRAKE DRUMS with cooling fins, fins only or similar finned drums suitable for adapting. Copy of *MOTOR SPORT*, March, 1936. Hudson, 7, Parkview Road, Southall, Middlesex.

RILEY NINE WANTED—without engine preferred. London area. Particulars, Box No. 76, *MOTOR SPORT*, 15, City Road, E.C.1.

WOULD ANYONE WHO USES DAILY a small, ordinary car, low-pressure supercharged, be kind enough to give experiences as to performance, reliability, snags, etc., to enthusiast contemplating "blowing" his Triumph Gloria 10.8-h.p.? Garrad, 99, Pullman Court, S.W.2. Tel.: Tulse Hill 3237.

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LANCIA "LAMBDA" TOURER, mechanically and electrically sound. Condition of bodywork immaterial, but no fancy prices for "tatty" cars, please. Box No. 78, *MOTOR SPORT*, 15, City Road, E.C.1.

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"MOTOR SPORT" from 1938 to date required; also useful trials or vintage, price range £150-£250. Clarke, The Mount, Kinnerton, Chester.

1938 D.K.W. 7-H.P. INSTRUCTION BOOK, complete speedometer drive, any advice welcomed. Clive Eyre, 18, Queen Street, Chesterfield.

SUNBEAM ENGINE, 1931, 18.2-H.P. Any condition or incomplete. Bennett, White Cottage, Knighton Lane, Buckhurst Hill, Essex. Tel.: Buckhurst 1509.

WARNER OVERDRIVE GEARBOX, cheap. Hartidge, Grove House, The Common, Gerrards Cross, Bucks.

BEVEL CAGE, complete with spider and bevels for differential of 1933 "16/80" Lagonda. Eassie, The Airport, Rochester, Kent.

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OPEN 4-SEATER SPORTS. Mechanical condition not important, but price must be in keeping. Will view and pay cash up to £100 without delay. Please write: 1, Warner Avenue, North Cheam, Surrey.

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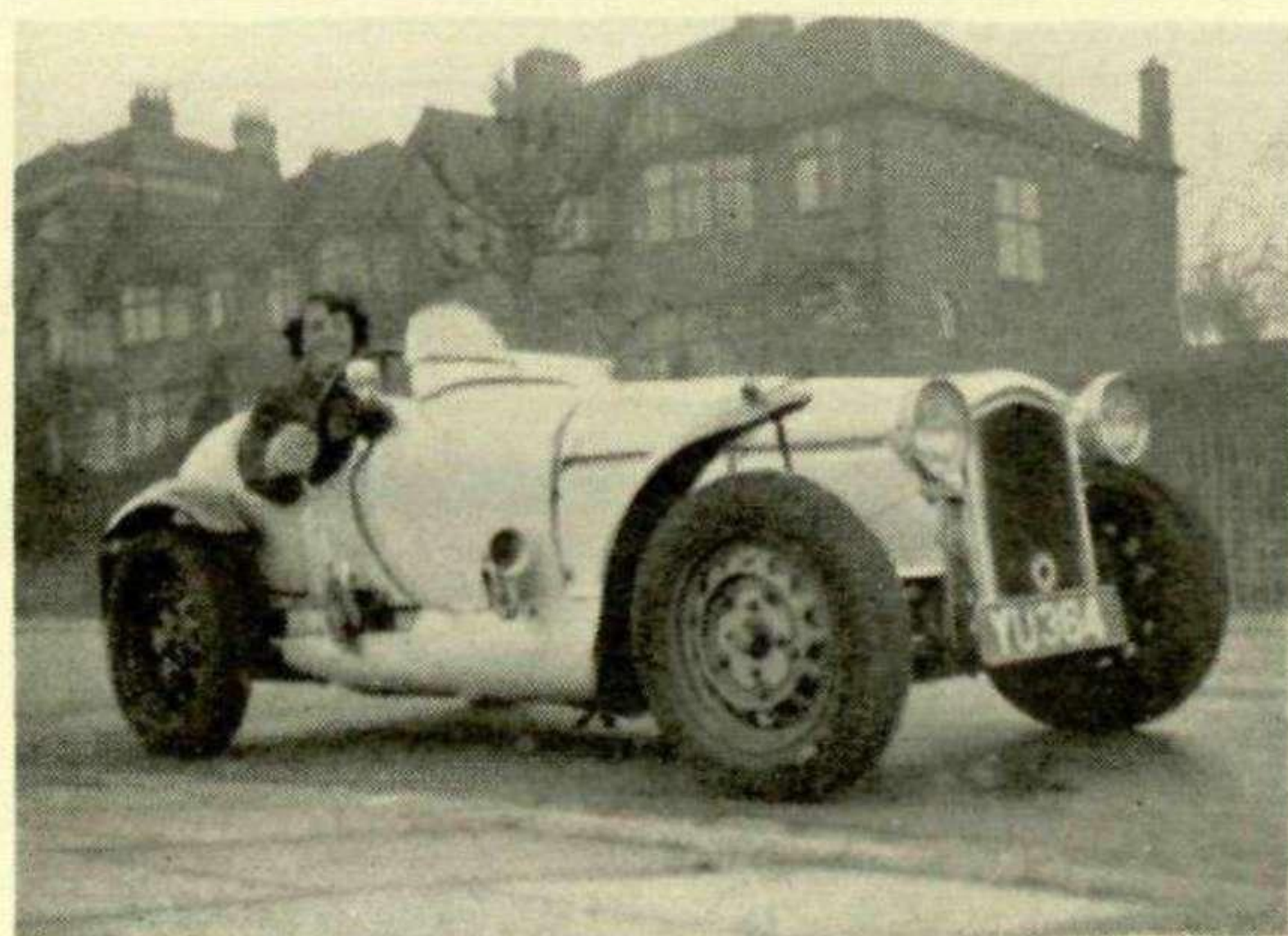
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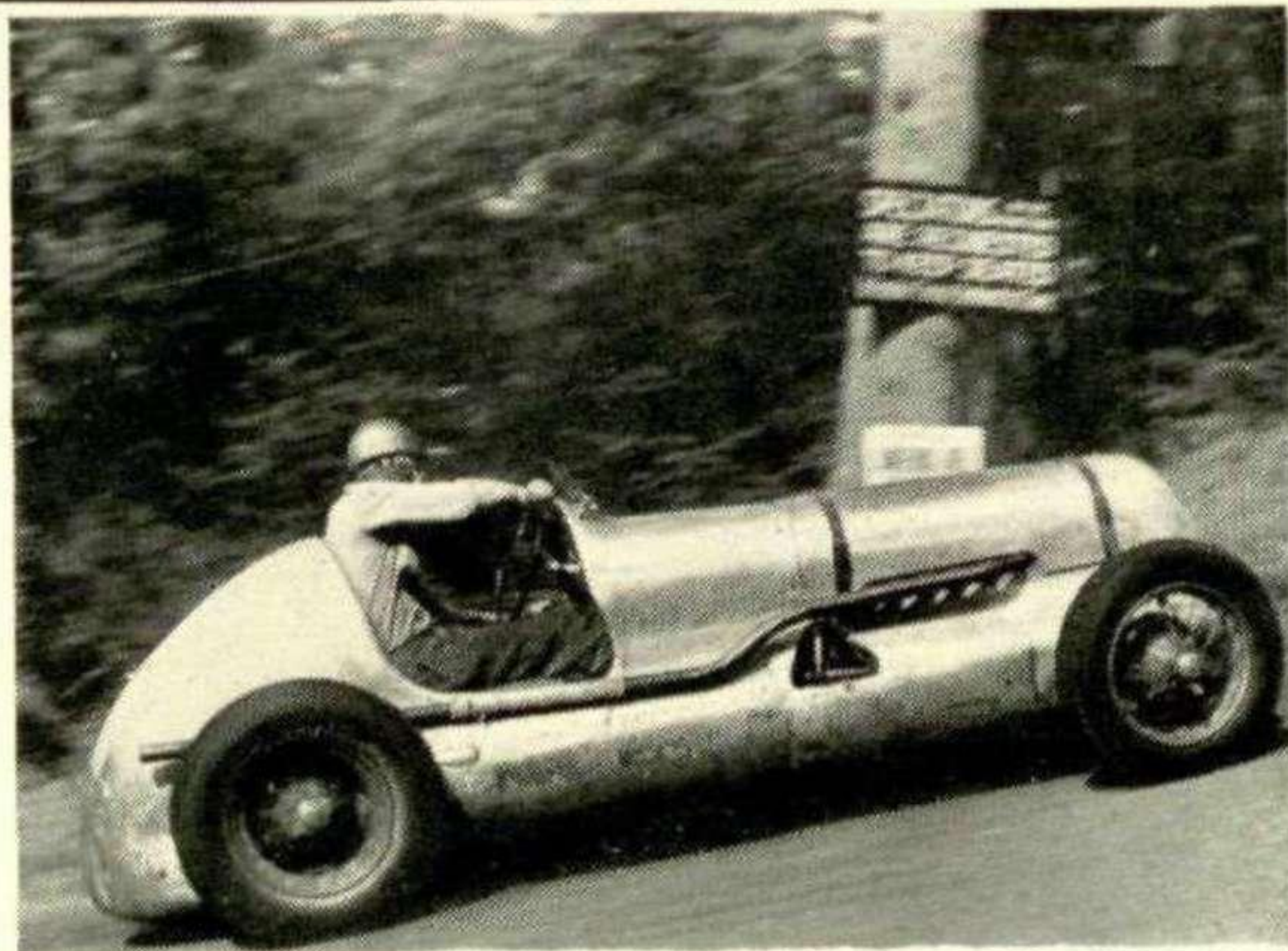
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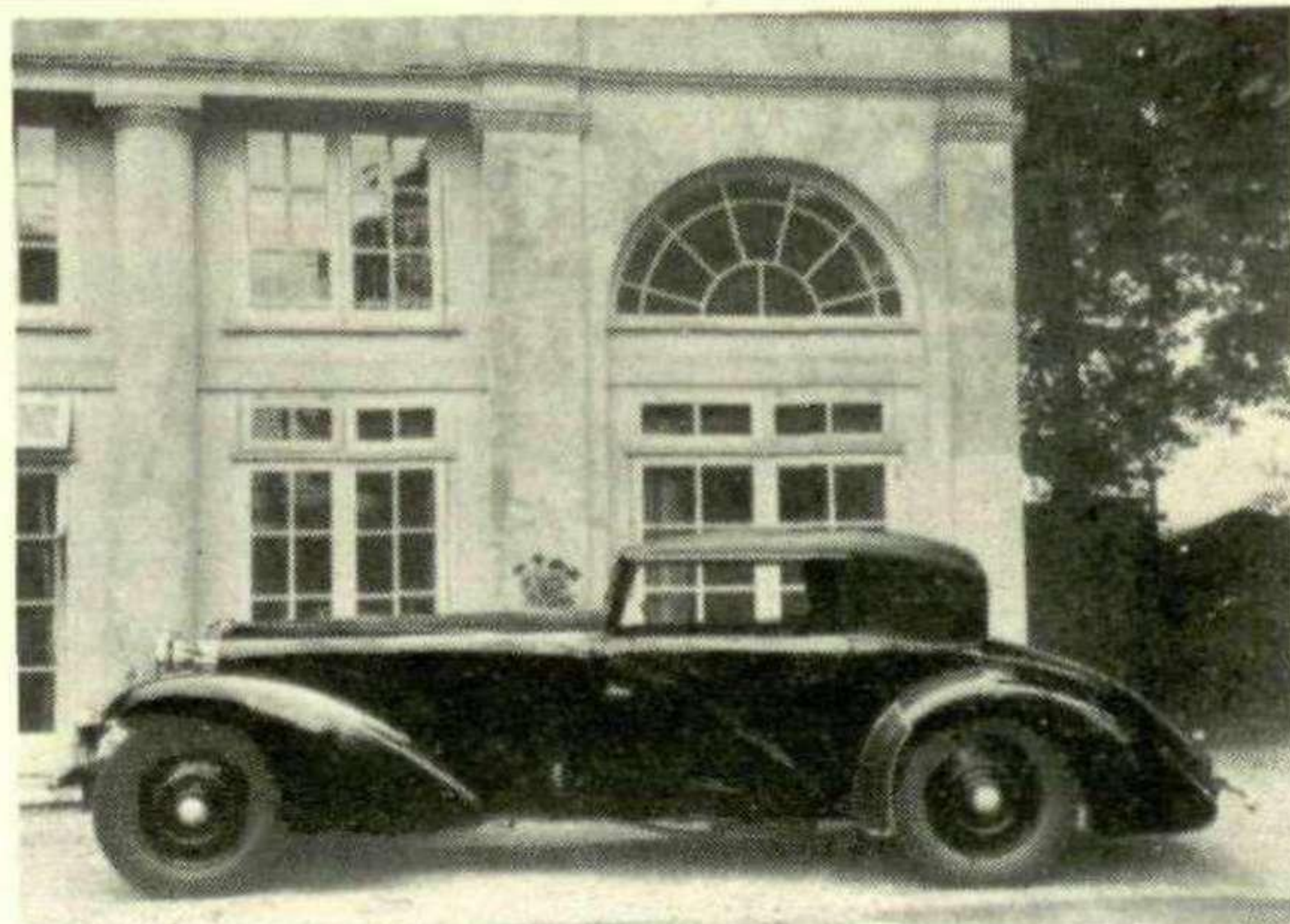
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The Formula "B" Centaur racing car is in the course of development and an announcement will be made at a later date. For experimental purposes, a Formula "A" car is in the assembly process. Normally sprung racing cars are fitted with the Chorlton-designed independent front suspension and quotations are given for building up light, independently sprung racing cars, based on the Centaur design but employing customers' existing engine and gearboxes.

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