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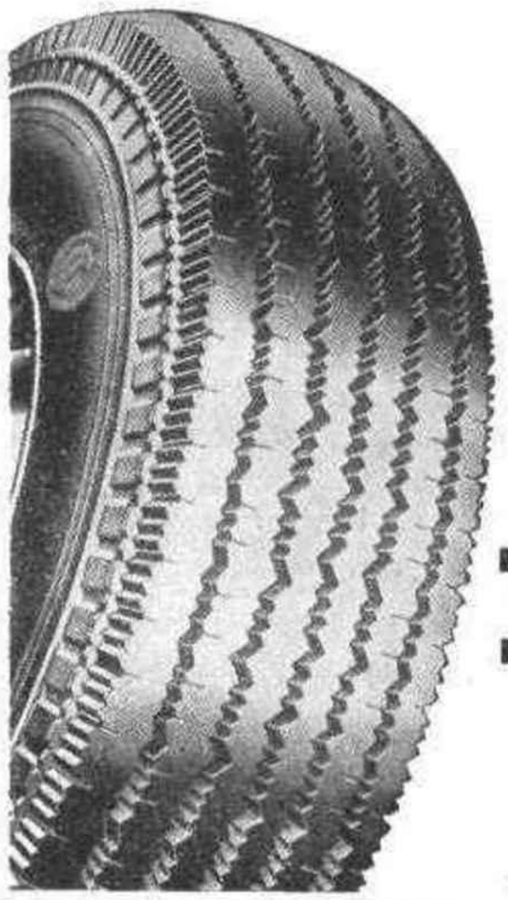
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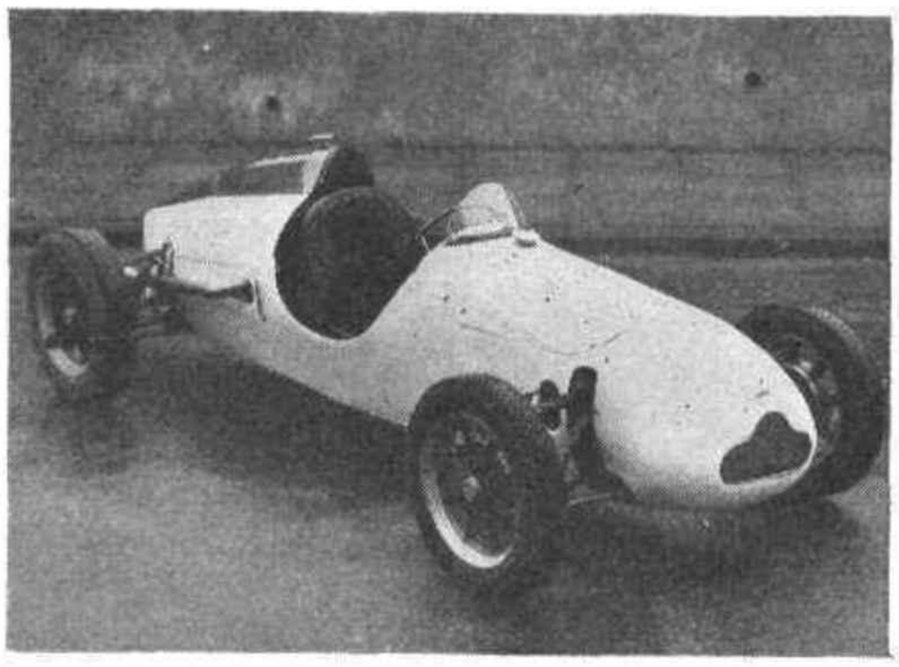
It will, of course, be at all the main meetings during the season.

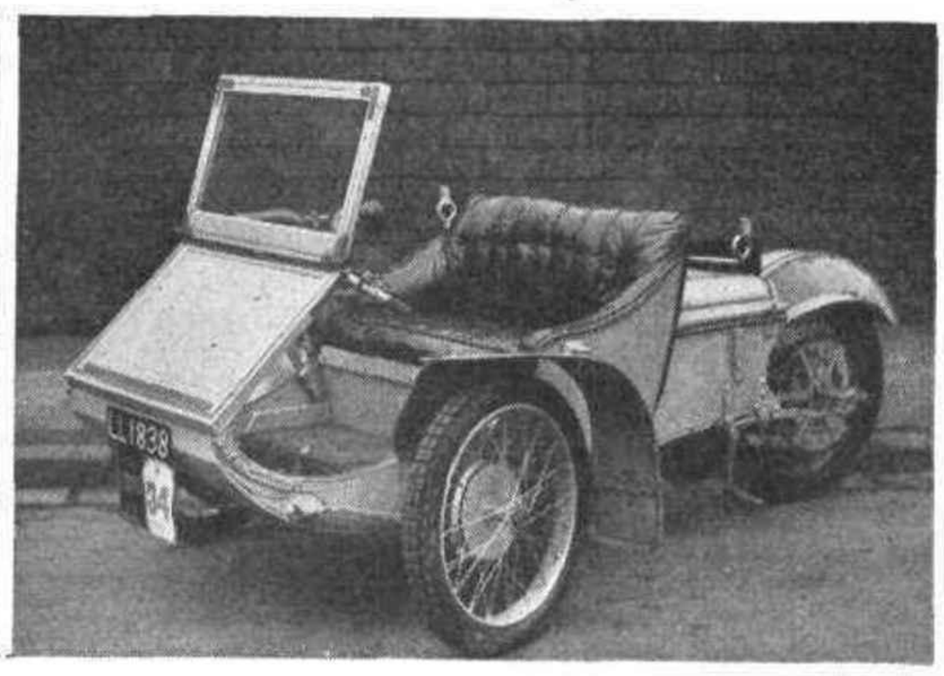
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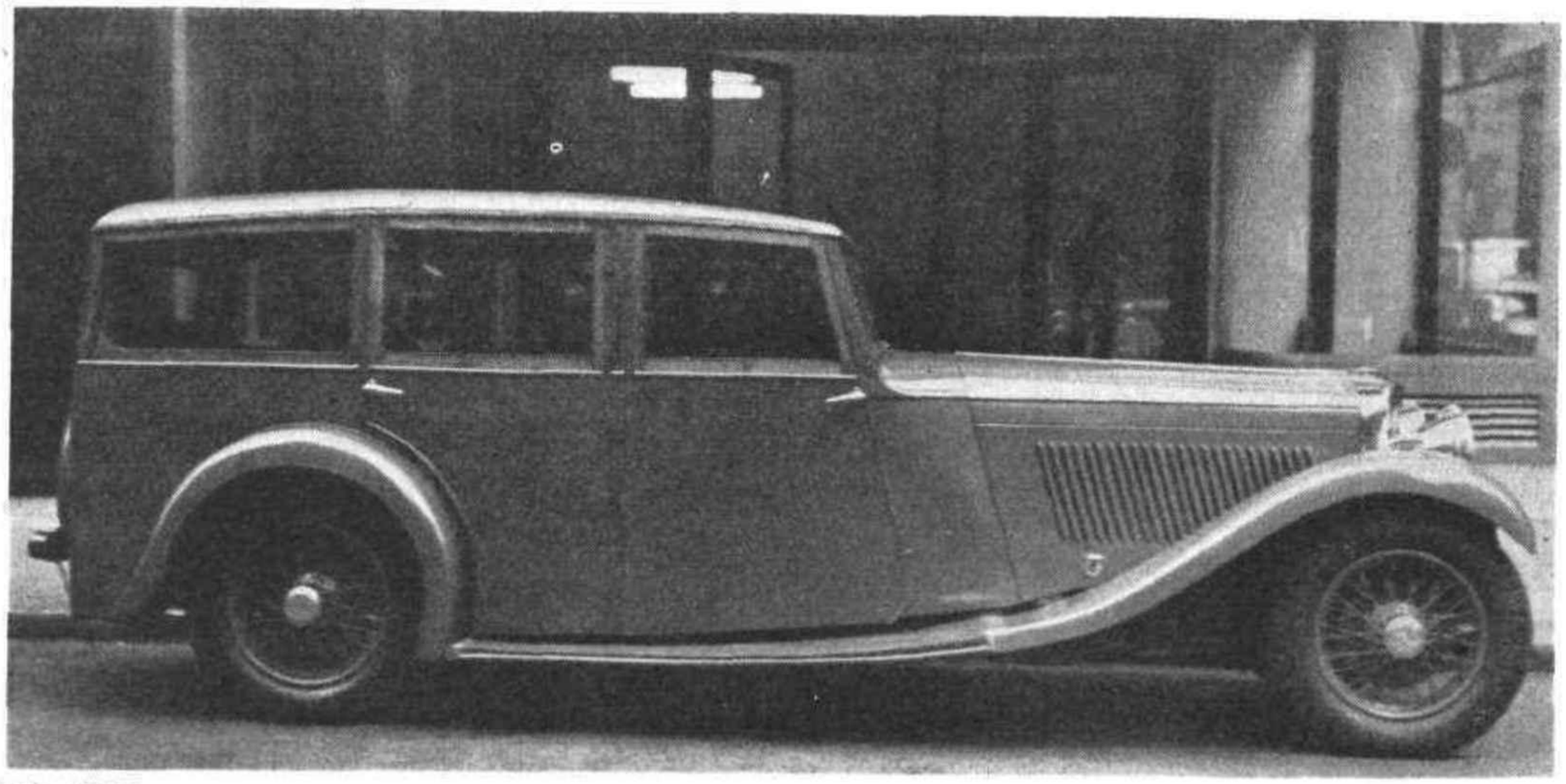
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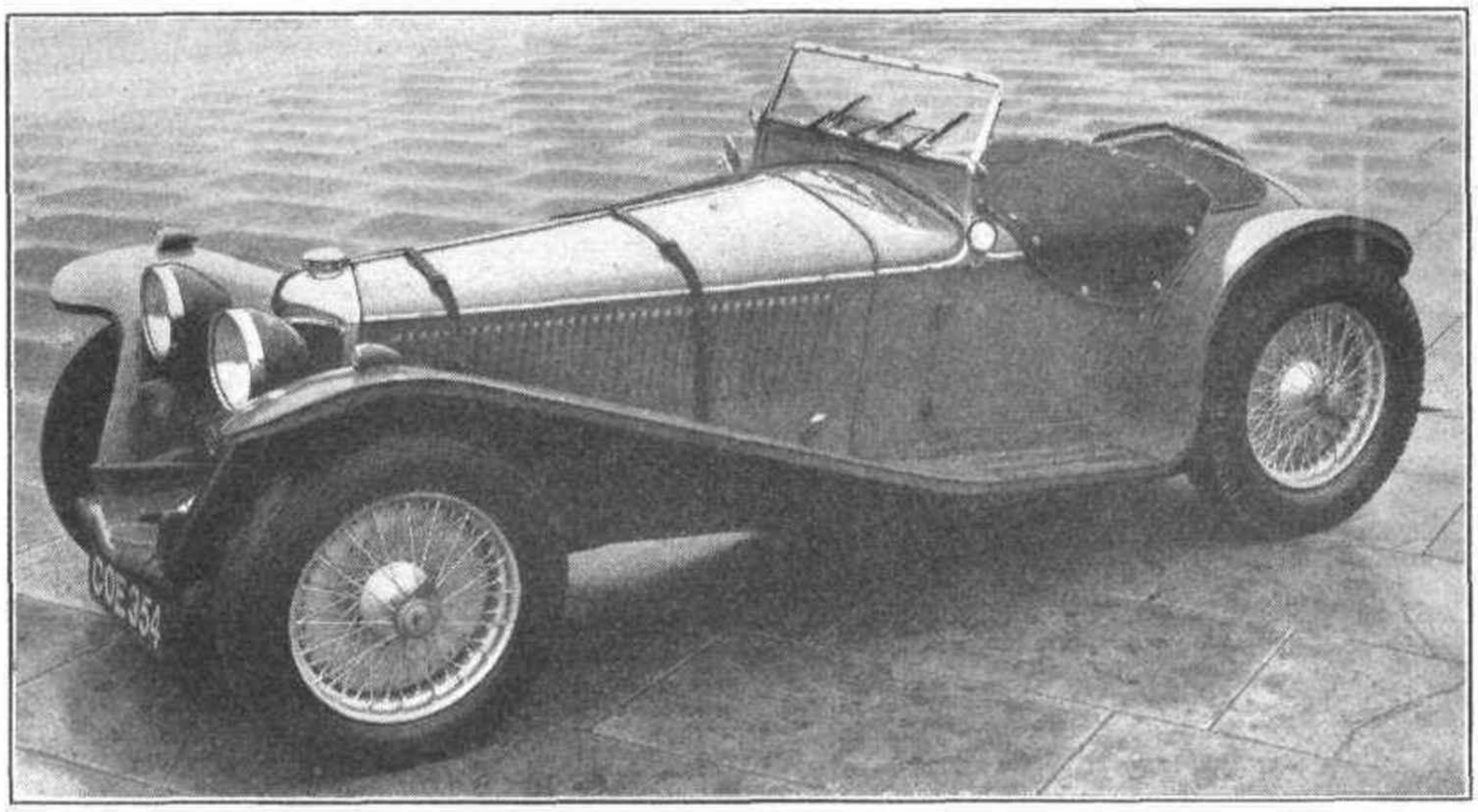
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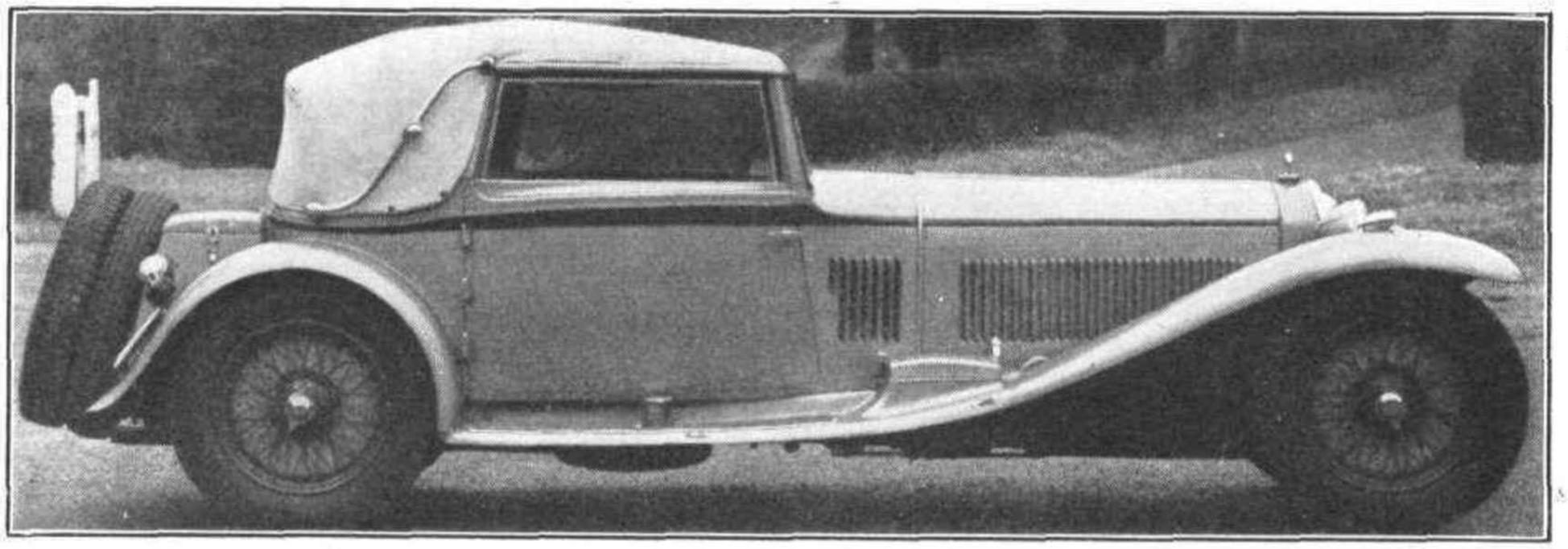
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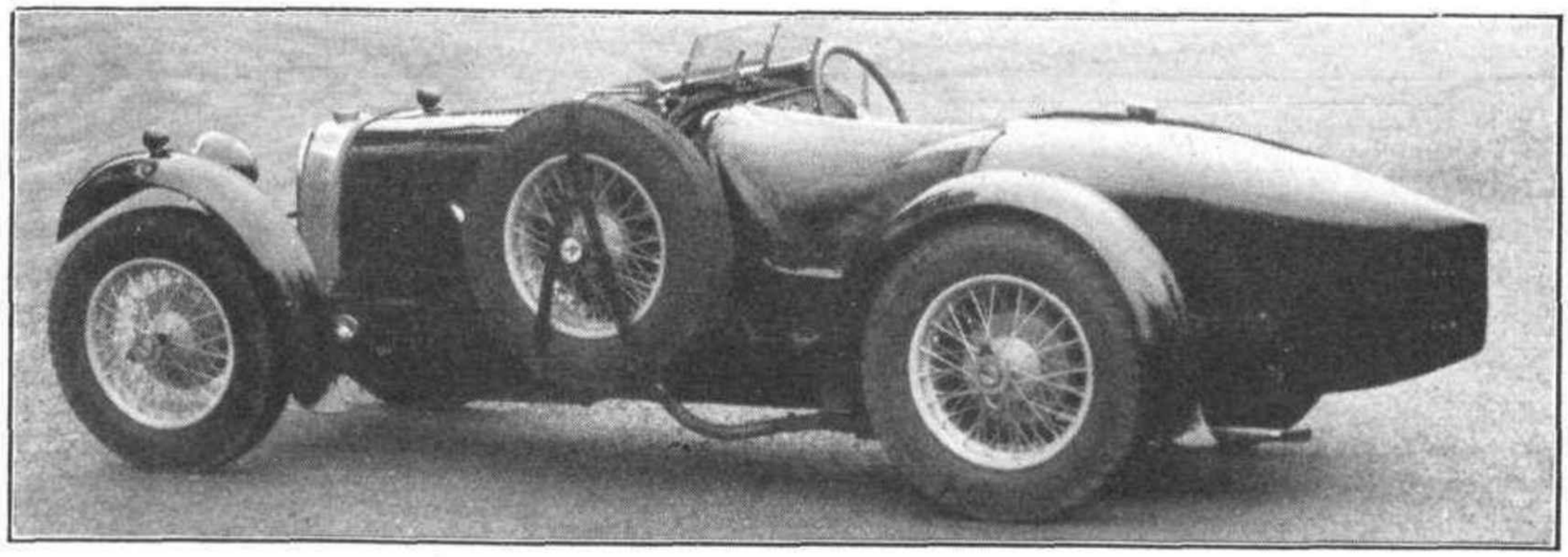
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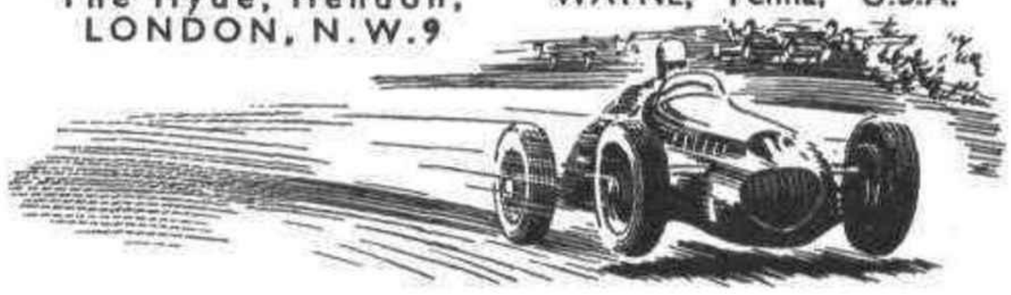
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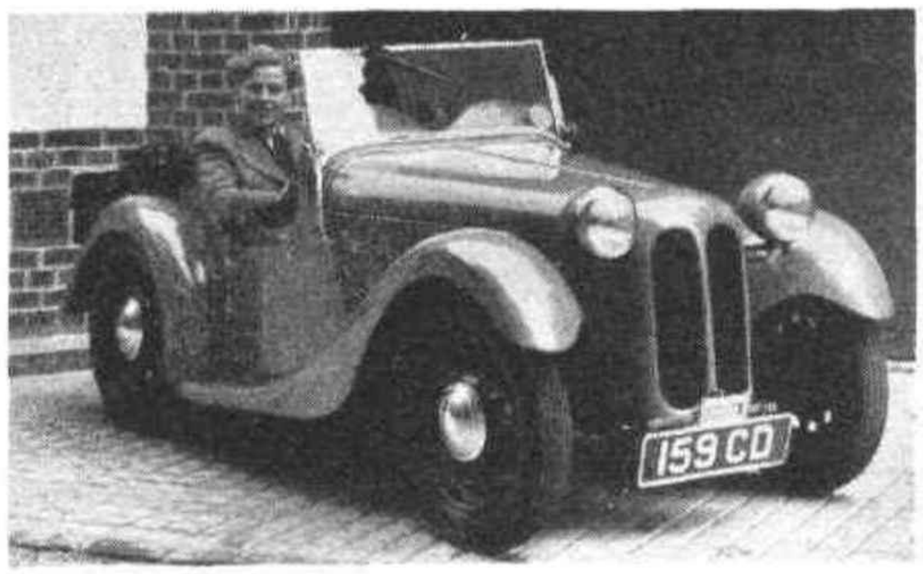


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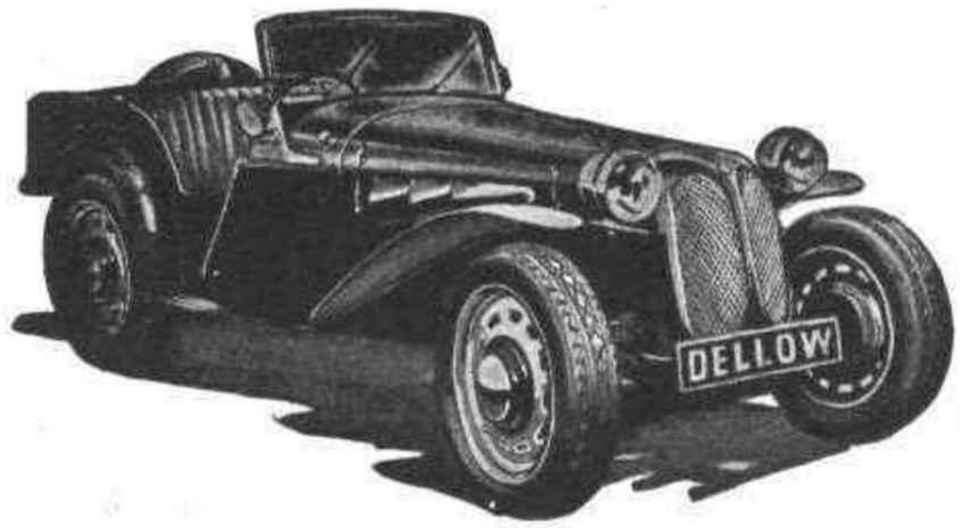
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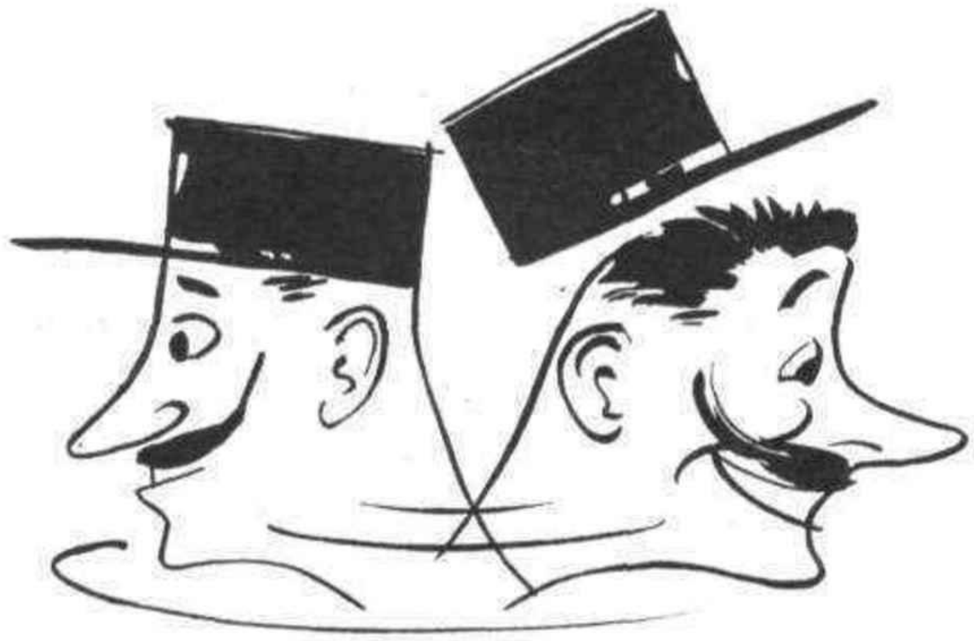
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MATTERS OF MOMENT

ALLARD'S GREAT VICTORY

Belatedly, because MOTOR SPORT is a monthly, but none the less sincerely, we acclaim Sydney Allard's great victory in the Monte Carlo Rally.

First ever to win through from Glasgow and first British car to win this great winter test and adventure since Donald Healey did so in 1931 with an Invicta, the Allard triumph is as convincing as it was well-deserved. Weather conditions made the 1952 Rally a tough one and the final Regularity Test little less than a motor-race on ice. That the Allard saloon won through to absolute victory is an everlasting tribute to the driving skill and determination of S. H. Allard and his co-driver G. Warburton, and to the navigational accuracy of S. T. Lush, who is also very competent at unravelling mechanical disasters, although his abilities in this direction were not required on this occasion. Note that the Allard was driven by its designer-manufacturer. Sydney Allard is not a man with whom to air views about motor cars, for inevitably he knows more of the answers than the questioner, particularly about just what can be done with the Ford components of which the Allard car is largely constituted. He started competition motoring almost as a schoolboy and after adolescent skirmishes with three- and four-wheeled V-twin Morgans, saw in the V8 Ford the car capable of meeting his exacting requirements. Almost *forced* into commercial manufacture by the success of his later Allard-Fords in trials and races, he has developed both the car and the business of selling it to a high pitch of efficiency, which victory in this year's Monte Carlo Rally, amongst many other successes, endorses. A man who knows so much about competition driving, in a car he himself has designed, was well equipped to win! Especially as the 4.4-litre s.v. V8 engine of the Allard provides very ample speed and acceleration, while clearly the Allard chassis is endowed with highly-developed qualities of wheel-adhesion under circumstances when low co-efficients of friction prevail.

A rather different assignment fell to Stirling Moss, who, aided and abetted by John Cooper and Desmond Scannell, brought a Sunbeam-Talbot 90 home in second place, from Monte Carlo, losing four marks to Allard. This, too, was a magnificent performance, in a car which has been steadily developed down the years.

Whereas Sydney Allard donned a duffle coat and drove himself, the Rootes Brothers preferred to retain their striped trousers and umbrellas and let Moss drive their car for them. They must be extremely gratified that he brought it so near to victory, for, under the conditions encountered, the loss of four marks in the final test, after covering 2,000 miles without penalty, is a very narrow margin by which to lose—and if Stirling got embedded in the snow during the Regularity Test, Allard hit a wall, which sounds to us remarkably like a draw!

So top honours in this great event go to Allard and Sunbeam-Talbot—although the latter is, of course, really not a Sunbeam-Talbot at all but could be called a Humber-Hillman or a Sports Commer, for we feel sure that, warm as they would be with their congratulations on its fine performance, neither Louis Coatalen nor Georges Roesch would claim any association with the car which Stirling Moss drove so splendidly.

But, call it what takes your fancy, this Rootes Group product is clearly a very fine car indeed in its present push-rod-o.h.v., i.f.s. form, combining useful performance with economy, compact dimensions, and, in contrast to the Allard which beat it by such a narrow margin, a very handsome appearance.

The fine showing of these Clapham and Coventry marques deserves the highest praise. British trade cannot fail to benefit and that is very important indeed, as Mr. Butler is doing his best to convince us. It was fitting that on Allard's return to England he was given a civic reception by the Mayor of Wandsworth and he and Moss were asked by the B.B.C. to go on the air in the "In Town Tonight" programme. The B.A.R.C. also held a reception for them. Now that the congratulations are over this well-deserving designer-driver can look forward with confidence to increasing sales of his very roadworthy Allard cars the world over.

Before we conclude these congratulatory remarks very warm tribute must be paid to the little 1,221-c.c. Simca Sport driven by Dr. M. Angelvin which finished third, losing only nine marks more than the Allard and winning the 1½-litre class. Should petrol prices preclude personal use of an Allard or a Sunbeam-Talbot it is nice to know that the 1.2-litre Simca can do nearly as well. High praise, also, to the British Mk. VII Jaguars and Jupiter which filled the remaining three places in the first six. And to the class-winning Dyna-Panhard, Volkswagen and Simca cars and Mrs. Molander's Saab, which have proved themselves

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FRONT COVER PICTURE.—Walter Waring's Mk. VII Jaguar which won the over 1,500-c.c. class of the Concours de Confort at Monte Carlo. Brakes and clutch are Ferodo-lined.

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ALLARD WINS THE MONTE CARLO RALLY FOR BRITAIN

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Weather conditions for this year's Monte Carlo Rally were tough, and it is therefore with the maximum of satisfaction that we record how British cars and crews won through. Sydney Allard, with Guy Warburton as co-driver, Tom Lush as navigator, won the Rally outright for Britain in a Type P Allard saloon—first British victory since Donald Healey's Invicta won in 1931. Stirling Moss, in his first rally, came second, four marks behind, in a Sunbeam-Talbot 90 saloon with Desmond (B.R.D.C.) Scannell and John Cooper as his co-adventurers. Third place went to Mon. and Mme. Angelvin in a small o.h.v. eight-speed Simca Sport—truly creditable. It is significant that the winning car had a comparatively "woolly" 4,375-c.c. V8 side valve engine giving lots of torque at low speed, a three-speed gearbox and simple divided-axle coil spring i.f.s. Its basic list price is £1,100. It used Dunlop Trakgrip tyres, Pneugrippa-ed, a Trico screen washer, Shell petrol, Vigzol oil, Lucas electrical equipment, and, of course, Ferodo lined its Lockheed brakes and its clutch. In contrast, Moss' Sunbeam-Talbot had a comparatively high-efficiency 2,267-c.c. o.h.v. engine, four-speed box and coil-spring i.f.s. It relied on Dunlop tyres, Shell fuel and oil and Lucas electrics. It cost £845 (basic) at the time of the Rally. Mike Couper, who makes a habit of doing so, won the premier honour in the Concours de Confort with an elaborately-equipped Mark VI Bentley saloon. Outstanding was the victory of Greta Molander in the Coupe des Dames, driving a tiny 764-c.c. two-stroke Saab 92. Salutations on the British victory will be found in this month's Editorial.

THE best way of convincing oneself of the strenuousness of the Monte Carlo Rally and of better appreciating the virtuosity of the cars and crews which won through is to consider the misfortunes of those who failed! Out of 369 entries, 328 started, but, note, only 163 reached the finish (and not all were on time) and of these only *fifteen* did so with no loss of marks; 165 retirements, 148 penalisations! It tells it own tale. Those excellent fifteen deserve mention: *Five Peugeots, two Jaguars, two Simcas and an Allard, Austin, Citroen, Talbot-Lago, Sunbeam-Talbot and Jupiter.*

Some were eliminated, or lost a hopeless amount of time, due to mechanical derangements intervening before their 2,000 mile mid-winter journey was completed. The clutch of "Buster" Bartlett's Vauxhall early began to slip, and a Ford Pilot nearly lost time with an ignition short before Folkestone. Even Allard found a coil working loose after leaving Glasgow. One Javelin blew a gasket, Mrs. Vaughan's Javelin holed its petrol tank and caught fire, on another the throttle wire broke, then, repaired, jammed [we never have liked throttle-cables!.—ED.], and another Javelin driver lost marks for opening his bonnet in the Parc Ferme. Foster's Javelin had a puncture. The Reece brothers went magnificently in their Ford Anglia until a defective fuel pump delayed them.

But mostly the 1952 Monte Carlo Rally was a story of crashes and ditchings in the snow and ice from Clermont-Ferrand onwards. Hereafter conditions were terrible and car after car either collided with objects mobile or stationary or slid into snow banks and ditches.

Ken Wharton's Ford fell over a ravine on to a crashed Citroën, Gordon Wilkins ditched his Mark VII Jaguar and another car carried away his de-ditching gear as he and Baxter were trying to retrieve it. Louis Chiron's Alfa-Romeo ditched good and proper, was pulled out, only to be pushed in again by another skidding car. Ellison damaged his Jupiter coupé, Bartlett crashed his Vauxhall, Waring's Mark VII Jaguar was immobile on sheet ice outside Le Puy. Ace-rally man Ian Appleyard just couldn't see his way through the blizzard. Becquart hit a dog with his Farina-bodied Jupiter in Paris. So the grim tale went on and on—cars damaged, minor injuries, alas, a fatality when Berger crashed in a Citroën near Rheims. It was a dangerous, grim run and through it all Allard and Moss claimed clean scores for Britain.

There was still the Regularity Test, over snow packed on ice, and in this Allard set seal to his great victory, although he smote a wall hard enough to damage a front wing and buckle a wheel. Moss went off the road momentarily into a snow bank. The final results showed Allard four marks ahead of Moss, both drivers putting up a show for which they deserve the warmest congratulations and which has given a valuable uplift to British prestige.

Fifty cars took this test, which involved averaging exactly 45 k.p.h. over a circuit (open to normal traffic!) over the Col de Braus. Actually, of course, 35 of these competitors had already been penalised on the road-section, so that although a Henry J. Kaiser and a Javelin did better than the winning Allard and Moss' Sunbeam-Talbot, they were put back to 20th and 16th places, respectively, when their road misdemeanours were taken into account. In the first 15 were two Mark VII Jaguars, a Jupiter, and an Austin, Becquart's Jupiter being second in the 1½-litre class and David Murray's Ford Anglia, our least expensive car, third in the 1,100-c.c. class.

Finally, came the Concours de Confort, in which, again, great prestige is won, for the spectators at Monte Carlo study critically the assembled cars. Tommy Wisdom's big Hooper-bodied Daimler, which had been amongst the select 50 to get into the Regularity Test and was placed 47th in the final results, seemed a likely winner, but in the end Mike Couper's Mark VI Bentley was judged the absolute Concours winner with Waring's Mark VII Jaguar first in the big-car class. Couper was 103rd in the Rally itself, Waring 156th. Britain scored another outstanding success when the Hillman Minx of Anderson and Kemsley were placed first and second in the 1½-litre class, Anderson's also taking the prize for the best Rally-equipped car—a splendid tribute to cars whose basic price at the time was only £450. The German Mercédès-Benz team of Caracciola, Kling and Lang had to be content with the Charles Faroux Cup and special prizes for Rally-equipped cars. The results of a great Rally which proved a severe test, so ably organised by Mon. Noghès, follow:

1st.: S. H. Allard (4,375-c.c. Allard) 130 marks lost.
2nd.: S. Moss (2,267-c.c. Sunbeam-Talbot) 134 marks lost.
3rd.: M. Angelvin (1,221-c.c. Simca Sport) 139 marks lost.

CLASS WINNERS

750 c.c.: M. Grosgogeat (Dyna-Panhard), 21st.
1,100 c.c.: M. Nathan (Volkswagen), 52nd.
1,500 c.c.: M. Angelvin (Simca-Sport), 3rd.
COUPE DES DAMES: Mrs. G. Molander (Saab 92), 91st.

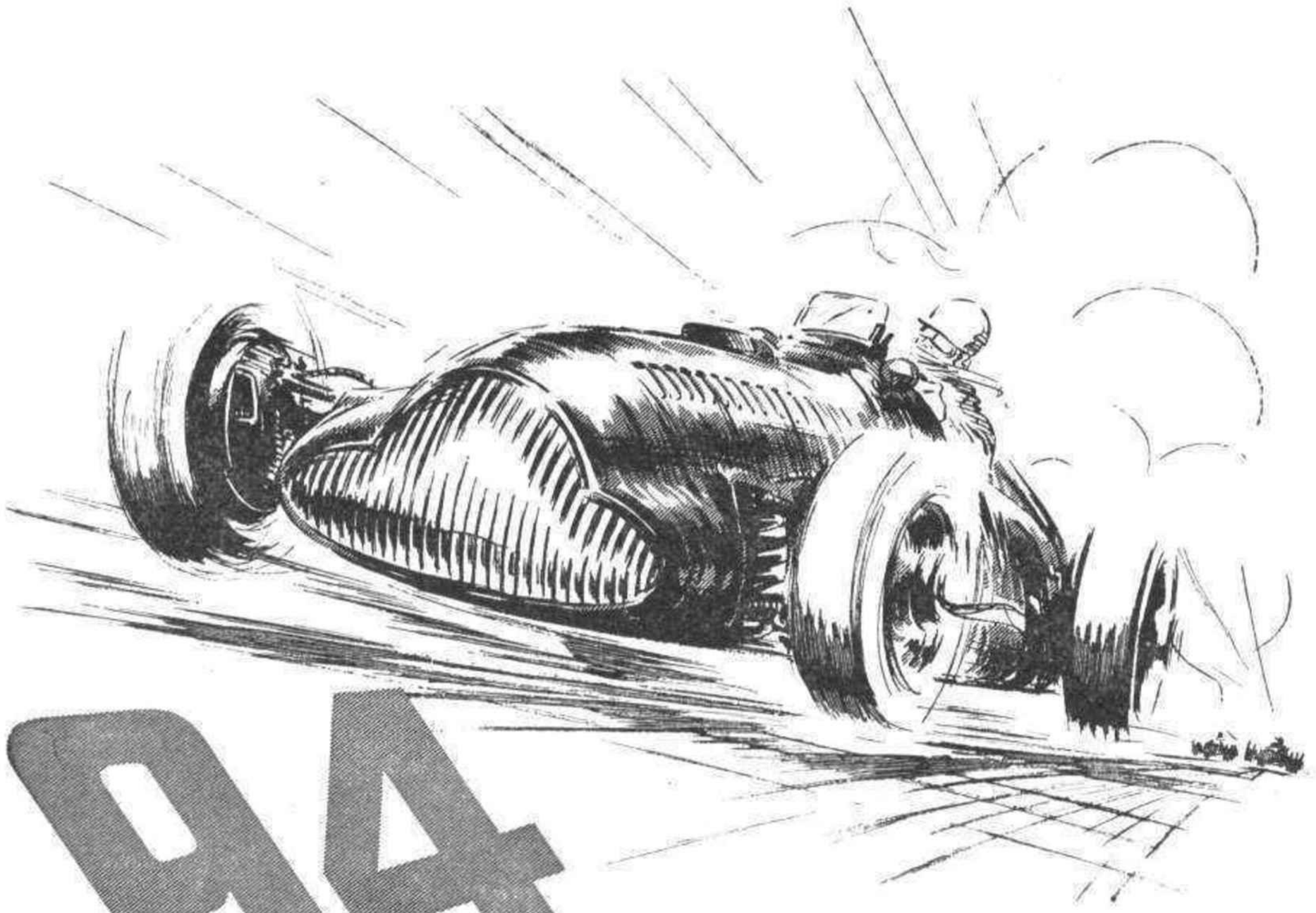
CONCOURS DE CONFORT

PRIX D'HONNEUR: W. M. Couper (Bentley), 103rd.
OVER 1,500 c.c.: W. Waring (Jaguar), 156th.
UP TO 1,500 c.c.: M. B. Anderson (Hillman-Minx), 157th.
UP TO 1,100 c.c.: R. W. Mellde (Saab 92), 67th.
UP TO 750 c.c.: M. Dufay (Dyna-Panhard), 109th.
BEST RALLY CAR: M. B. Anderson (Hillman-Minx), 157th.

(Figures after the cars are placing in the final Rally results.)

"MOTOR SPORT" CLUBS TROPHY

The MOTOR SPORT Clubs Challenge Trophy and £50 cash prize will again be contested this year at Silverstone under the rules which prevailed last year. This year additional prizes of £20 for the driver of the sports-car placed second and £10 for the driver placed third will be awarded. Next month we shall list the Clubs which are putting on the special MOTOR SPORT races in which points are scored in this annual contest.



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94 placings 1st 2nd & 3rd fastest time of day and new class records were obtained on complete or part GIRLING installations during the 1951 season

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MONTE CARLO RALLY IMPRESSIONS

—by Sydney Allard

MY crew consisted of Guy Warburton and Tom Lush, and the crew arrangements were that Guy and I should share the driving and Tom be responsible for navigating and time-keeping. The same crew had done the Rally previously and this arrangement had proved satisfactory.

We selected Glasgow as our starting point, as the alternative starting places in Europe meant too long a time away from the office desk. We found we were the last but one to leave, there being 72 cars in front of us. Mrs. Allard and her sisters, in an Allard, were 15 numbers ahead of us, and this order was kept until their unfortunate retirement some 300 miles from Monte Carlo.

The weather conditions between Glasgow and Carlisle were fairly bad, the roads being covered in snow with patches of ice, and these conditions were again met some 50 miles from Llandrindod.

From Wales we headed for Folkestone. The channel crossing was accomplished without trouble and we were soon on our way to the first foreign control at Lille.

From Lille we turned northwards towards Liége and from there northwards again into the flat lands of Holland. We crossed the new Arnhem Bridge in the early hours of the morning and were in Amsterdam in time for a very early breakfast. Here we joined up with competitors from some of the other starting controls and began to see foreign makes of cars bearing the registration plates of most of the European countries. An amusing incident occurred at this control. When we came to get back in our car, we were horrified to see that somebody had painted an enormous greyhound on the side. We were rather annoyed and it was not until we attempted to unlock the car and found our key would not fit that we discovered it was not our car but another Allard of identical colour; it had started from Norway! We had a lot of fun over this coincidence during the rest of the Rally when we watched other people making the same mistake. The weather so far had been dry and cold but nothing had yet occurred which could affect our timekeeping.

From Amsterdam we turned southward through Antwerp, Brussels and Rheims to Paris. We were escorted through Paris by motor-cycle police who led the cars in convoy to the outskirts of the city. The police entered thoroughly into the spirit of the thing and our average speed for the short distance through the Paris traffic was very high indeed! Just south of Paris we turned off the main road, which until now had been used for the entire route, and for the first time made our way over secondary roads towards the mountains which lay ahead.

At Bourges, which lay in the valley, we were told that the roads ahead were deeply snow-bound and that heavy snow was falling in the mountains. We pressed on, travelling as fast as possible, because we knew that the critical part of the Rally now lay ahead. The snow was being blown horizontally against the windscreen and thick patches of fog made visibility extremely poor. The width of the road was considerably reduced by the high snow banks on either side and this made passing a matter of waiting one's chance at a wider section, or perhaps a bend, and then and there pressing on without hesitation. This was a very interesting procedure as one never quite knew what lay ahead!

We covered all sections without loss of time, although the last one from Le Puy down through the Rhone Valley to Valance, a distance of some 80 miles, was completed with only a minute in hand. This was where most of the other competitors lost marks and we were the only Glasgow starter to get through on time. The rest of the run was uneventful although the roads were snowbound.

We spent the whole of Saturday, in company with many others, going round the course of the Regularity Test, and at the end of the day thought we had memorised all the most difficult parts.

We were horrified to find on Sunday morning that it had been snowing hard all night, which meant that most of our landmarks were obliterated; however, we started the test, together with 50 other competitors, and by lunchtime we had all finished. I spent the afternoon waiting for the results. We were having tea when the news came through that we had won the Rally.

—by Stirling Moss

The car—a Sunbeam-Talbot 90—was magnificent.

Its performance is a great tribute both to the designers and to those who were engaged in its construction.

With my co-drivers I have done now well over 3,000 miles in it. No mechanical work has been carried out during that time. The only "incident" has been a nail embedded in a tyre. The car has sustained neither dents nor scratches.

In the Rally, we finished with the same shock-absorbers and the same brakes with which we set out, which is more than you can say for some of the other competitors.

Illustrative of its performance I would mention the fact that on many downhill sections the speedometer was touching 80 m.p.h., and this over ice and snow. For miles the roads were rutted with ice and such was the strain on the back axle that it took a really well-constructed car to stand up to what we gave it.

Again underlining its performance, I would like to mention that we consider it really astounding that the car was capable of passing on the roads of the continent more expensive cars of European make.

Another point of interest—we put no water in the Sunbeam-Talbot 90 during the Rally and very little oil.

It is also worth noting that the car did 26 m.p.g. except over the worst surfaces, when the average dropped to 22.

MORE DEBUNKING

The "Chitty Bang Bangs" of the late Louis Vorow Zborowski have become legendary motor-cars. Unfortunately, many of the legends about them are far from accurate. The latest paper to fall into the trap set by the Chitties for unqualified reporters is the *Kentish Express*. Although it did not publish such absolute rubbish as did *Mileposts* some time earlier, it did try to suggest that the car which Peter Harris-Mayes is creditably restoring is the immortal Chitty I. The Brooklands speeds, engine dimensions and more sensational happenings for that "Chitty" were quoted, but, unfortunately for the *Kentish Express* reporter, "Chitty I" has been broken up and the car Harris-Mayes has, and which was illustrated, is "Chitty II," which raced but once at Brooklands, lapping at only 108.27 m.p.h., compared to 113.45 m.p.h. by "Chitty I."

Even when writing of "Chitty I" the *Kentish Express* distorts the facts, stating that the car was built at "Highland Court, Bridge, and originally intended for an attempt on the world speed record," whereas the "Chitties" were assembled at Higham. This paper further states that "Chitty" was driven in such a breakneck fashion that police patrols were unable to keep up with the speeding Count—which is rather droll considering that in 1921 the only vehicles used by the police to apprehend motorists were pedal-cycles and that Zborowski's record from London to Bridge, as quoted in the *Kentish Express*, works out at less than 40 m.p.h., hardly "breakneck" on the deserted roads of those days in a car able to lap Brooklands at over 113 m.p.h. It is difficult to understand quite how the *Kentish Express* came to commit so many errors in its short account, for Harris-Mayes has consulted us about his car and we have told him it is Chitty II. Apart from which, had their reporter studied the first volume of "The Story of Brooklands" he would have found the facts set out correctly.

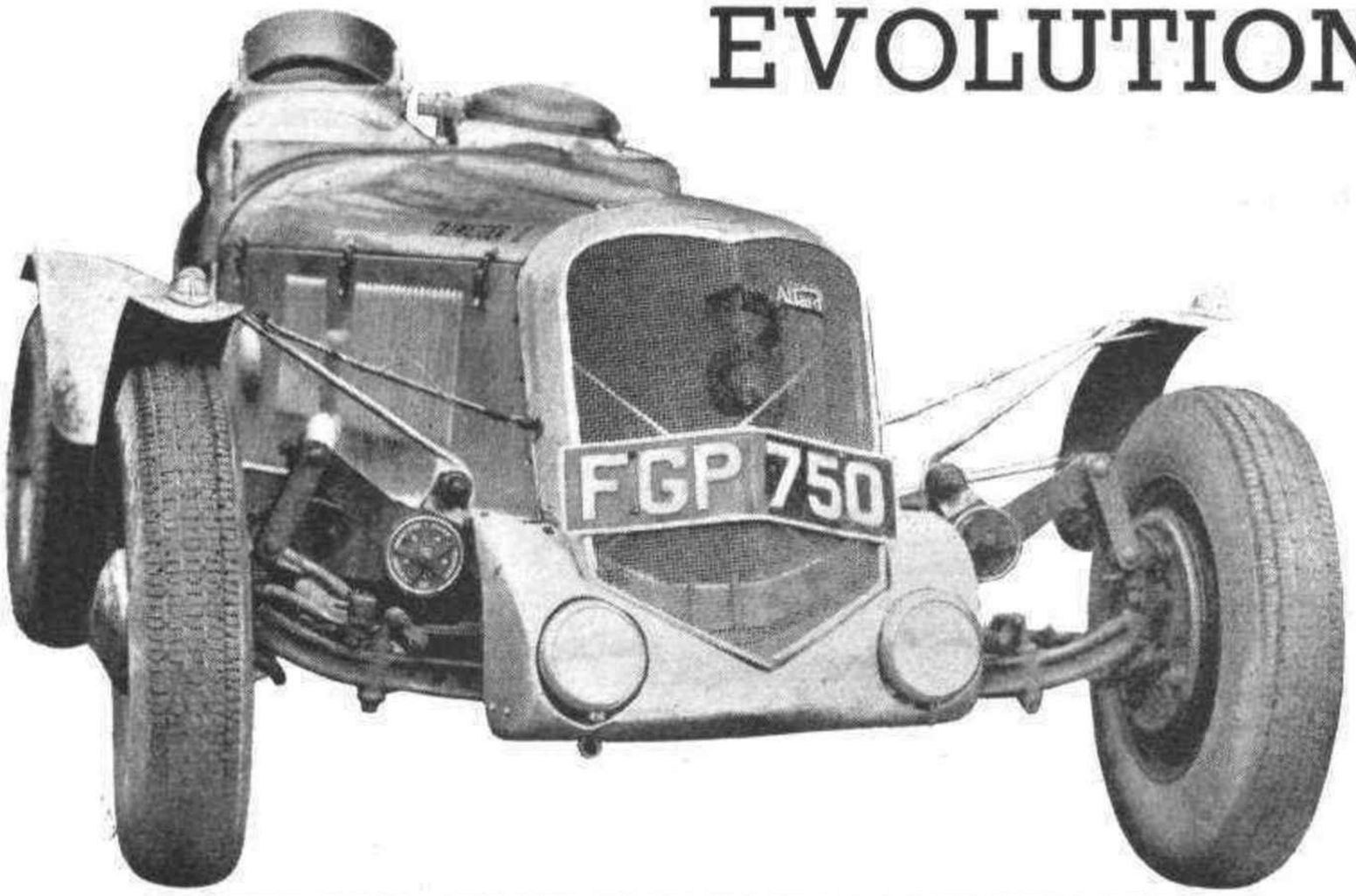
Whether the *Kentish Express* is right in thinking that "Chitty II" is "what the Americans like to call a hot-rod," we do not know. What we do like is its concluding statement: "This time the police will be able to share the Kent people's enthusiasm. Peter intends to drive 'Chitty' most carefully, reserving his 'all-out' efforts for Vintage Sports Car Club *rallies*." The italics are ours, and Tim Carson cannot complain that he hasn't been warned . . .!

"DAILY EXPRESS" SILVERSTONE MEETING

The International "Daily Express" Trophy Race Meeting organised by the B.R.D.C. will take place this year on May 10th at Silverstone. The race will be run for cars conforming to the current Formula II (*i.e.* cars with an engine capacity not exceeding 2,000 c.c. unsupercharged, or 500 c.c. supercharged). As in previous years the race will be run in two heats each of 35 miles and a final of 105 miles.

The deservedly popular 1-hour race for Production sports cars will once again form a part of the Meeting in addition to a race for Production touring cars. Seats should be booked now, from the "Daily Express" Trophy Office, Fleet Street, E.C.4.

EVOLUTION OF THE ALLARD



THE FIRST ALLARD, subsequent to S. H. Allard's prototype CLK5—

SYDNEY ALLARD'S first Allard, the famous CLK5, was built in 1936. It was evolved from a crashed Ford V8 saloon. The chassis was cut down, normal Ford suspension, rod-operated brakes and welded Ford wheels retained, while the body had a G.P. Bugatti tail, and the steering box was also Bugatti. The engine was a standard 30-h.p. V8. Incidentally, Warburton later acquired it and today it still exists.

CLK5 was so successful that two more similar Allards were built, using longer, "imitation-Bugatti" tails and sloping vee radiator grilles coming to a point at the base. These cars incorporated new side- and cross-members purchased from the Ford Co., Ford steel disc wheels, and divided axle i.f.s. FGP 750 had a drilled chassis, was very light, and Allard used it to collect many awards. The sister car was bought by K. Hutchison and driven by him in a pre-war Experts' Trial, amongst many other events.

The next three Allards had 2/4-seater bodies and flat instead of vee radiator grilles, with inbuilt stoneguards. The first, AUX 59, was supplied to Sydney's father and often chauffeur driven; it is now in Scotland. The next, EXX 455, was owned by Mr. Gilson, went to Ireland, but is now back in this country and has been converted by its present owner to coil-spring i.f.s. These cars had Ford wheels but the third, EXP 469, had wire wheels and Rudge hubs. It was sold to someone in Berkhamsted and last year was driven in trials by Hancock.

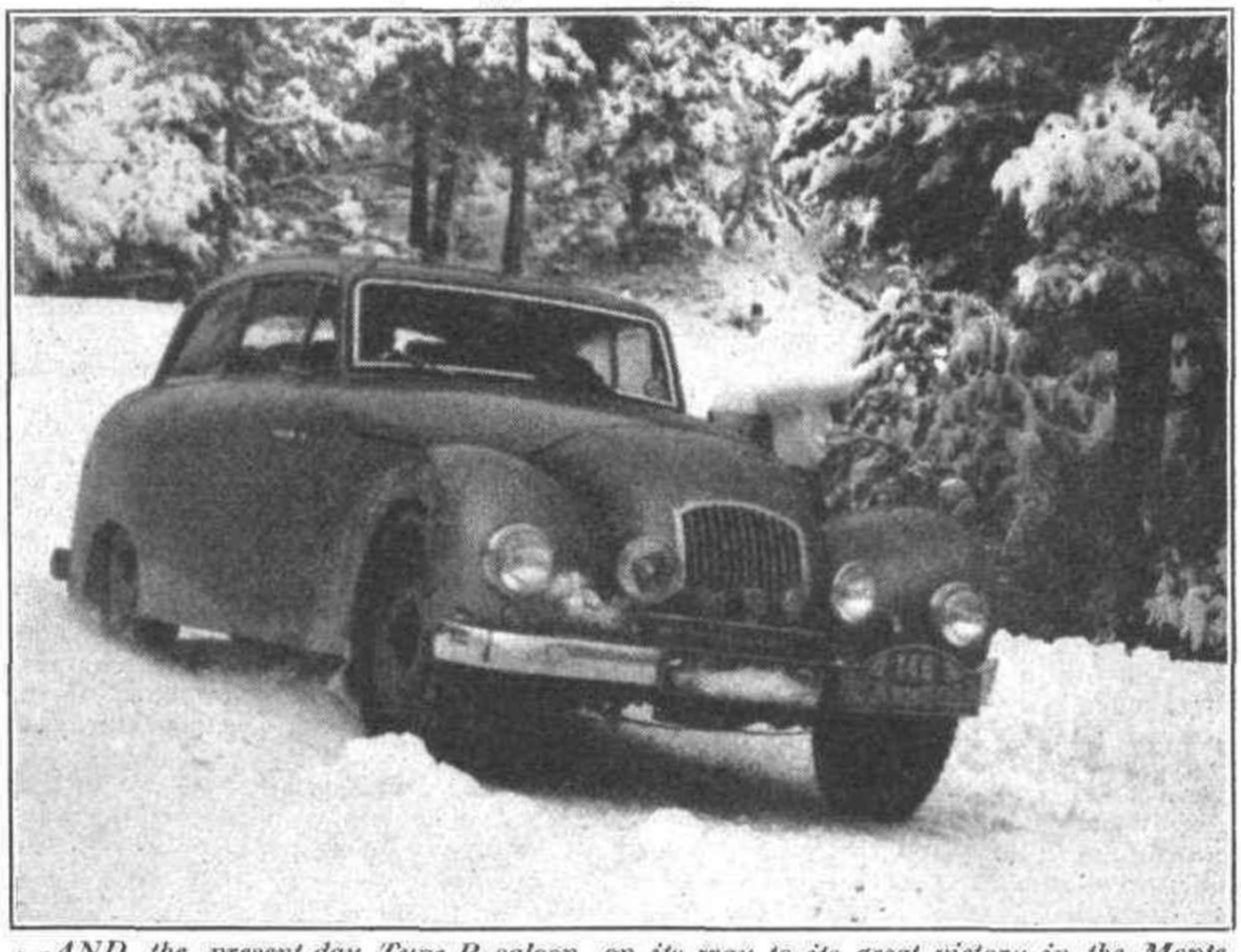
A more exciting car came next, for whereas those mentioned so far used V8 30 engines with iron heads, FXP 470, built for Ken Hutchison, had a Lincoln Zephyr V12 engine. A Ford gearbox was retained and the engine accommodated by shortening the torque-tube. A 30-gallon slab-tank was fitted, and the flat radiator grille retained. Hutchison drove this car in the 6-Hour Sports Car Race at Brooklands but the fan belt fell off. Pulling a 4.11 to 1 axle ratio it would do 60 in second, 90 m.p.h. in top and the s.s. ¼-mile in 17.8 sec. Later Len Parker made this Allard the basis of his fearsome rear-engined Parker Special trials car.

We come now to three more-civilised Allards built just prior to the war. They had full four-seater bodies, streamlined wings, spatted at the back, and the sloping vee radiator grille coming to a point at the base. EXP 470 was a Zephyr V12-engined car built for Silcock and driven in the Alpine Rally after the war by Len Potter. ELL 300 was a similar Allard, but with V8 engine, delivered to V. S. A. Biggs. One of these cars was later driven in trials by K. McAlpine, who increased its ground clearance and fitted strip wings, etc. The last of this series, LMG 192, was another V12, intended for the 1939 Show but unfinished when war intervened. It was later completed and driven by Allard in the first speed trial after the war at Bristol, and also in trials, including an "Experts'." Experimental work leading up to the production cars was performed on it, then Wick acquired it and now it resides at Banstead.

By 1945 Allard was supplying cars to order, to comply with the clamour of connoisseurs. In 1946 he formed the Allard Motor Co., Ltd., and a white two-seater and red four-seater, having new curved grilles and low alligator bonnets, appeared in the London Cavalcade that year, driven by Imhof and Hutchison. Canham completed the trio in Silcock's pre-war V12.

Production commenced with rather stark two-seaters, which had V8 engines and the same 8 ft. 4 in. wheelbase of the pre-war cars. They were known as the J-type. The more refined K-type two-seater, of 8 ft. 10 in. wheelbase, followed. A four-seater L-type was also produced at this time, and in June, 1947, these were joined by a drophead coupé—the M-type—on the four-seater chassis. This coupé proved so popular that the J and L-type Allards were gradually discontinued and the K made only in small numbers.

In August, 1949, coil springs replaced a transverse leaf spring for the divided-axle i.f.s., 2LS Lockheed brakes were adopted and the P-type saloon, Monte Carlo Rally winner this year, was introduced at the Show on the coupé chassis. This was a winner also in the commercial sense and to meet the demand for saloons the coupé was gradually dropped. It was, however, re-introduced at the 1951 Show in revised form, known as the M2. The K-type two-seater, after slight modification, re-emerged in 1950 as the K2, with larger body, new-type front grille and bumpers and a big luggage locker. Before this, in August, 1949, a new sports Allard, very stark, with oversize Mercury engine, made its debut at Prescott and this went into production as the famous J2 with coil springs all round and de Dion back-end, a Cadillac engine being available as an alternative for U.S.A. customers. This in turn has given way to the J2X, with Ardun-Ford, or 5.4-litre Cadillac or Chrysler o.h.v. V8 engine, as tested by MOTOR SPORT in Chrysler form last December, when the differences between J2X and the J2 were described. In its various guises the Allard has won 92 important awards, and has set seal to its world-wide fame by its victory in the recent Monte Carlo Rally.—W. B.



—AND the present-day Type P saloon, on its way to its great victory in the Monte Carlo Rally.

C. A. M. Sellen Recalls the Most Universal Car of All—

THE MODEL-T FORD

A great deal has been published about the immortal Model-T Ford both during its currency and since its demise, but C. A. M. Sellen writes one of the best accounts of this wonderful car that I have read. Apart altogether from the academic interest in the model which made Ford's fortune—if only Mr. Butler will earn one piece of gratitude on his premature Budget Day by announcing a universal £10 tax the Model-T Ford could be a very suitable car for Veteran and Vintage competitions. In an old handbook about the Model-T Ford I read that its fuel consumption should be 30 m.p.g. or better. This I thought optimistic for a 2.9-litre car, but last Christmas our contemporary the *Motor* hit upon the happy idea of road-testing a 1912 two-seater, and averaged 28½ m.p.g. Moreover, at 30 m.p.h., which is about the pace one would drive such a car to and from a V.C.C. fixture, the consumption improved to 32 m.p.g. Clearly, the small ports and high top-gear ratio of 3.64 to 1, coupled with an unladen weight of under 14 cwt., produce decided economy of running, so the Model-T could, if taxation of old cars were not entirely unjust, be an excellent veteran car in these hard times. The type persisted up to 1927, the very last of the series even having front-wheel brakes, before handing over to the Models A and B, the Anglia, Prefect and Pilot, and the present Consul and Zephyr Ford's great reputation for reliability and longevity.—ED.

WATCHING a driver at work at a local R.A.F. station, the distinctive blue-grey colour of his Ford lorry reminded me that the tenders used by his predecessors of thirty-five years ago were of exactly the same colour and of the same famous make.

Apart from the fact that the modern Ford bore the letters R.A.F. instead of R.N.A.S., there were, as may be imagined, other differences of a more radical nature, and for the sake of a new generation who never knew the Model-T Ford, as well as for the delectation of old hands who remember it with affection, I propose describing what must be one of the most outstanding cars ever turned out by any factory, a design which, among countless other claims to fame, was produced over twenty years to the tune of over fifteen million cars without any basic change. There has probably never been an easier car to drive. Anticipating, in this respect, our modern and very much more expensive cars fitted with self-change, fluid-flywheel and other devices for the ham-handed, the Model-T achieved this end by simpler means. Like them, it was fitted with an epicyclic gearbox, but one of fascinating simplicity, and the controls were reduced to three pedals and a hand-brake-cum-clutch lever well out of the way on the off side. There was no accelerator pedal, its place being taken by a hand throttle lever moving smoothly over a slightly notched quadrant and projecting well out from the underside of the steering wheel. The second and third fingers of the right hand were used for moving it up or down—closed or open. For small movements the hand remained stationary and for larger the hand slipped round the wheel rim. So delightful was this control and so great the relief from pedal cramp it afforded, I have often thought of fitting something similar to my 1937 car.

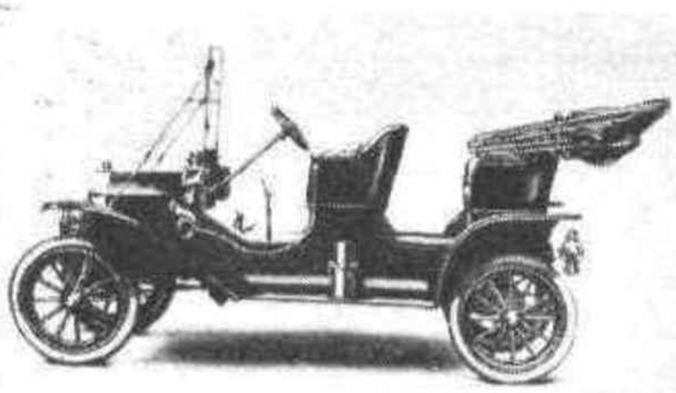
The left-hand pedal, for the first two inches of its movement, controlled a clutch, and the neutral provided when it was depressed to this extent could be held, without the need for keeping the foot on the pedal, by pulling the hand-brake lever half way back. Pulling the lever still further back had no other effect on the clutch but applied the rear wheel brakes in drums which *looked*—I never measured them—about 3½ in. in diameter by ¾ in. wide. They were intended chiefly for use when parking. Further depression of the clutch pedal contracted a brake band on a drum in the gearbox and provided, with exceptions to be noted later, a gentle start in low gear. If in the meantime the hand-brake lever had been moved to its extreme forward position, the change into top was simply a matter of releasing the clutch pedal, taking care, of course, to close the throttle slightly as the pedal passed the neutral position. Farm boys and others without finer feelings often omitted this momentary throttling, but this may have been less from sheer carelessness than from a belief that the resulting forward jump helped acceleration.

The right-hand pedal actuated a powerful transmission brake and drivers of these cars could safely disregard the red triangle signifying the existence of f.w.b. on at least the earliest American cars so fitted. The brake, acting through the differential gear, was perfectly equalised, but another and less desirable effect was that violent braking caused whichever rear wheel had markedly less adhesion to spin rapidly backwards. This was a costly trait in days when four to five thousand miles was the usual life of a tyre and, besides, although it did not affect the control of the car, it bewildered pedestrians.

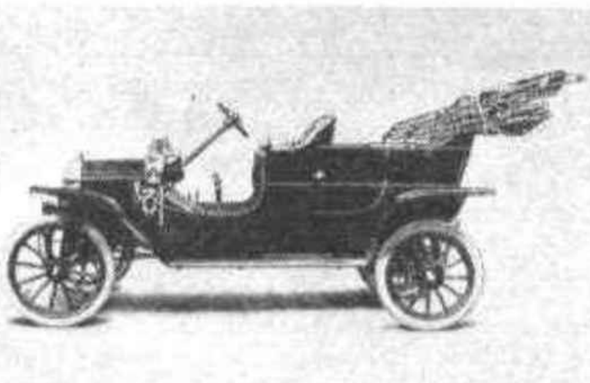
The remaining, centre, pedal was used for reversing, which was accomplished by holding the clutch pedal in the neutral position and pressing the reverse-pedal with the right foot. This was a source of joy to tradesmen's boys, as it was unnecessary to stop the car before reversing and this, and an exceptionally good lock, made it possible to park quickly in a small space by rapid back and forth manoeuvring to the accompaniment of a treadmill action of the feet.

There were certain peculiarities which one learned in time to accept as part of the game. One of these was that the small rear-wheel brakes were, in cold weather, powerless to resist the forward motion (in high gear) brought about by oil congealing between the clutch plates, the separation of which alone provided neutral. Old stagers made light of this little trick and, when starting-up, became adept at stepping gracefully backwards and sideways out of the way and leaping into the driving seat when the car was under way—well, it wasn't exactly in full sail, but it *was* moving. The unwary, and those accustomed to dull orthodoxy in their cars, were apt to become flustered by this odd behaviour and became (*a*) flattened against the garage wall or (*b*) astonished spectators of a driverless car gently wandering up the road and out of sight.

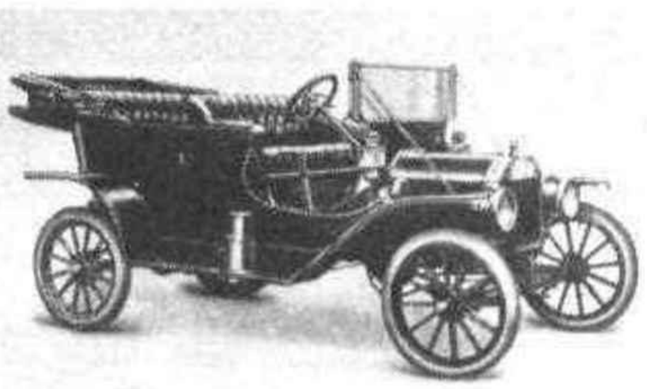
In the extremely cold weather experienced by American and Canadian owners the same trouble with glued-up clutch plates made it quite impossible



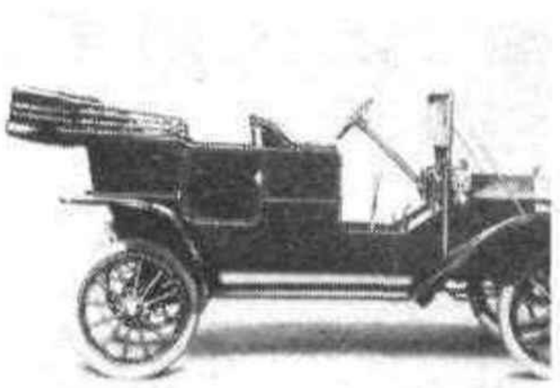
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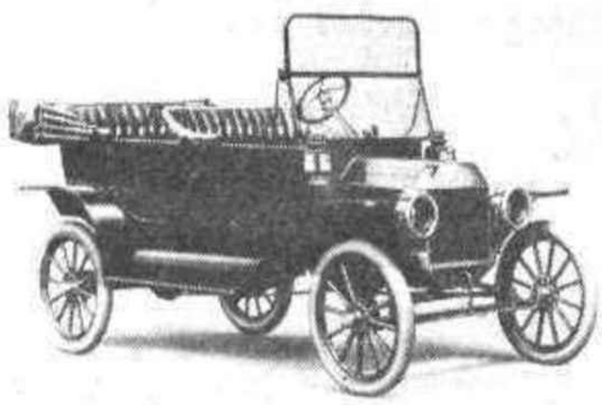
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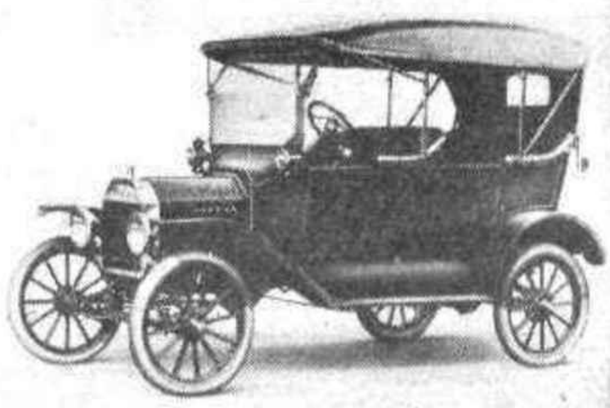
1912



1913



1913



1914

to crank the car. The approved and successful method of starting the Model-T under these conditions was to jack up one rear wheel, chock the other, and release the handbrake. The engine could then be cranked but with it, of course, the entire transmission. Once started and warm the plates soon became free. Inexperienced owners got over the trouble by using very light oil, but this was a snare and a delusion, as after twenty minutes' running this became so hot and thin that the gear bands grabbed and chattered, resulting in jerky starting and sometimes in trouble with the back axle. Another thing which amazed the uninitiated front-seat passenger was to see the driver suddenly give several vicious kicks to a black box fixed to the scuttle. This was not necessarily, as might naturally have been supposed, a display of unbridled temper, but a simple and effective method of curing misfiring. The box contained four spark-coils and the kick restored their contact with the rest of the ignition system—of which more anon.

Steering was *not* irreversible, but there must have been considerable castor action, for the car tended to hold a straight line over the most atrocious surfaces. High-geared, the steering required little effort and was so instantaneously responsive that one might have imagined it direct. There was, however, a reduction gear, also epicyclic, housed in a small brass box below the steering wheel. It was in order to clear this gearbox and bring the rim of the wheel close to the spark and throttle controls that the four spokes of the wheel had a dainty curved shape, producing the characteristic raised centre complete with horn button.

On most of the cars I knew the connection between the horn button and the side of the steering column, where a conduit led to the horn, took the form of a piece of flex sufficiently long to allow it to wind round the column as it was caught by one of the spokes when the wheel was turned. Whether all or any of the cars were ever fitted with anything else I do not know, but at any rate, the flex was almost invariably there; hanging in festoons with spots of insulating tape to prevent or repair chafing.

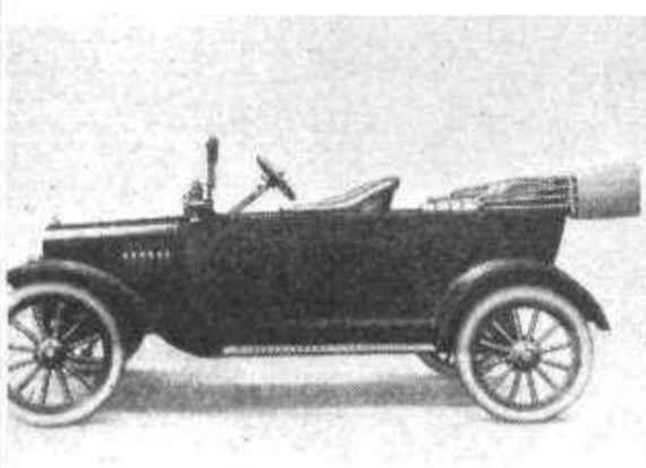
The Model-T's driving position was excellent and its kitchen-chair layout was not only quite as comfortable as some of the reclining poses forced upon us by modern coachwork, but it gave a view of the road to within four or five feet ahead of the radiator. I always felt rather aggrieved that, having achieved so much, the makers couldn't have managed the little more necessary to bring the starting crank and front tyres into sight!

The instrument board, so called, carried a combined choke and mixture control, an ignition switch, lighting switch, and ammeter, but the two latter refinements did not appear until about 1917, when standard lighting and starting replaced the, respectively, ingenious and primitive systems used up to that time. It is interesting to note that the starting and lighting system fitted was in every respect as good as any modern set and was manufactured by the Ford Company, who, like Rolls-Royce, produced their own design.

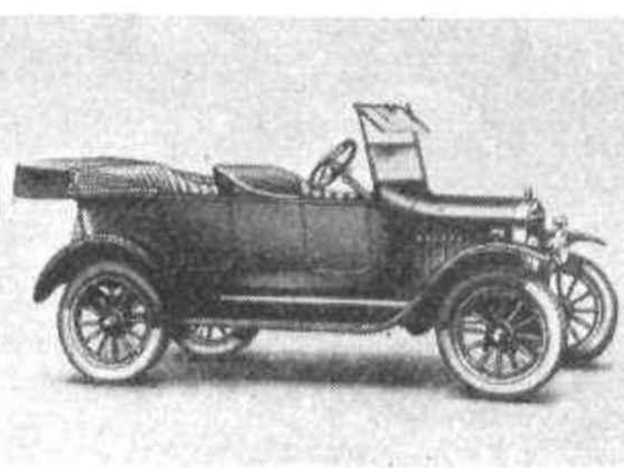
On the road the cruising speed was about 35 m.p.h., though it was possible to pull the throttle and spark levers to the bottom of their quadrants and tear along at anything up to 45 m.p.h. for considerable distances without noticeable ill-effects, except that the exhaust pipe became red hot and sometimes frightened a nervous passenger, who could see it through chinks in the scuttle. Acceleration was very good, owing to the high power/weight ratio, and, given a good running-start, it was possible to climb most hills on top gear. After baulking or really big boulders on the road had made it necessary to change-down to the only other gear available, there was nothing for it but to sit patiently while the engine boiled away very near its peak at, say, 15 m.p.h. For climbing mountains and cliffs from a standing start it was always possible to use reverse (14.6 to 1), and when the relining of the foot brake had been unduly postponed this gear could also be relied upon to provide a really terrific brake, unless it too happened to be in need of a new band lining.

New drivers of modern cars may not realise that it was quite easy to identify almost any early Model-T by its exhaust note—or rather, noise. With four-inch "pots" discharging into a smallish "muffler," the Ford gave an impression of considerable power and in days when London buses were limited to 12 m.p.h. and no traffic moved faster than twenty, the spectacle of a R.N.A.S. tender dashing along at 35 m.p.h. with its characteristic bounding gait was reminiscent of Brooklands.

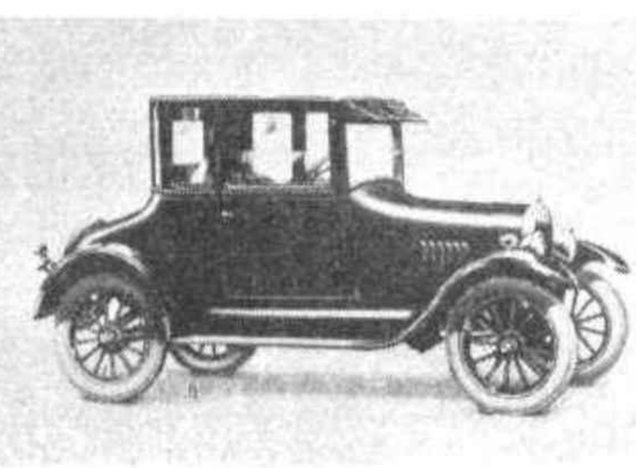
Every feature in the construction of the car was based on appreciation of a much later Ford designer's dictum urging it as the duty of a good designer that he should "simplificate and add more lightness." [This famous slogan was actually uttered by Bill Stout, of the Ford aeroplane division, about 1927.—Ed.] The car was certainly light, but the most amazing genius was displayed in methods to make the entire mechanism foolproof and reliable, and such that any farm boy not a moron could make a good job of any adjustment or repair with the aid of a couple of spanners. The engine, one of the first to employ monobloc construction of cylinders and upper half of crankcase, had four cylinders of 95.25 by 101.6 mm. (2,884 c.c.), fitted with cast-iron pistons. By modern standards, the crankshaft looked spidery, but it was of course well up to its job, and in the rare event of a breakage or after hundreds of thousands of miles it could be replaced—again with the simplest of tools—at a cost so low that one felt like a hold-up man as it was handed over the spares counter of the ubiquitous authorised dealer. The sale of parts was not confined to motor dealers, for although every town with the slightest claim to importance boasted a Ford



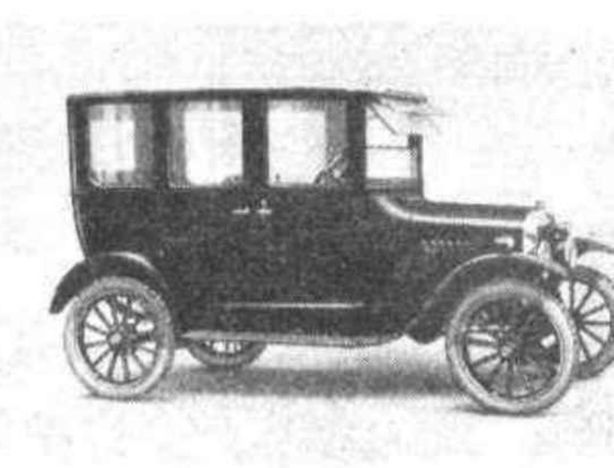
1917



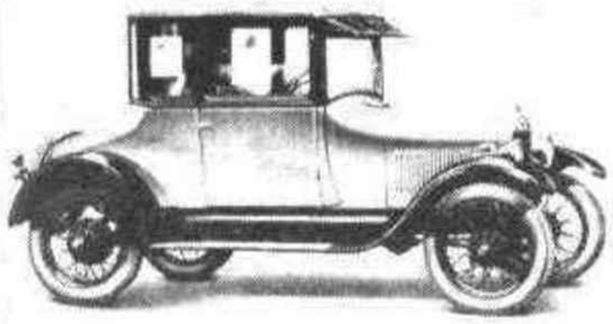
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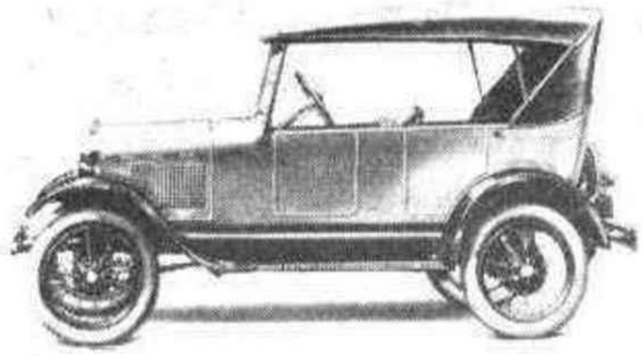
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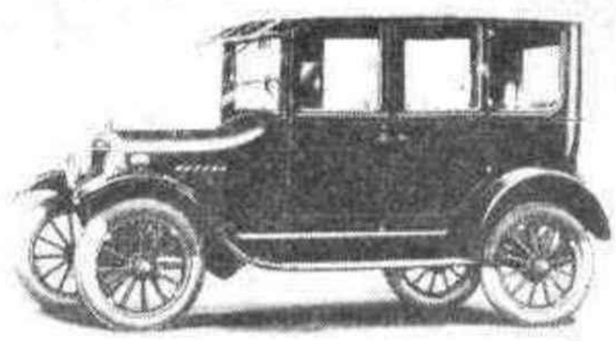
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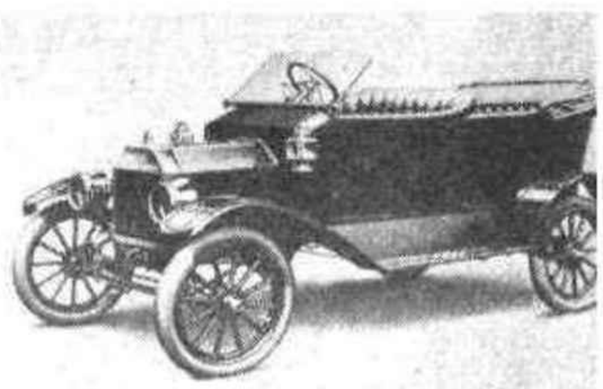
1927



1927



1923



1912

agency, almost any drug store, and all Woolworth branches, carried most of the smaller parts, often of pirate manufacture—but they fitted and would get one home. The earlier models had an ingenious ignition and lighting system. Secured to the flywheel, which was little more than a plate, were sixteen permanent magnets, and their rotation before an equal number of coils bolted to the inside of the flywheel housing yielded a low-tension alternating-current varying with engine speed, so that at night the headlamps gave a dazzling light almost to the point of destroying the filaments as the car accelerated to say 12 m.p.h. (1,340 r.p.m.) in low gear and then, as the engine took up the drive in high gear at the same speed (490 r.p.m.) the lights sunk to a dull red glow. For ignition the current was led to a so-called commutator, really a make and break timer, driven off the front of the camshaft. Concerning the correct treatment of this fitment there were several schools of thought. A roller keyed to the camshaft contacted in turn four metal segments, and while it was essential to provide lubrication, it was easy to provide too much. Some owners advocated no lubrication at all, others plenty of oil with frequent cleaning, while yet another section of opinion averred that an occasional wallop with a large spanner was most salutary!

The commutator distributed the current in the correct firing order to four trembler spark-coils located on the driver's side of the scuttle. These were of simple design, with flush brass contacts to corresponding studs in the back of the coil box. The vibrator points were certainly not of platinum as was the fashion in the early days, for they could be replaced for a few cents. The high tension terminals of porcelain projected through the scuttle and carried the usual leads to the plugs. Later models fitted with orthodox lighting and starting retained the original ignition system and the switch was now labelled "BAT" and "MAG," and by arranging one piston just past t.d.c. on compression it was only necessary to switch to "BAT" and a continuous spark at the plug blew the piston forcefully downwards and the engine came to life. This was merely a stunt, the starter being used in the ordinary way for normal starting. Faced with the necessity of providing an oil pump, the designer seems to have reflected that, after all, the magnets, in merely exerting their personality on the coils, were not pulling their weight, and he therefore arranged for them to scoop oil from the bottom of the flywheel gearbox housing to a gallery, whence it was led to the main bearings and camshaft-drive by gravity. The connecting-rods dipped scoops into troughs formed in the pressed steel pan, below which was the open road since a sump had already been provided.

As on all subsequent Fords, the valves did not need adjustment over very long periods and so non-adjustable tappets were used, and the valves themselves were of composite construction and of small diameter. This and the small ports probably contributed to the long life of the engine, by restricting its speed. I believe it peaked at 1,600 r.p.m., and it certainly did most of its running at less than 1,000 r.p.m. The carburetter, fed from a gravity tank under the front seat, contained a work float and a single jet with a needle-valve controlled from the dash. Turning this control clockwise weakened the mixture and pulling out the same button actuated a choke. Cars were sometimes seen climbing quite gentle slopes in reverse, not from lack of power, but because the position of the tank, later altered, starved the carburetter when the level of the fuel became low.

No dipstick was provided, but in its place there were two villainously inaccessible stop-cocks between which, the owner was advised, the oil level should be maintained. As it was impossible to determine the exact level of oil between these limits except by a shrewd guess based on the speed of flow from the lower tap, many people used the top tap only and thus spared themselves distressing doubts when they had to turn up the wick.

The top of the combined flywheel and gear housing was fitted with an inspection cover giving access for adjustment of the gear and brake bands, and it was only a very green amateur who attempted to do this without first tying all his spanners and anything else in the vicinity together with stout cord, for if anything fell to the bottom of the gearbox, its recovery involved a major operation. From this point rearwards everything was fairly orthodox except that the axle shafts carried the weight of the car on roller bearings, *i.e.*, the axle was not of the floating type. The silencer on the earlier models had a short pipe at the rear, but some bright lad must have discovered that this needlessly increased the cost of the car, for later its place was taken by a spout pressed into the rear cover and, as this was directed downwards, it blew up clouds of dust out of all proportion to the size of the car, which thus advertised its presence at immense distances. The number of cubic yards of American side roads blown away by this means would provide an interesting subject for speculation! At close range the Ford was easily distinguished by an airy and not-of-this-world appearance brought about by its small but adequate mudguards, giving a clear view of the axles and running gear, by the exceptionally good ground clearance, and by the large wheels and thin, high pressure 30 in. by 3½ in. tyres—the general impression was of a large spider bounding over the landscape. In the matter of accessibility there is no doubt that this and other early cars were far superior to modern designs, and I for one would welcome the return of mudguards a little less all-embracing—and less expensive.

Finally, a word about the Instruction Manual. As distinctive as the car itself, it contained detailed descriptions of every part and the appropriate maintenance operations, nearly all in words of one syllable. Its writer erred on the right side by acting on the assumption that every car was to be used in central Africa, though even there it is probable that an agency was, and is, not far away. Typical of the 148 paragraph headings in my 1923 edition are "What about valve timing?" "When there is dirt in the carburetter, what?" "How is the spark controlled?" and so on. Armed with this little volume, a spares list and a spanner, a trip round the world could present no difficulties. The reader may have concluded by this time that I have an exaggerated interest in this obsolete car, and I certainly plead to an affectionate memory of using the Model-T when motoring was still an adventure and when reliability of the sort it provided was exceedingly rare. There are one or two of the old cars and trucks still to be seen running in London, and I feel sure that I shall one day succumb to the temptation I have often felt to stop the driver and ask him to allow me once more to experience the fascination of driving his Universal Car.

CLUB SILVERSTONES—1952

Club race meetings at Silverstone are so enormously enjoyable that we are glad to publish herewith the dates of this year's meetings :—

May 3rd.—Vintage S.S.C.
May 24th or 31st.—Maidstone and Mid-Kent M.C.
June 7th.—Eight Clubs.
June 14th.—Bugatti O.C.
June 28th.—Midland M.E.C.
July 5th.—M.G.C.C.
July 12th.—Vintage S.C.C.
July 26th.—Aston-Martin O.C.
Aug. 2nd.—Bentley D.C.
Aug. 16th.—North Staffs. M.C.
Aug. 23rd.—Half-Litre C.C.
Aug. 30th.—750 M.C.
Sept. 6th.—S.U.N.B.A.C.
Sept. 13th.—M.C.C.
Sept. 20th.—Peterborough M.C.

N.B.—These will be private meetings; spectators must obtain admission tickets from the organising clubs.

WARING WINS THE SOUTHSEA M.C. PRESIDENT'S TROPHY TRIAL

THIS Southsea classic, which counts towards the B.T.D.A. 1952 Gold Star, was held on February 10th and attracted 48 entries. We believe the organisers considered cancelling it but were told by the R.A.C. that they had no need to do so—we are not taking sides as to whether public-road trials should or should not be held at a time of national mourning, but certainly the R.A.C. can never again suggest that trials in general and trials cars in particular are distasteful to the public. As it was, two persons, at least, thought the event ill-timed, one being an enraged old lady living at the foot of the Warren, and the other a gentleman overheard to express distaste at the trial's conclusion.

As an event the "President's" is excellent, with "real" hills, pleasantly varied, and involving a drive of 33½ miles in all through some delightful parts of Hampshire.

Old Stonor II and Lythe Farm Right produced little trouble and even the Warren, where an initial hump loses you speed, was comparatively easy except for mud at the right-hand top bend. Here Lawson (Lotus I), Lewis (Ford), Laudet (R.M.), Dees (Dellow) and Denyer (Lea-Francis) failed, but Best's Austin made f.t.d., scattering the onlookers. Imhof expended much effort on a good climb, Waring made a fine, hectic ascent,

(*Pictures in centre pages*)

Spence brought the Spence V up very neatly, but Blundell had much spin to defeat and his B.B.S. boiled. Pike's E.P.S. was fast although fluffing, and Cuff's Hells Hammers VI shed its spare wheel. Faulkner's Paul Special made it look simple and Price's Clayton ascended fast, whereas Appleton had dreadful moments but bouncing won the day—or section.

So to Streatham, Beechey Curves and the second special test, after which came Cow Track, where labourers unknown had thoughtfully left a hole for people to gaze into and, less thoughtfully, a new, deep gulley at the start of the section. Into this gulley Lawson plopped his Lotus at speed, which pulled it up in the best Girling manner. Having proved by his pioneering effort that this was the wrong technique most of those who followed profited and, gently lowering their cars into the slime, kept going to conquer the steep climb beyond. All that is except Lewis, who was too Lawson-like in approach, although subsequently re-starting, Hopkinson (Ausford), Read (Dellow), Laudet, whose R.M. prop.-shaft fouled the ground, and Denyer, whose old Lea-Francis failed when nearly up. Cuff had tyres which someone suggested had been inflated with a vacuum cleaner. Curwen's Austin Seven had too few horses for the hill part, and Cooper's Austin-Ford only just kept going. By this time Imhof had retired with back-axle trouble and Best with a blown gasket on his blown Austin A40 engine.

With only Jacob's Ladder to come Waring, Faulkner and Rumfitt all had clean sheets and Waring had been fastest in the special tests. As all three got up the steep, slippery final section, it was Waring's day—a good start towards this year's Gold Star, won last year by Faulkner.

After feasting our eyes on trials specials we rested them momentarily during the afternoon on a passing, very early Mercédès tourer and a spectating Ulster Aston-Martin (not forgetting a 1925 Morris Cowley two-seater parked by Jacob's Ladder). A good day and a good trial.

Results :

THE PRESIDENT'S TROPHY (for best performance): W. H. Waring (1,196-c.c. W.H.W.).
THE S.M.C. TROPHY (for second best performance): R. W. Faulkner (1,196-c.c. Paul Special).
THE ANSELL TROPHY (for best performance by member of promoting club): A. E. Rumfitt (1,172-c.c. Cotton II).
TEAM AWARD: Southsea Motor Club (Waring, Faulkner and Rumfitt).
FIRST-CLASS AWARDS: E. C. Spence (1,172-c.c. Spence V); C. M. Seward (Freakin); B. Blundell (B.B.S.); D. F. H. Cotton (1,172-c.c. Cotton Special).

V.S.C.C. AT BISLEY

IF the V.S.C.C. Bisley Rallies come rather close one to another and display little originality in the matter of driving tests, they constitute an excellent excuse for interesting cars to congregate and are widely enjoyed. That on February 17th attracted an entry of 43 vintage and ten thoroughbred post-vintage cars. After negotiating several "unobserved sections" to reach the venue, competitors first assayed the hill-climb, although this was optional and the restart was abandoned. First to vanquish the steep, loose-surfaced gradient and earn applause was Hyde-East, in his 1928 open 1½-litre Alfa-Romeo. Vessey's 1928 Lancia Lambda, dripping water from its radiator, made a splendid ascent, but only two other vintage cars succeeded. Scott's 1933 Alvis Speed Twenty went up fast, driver trying to unscrew the steering. Palmer's 1935 Frazer-Nash was outstanding. Laker's 1934 Riley Nine made a polished climb, Brown's noisy Frazer-Nash was fast, so was Truscott's Frazer-Nash, and Murray Austin's cut-and-shut Lancia Lambda with oversize rear tyres raced up. Loud applause greeted a skilled and successful ascent by Mrs. Hull in her Lancia Augusta saloon.

Of the others, Bonham-Carter's Frazer-Nash nearly got up, Barton's Morris-Cowley stopped mere inches from the summit, Pollock's smart 1924 Rolls-Royce Twenty coupé, rear axle juddering, just didn't clear the finish line, and Bingham's Austin Seven Chummy ended a gallant attempt only because of wheel spin. Kennard's unwieldy Invicta got even further than these, in spite of a misfire, but Capt. Castle's smart 1926 Rolls-Royce Twenty tourer, three bods. bouncing in the back, stopped lower down—sincere apologies to Capt. Castle for accusing him of driving pointlessly about the place at the previous Bisley, when, in fact, he was in bed with 'flu; this all goes to show how much one Royce is like another; and it was A. N. Other who offended.

Arnold-Forster's 1925 Frazer-Nash and Butcher's 1934 Riley Nine stopped near the start, likewise Bradshaw's rather-soiled 1926 "9/15" Renault, which seemed to have robbed a Lanchester Ten of its legitimate wheels. C. B. Forster used too little throttle, fearful of spinning the wheels of his Riley Nine, Robertson's Riley Nine failed early and the Rolls brothers in a 1926 Sunbeam both ceased near the top in spite of the fact that the car has been made to look so much like a racing car that, had he been present, Segrave would not have noticed it. Burston's beautiful 4½ Bentley tourer couldn't make the grade, neither could Hesketh's Alvis, and although Bailey's 1922 Jowett two-seater, original even to its cylindrical rear snubbers, did an involuntary restart, it stopped near the top. Not bad, however, for 907 c.c. divided between two cylinders, especially as it drove off afterwards laden with four sizeable mortals.

There followed a See-Saw with Box, which most of the drivers performed impeccably, including C. J. Bendall in his majestic 1911 Rolls-Royce Carriage of State. Next came the Le Mans rapid-start test, in which nearly all the cars were as quick off the mark as their drivers, although Palmer's Frazer-Nash appeared to be suffering from damp amps. and jibbed. In contrast, the 1911 Royce commenced on the ignition switch. Bingham's Austin Seven shed a spanner from the works as it roared away, Bradshaw's nimble antics with the Renault were reminiscent of an old-fashioned comic film and Hope removed several layers of clothing preparatory to sprinting to his Type 40 Bugatti. Peter Hampton had arrived in his Type 30 Bugatti, leaving his Brescia Bugatti at home, and another of the famous marque, rendered in the programme as a "Bugattie," was Gahagan's Type 37 G.P. Truscott's 1930 Frazer-Nash was quoted as 1,842 c.c., which was a puzzle until we discovered that it has an Alvis engine; it also carries the handicap of having "The Cardboard Comedy" painted on its bonnet and of carrying a notice "Please Pass, Running-in" on one of its distinctly-abbreviated back mudguards. The damp afternoon concluded with the blindfold-dice, of which there is space only to remark that even when blindfolded Bendall drives his Rolls-Royce with unblemished dignity and that another stately performer was Boughton's 1912 Renault two-seater.

Results :

FIRST-CLASS AWARDS: N. Arnold Forster (Frazer-Nash), D. H. Gahagan (Bugatti), J. G. Vessey (Lancia), L. M. Austin (Lancia), E. J. Laker (Riley).
SECOND-CLASS AWARDS: D. Denne (Humber), R. Truscott (Frazer-Nash), P. J. E. Binns (Vauxhall), B. E. Brown (Frazer-Nash).
THIRD-CLASS AWARDS: C. B. Forster (Riley), A. Hyde-East (Alfa-Romeo), H. Moffatt (Lagonda), T. H. Hesketh (Alvis), G. H. Rolls (Sunbeam), R. C. C. Palmer (Frazer-Nash).

* * *

The next V.S.C.C. events are the Pomeroy Memorial Trophy on March 22nd-23rd and the Northern Section's Rally cum Driving Tests at Bawtry on April 19th, and Blubberhouses Trial on April 20th, with an award for best aggregate in both the latter events.

Reports of Recent Events

WELSH COUNTIES C.C. JANUARY TRIAL

A. E. HARRIS CHALLENGE CUP FOR BEST PERFORMANCE.—G. Turner (Austin Seven Special), 58 marks.
FIRST-CLASS AWARD.—D. G. Evans (Ford Special), 53 marks.
SECOND-CLASS AWARD.—J. Dyer (Austin Seven Special), 53 marks.

B.M.C. OF RHINELAND GRAND WINTER TRIAL (Jan. 20th)

PRE-WAR: OVER 2,000 C.C.—1st: Col. H. S. Golding (Mercédès).
POST-WAR:
UP TO 1,100 C.C.—1st: W. Gebbie (Morris Minor); 2nd: C. F. Large (Morris Minor).
1,100 C.C.–1,500 C.C.—1st: Capt. Comdt. H. G. Tricot (Fiat 1,400); 2nd: Maj. J. R. Reynolds (Ford Anglia); 3rd: Lt. A. Hubert (Simca-Aronde).
1,501 C.C.–2,500 C.C.—1st: H. Berman (Standard Vanguard); 2nd: J. S. Cavill (Standard Vanguard).
OVER 2,500 C.C.—1st: E. J. R. l'Estrange (Jaguar XK120); 2nd: H. Wolseley (Jaguar XK120).
TEAM PRIZE.—Belgian Team (Mme. van Remoortel, Comdt. Tricot, Lt. Hubert (Peugeot)).
LADIES' PRIZE.—Mrs. H. J. Harwood (Ford Taunus).
BEST PERFORMANCE OF THE DAY.—E. J. R. l'Estrange.
The prize for the best performance of the day was a handsome leather suitcase presented by the Duesseldorf representative of the Rootes Group (Th. Schorm & Co.).

MAIDSTONE & MID-KENT M.C. TYRWHITT-DRAKE CUP TRIAL (Jan. 20th)

TYRWHITT-DRAKE CUP.—A. A. Baring (Cotton).
CLASS CUPS:
TRIALS.—L. G. Notley (Cox Special).
SPORTS.—W. Coleman (M.G.).
SALOON.—T. J. Austen (Talbot).
FIRST-CLASS AWARD.—H. G. Lewis (Ford Special).
SECOND-CLASS AWARD.—M. H. Lawson (Lotus I).

NORTH DEVON M.C. HOULFORD TROPHY TRIAL (Jan. 27th)

HOULFORD MEMORIAL BOWL.—C. E. Seward (1,100-c.c. Freakin), 11 marks lost.
NORTH DEVON CUP.—E. J. Chandler (1,172-c.c. Chandler), 17 marks lost.
HASLAM CUP (best N. Devon member).—A. B. Napper (1,172-c.c. Ford), 19 marks lost.
FIRST-CLASS AWARDS.—K. E. O. Burgess, 20 marks lost; W. Cuff, 22 marks lost.
TEAM PRIZE.—Bristol (C. E. Seward, W. Cuff and I. D. L. Lewis.)

HAGLEY & D. L.C.C. CLEE HILLS TRIAL (Feb. 3rd)

CLEE TROPHY.—I. D. L. Lewis (Ford).
BELL CUP (UNDER 1,050 C.C. CARS).—J. D. Hollingsworth (Austin Seven).
HAGLEY CUP (OVER 3,000 C.C. CARS).—W. C. Cuff (Cuff Special).
BROMSGROVE CUP (OVER 1,300 C.C.).—R. W. Phillips (Austin-Javelin).
FIRST-CLASS AWARDS.—L. J. Oliver (Oliver), C. M. Seward (Freakin).
SECOND-CLASS AWARDS.—N. Lawrence (Singer), J. S. Jenkins (Morris).

THE KENTISH BORDER CAR CLUB BEST CUP TRIAL (Feb. 3rd)

THE BEST CUP.—A. E. Rumfitt (1,172-c.c. Cotton II).
CLASS A FIRST-CLASS AWARD.—R. F. Chappell (1,172-c.c. Dellow, s/c.).
CLASS A SECOND-CLASS AWARD.—B. H. Dees (1,172-c.c. Dellow, s/c.).
WINNER OF OPPOSITE CLASS.—L. F. G. Notley (1,172-c.c. Cox Special).
CLASS B FIRST-CLASS AWARDS.—D. Read (1,172-c.c. Dellow), S. R. Seelly (1,172-c.c. Alpine).
CLASS B SECOND-CLASS AWARDS.—J. V. Lewis (1,172-c.c. Chigwell), R. W. Norton (932-c.c. Phoenix), T. J. Sawell (1,172-c.c. Dellow, s/c.).
TEAM RESULTS.—1st: A. G. Corwen (750-c.c. Austin) and A. E. Rumfitt (1,172-c.c. Cotton II), 149 marks; 2nd: A. E. A. Day (1,172-c.c. Spence) and L. F. G. Notley (1,172-c.c. Cox), 144 marks; 3rd: B. H. Dees (1,172-c.c. Dellow, s/c.) and L. E. Mutton (1,172-c.c. Ford), 135 marks.

HERTS A. & A.C. WINTER CUP TRIAL (Feb. 3rd)

BEST PERFORMANCE.—E. J. Chandler (Chandler Special).
BEST HERTS A. & A.C. MEMBER.—D. W. Price (Price Special).
FIRST-CLASS AWARDS.—N. H. Overton (Overton Special), H. R. Smart (B.S.T.), J. J. Walker (Ford Special).
SECOND-CLASS AWARDS.—J. C. Smith (J.C.S.), G. Pettit (Pettit Special).
TEAM PRIZE.—Herts A. & A.C. Team (Chandler, Smith, Price).

S.M.M.T. FORMULAE

The Society of Motor Manufacturers and Traders announce that agreement has now been reached by car manufacturers on the definitions of production touring and production sports cars which should be considered eligible for production car races, rallies, etc.

The definitions were drafted by a Sub-Committee of the Society's Car Section Committee under the chairmanship of W. H. Aldington, of A.F.N. Ltd., and after they had been agreed by the Car Manufacturers Committee were discussed with a delegation representing the Competitions Committee of the R.A.C.

General agreement was reached after slight amendment of the definitions as drafted, and it is understood they will be used for the B.R.D.C. Production Car Races at Silverstone this year and for the R.A.C. Second International Rally of Great Britain.

In drafting the definitions, the Sub-Committee had in mind the idea that production car races and rallies should afford the man in the street an opportunity to see "his" car [or the one he may get after his bathchair has been delivered.—ED.] running under competition conditions, with little or no modification to the standard models available to the public. This is why the definitions seek to prohibit "freaks" or experimental prototypes from running in either category.

The full definitions as published by the S.M.M.T. follow:—

SUGGESTED DEFINITIONS ADOPTED BY BRITISH CAR MANUFACTURERS FOR APPLICATION TO CARS TO BE ENTERED FOR PRODUCTION CAR RACES, RALLIES, ETC.

PRODUCTION SPORTS CARS

A.—General.

1. To be classed as a sports car, at least 25 of the model concerned must have been produced, or provision must have been made for the production of at least 25. Manufacturers may be required to furnish proof of such production or plans to representatives of the organising club in the form of a certificate from a qualified auditor, and may be required to permit inspection of their factories if desired.

2. All cars should be catalogued and shall have bodies complying with Appendix C to the F.I.A. Regulations.

3. No car which is supercharged may be classed as a production sports car.

4. Entrants for events should be required to produce a catalogue issued by the manufacturer listing the model concerned.

5. All cars entered for events must conform in detail, with the exceptions given below, to the manufacturers' catalogue specification for that particular model.

B.—Differentiation of Classes.

Cars should be required to compete in various classes based on engine capacity only. [Surely price classes, if practical, are more logical?—ED.]

C.—Engine.

All engines must conform to the manufacturer's catalogue specifications, but freedom as to the jets and chokes used may be granted.

Modifications catalogued by the manufacturer may be permitted, provided at least 25 sets of such modifications have been produced or provisioned for, and a certificate similar to that referred to in Clause A (1) above may be required in respect of these, or inspection of the manufacturer's factory requested. [All depends what you mean by "provisioned for."—ED.]

D.—Wheels and Tyres.

Only standard wheels and rims as catalogued for the model concerned may be used. Entrants may be given freedom as to the make and size of tyre used.

E.—Electrical Equipment.

All electrical equipment other than plugs must conform to the catalogue specifications, but any additional equipment which does not replace original electrical equipment may be permitted.

F.—Weight.

Cars must not weigh less than manufacturers' declared unladen weight for the model concerned. [In our experience they usually weigh more!—ED.]

G.—Fuel.

The type of fuel to be permitted should be at the discretion of the club organising the event, but should not normally exceed 80 octane.

H.—Windscreens.

Windscreens shall conform to Appendix C to the F.I.A. Regulations.

PRODUCTION TOURING CARS

A.—General.

1. To be classed as a touring car, at least 250 of the model concerned must have been produced, or provision must have been made for the production of at least 250. Manufacturers may be required to furnish proof of such production or plans to representatives of the organising club in the form of a certificate from a qualified auditor, and may be required to permit inspection of their factories if desired.

2. All cars shall have a saloon body with a fixed top which is not dismountable and a minimum of two doors, and winding or sliding windows.

3. All cars should be catalogued and marketed as not less than four-seater touring cars, but cars of up to 750 c.c. may be permitted to have two seats only.

4. No car which is supercharged may be classed as a production touring car.

5. Entrants for events should be required to produce a catalogue issued by the manufacturer listing the model concerned.

6. All cars entered for events must conform in detail, with the exceptions given below, to the manufacturers' catalogue specification for that particular model.

B.—Body Dimensions.

All cars catalogued and marketed as four-seaters must be able to accommodate a minimum of four adults in reasonable comfort at the same time. Cars up to 750 c.c. must be able to accommodate two adults in reasonable comfort at the same time.

C.—Differentiation of Classes.

Cars should be required to compete in various classes based on engine capacity only. [Our comment on sports cars applies only more so.—ED.]

D.—Engine.

All engines must conform to the manufacturer's catalogue specifications, but freedom as to the jets and chokes used may be granted.

E.—Wheels and Tyres.

Only standard wheels and rims as catalogued for the model concerned may be used. Entrants may be given freedom as to the make and size of tyre used.

F.—Electrical Equipment.

All electrical equipment other than plugs must conform to the catalogue specifications, but any additional equipment which does not replace original electrical equipment may be permitted.

G.—Weight.

Cars must not weigh less than manufacturers' declared unladen weight for the model concerned.

H.—Fuel.

The type of fuel to be permitted should be at the discretion of the club organising the event, but should not normally exceed 80 octane.

[At Le Mans and elsewhere "prototype" sports cars are admitted, so if these S.M.M.T. proposals are adopted here all classes would seem to be catered for.—ED.]

"CHEVROLET SPEED EQUIPMENT," by California Bill. 15 pages, 25 cents. (*California Bill, Los Angeles.*)

Curiously, this arrived by the same post as the Clymer "hop-up" books reviewed on page 137. It is really a catalogue of California Bill equipment and therefore the remarkable thing is that Bill charges for it. We love the item which reads: "Polished side panel. This cast aluminium side plate is great. You should have one on your Chevvy just to make it look fast even if it isn't."

SPORTS-CAR RACING IN AMERICA

AS quite a lot of people took us to task for our analysis of the European sports-car races of 1951 we are shy of race-analysis. So we do not propose this year to draw conclusions about the more-impressive American sports-car races of 1951, as last year we did of the 1950 races in the U.S.A. But we do intend to briefly review some of these races, remembering that the regulations governing sports-car events in the U.S.A. are still fairly fluid—although Alec Ullman and the S.S.C. of A. are doing the spadework towards standardisation—and that driving ability varies probably more than is the case in Europe.

On April 1st the California S.C.C. and S.C.R.A. held its second meeting at Palm Springs, using a 2.3-mile circuit of camp roads and dispersal strips at the Airport. After TD M.G.s had wiped up the 1½-litre race—as well they might as the sole opposition was one Singer—the big event, for blown cars up to 3 litres, unblown up to 8 litres, was run over 65 laps, or 149½ miles. Thirty-one started—a fine mixed field of Ferrari, Alfa-Romeo, Simca, Allard, Jaguar, M.G., Crosley, Riley, etc. Over 6,000 spectators saw the red 2-litre all-enveloping Ferrari of Jim Kimberley, driven by M. Lewis, win from J. Armstrong's Cadillac-Allard, with Robinson's Jaguar XK120 third. Another XK120 and a high-boost TC M.G. followed the placemen home.

The meeting gave rise to troubles we have known here—difficulties of crowd control, poor P.A., lack of control at the pits, absurd refreshment prices—and they, too, used straw bale markers. The regulations, too, caused bother, a Citroën being deemed non-sports but an Austin A90 getting by—a matter *Road and Track* obviously thought unfair. Phil Hill's 3.8 Alfa-Romeo lost a wheel, the blown Crosley overturned (sand, not straw!), another Crosley seized-up, a Brooklands Riley Nine lost its throttle linkage, the Singer had worn out its brakes in the smaller race. Barlow's 1,112-lb. Simca broke its transmission, the Altemus Special, with "banking wheels," caught fire, an Allard threw a rod, the Edwards Special, with Ardun o.h.v. V860 engine, lost all its water after momentarily passing the Ferrari, and a Cadillac-Allard had gearbox trouble and pinked about in "nigh" until the pistons packed up. The Austin A90 coasted in *sans* brakes and transmission, a J2 Allard with G.M.C. Six engine never got more than four cylinders firing, and the Cannon ran a bearing. Expensive! A happy incident occurred when Armstrong, munching an apple, came upon a worm, took the escape road and still bit head off worm . . . A Cadillac-Allard made fastest lap.

The 40-lap Argentinian General Peron G.P. for sports cars over 1½ litres had a Le Mans-style start. Press photographers met with a cold reception from the police and quite rightly went on strike. Fitch's Cadillac-Allard won after Fred Wacker had spun his Cadillac-Allard while in the lead, ending astride a straw bale. He continued to second place—he had made fastest qualifying time in practice. Fitch set a lap record for sports cars. Third place went to Schroeder's Le Mans Delahaye, followed by a Healey.

Pebble Beach happened for the second year, over 25,000 people watched, and the 48-lap, 100-mile Cup Race was for sports cars rather than production cars. Bill Pollack's Cadillac-Allard won from Armstrong's Cadillac-Allard, with Breeze's Jaguar XK120 third, Hill's Alfa-Romeo fourth. The winning Allard, in its first race, had a "full-race" Cadillac engine bored out to 6 litres. Armstrong's had a standard engine, Lincoln gears and Columbia shock-absorbers; he put its top speed as 110 m.p.h., when the hydraulic tappets began to pump up. The Kimberley Ferrari overturned and a V8-powered M.G. "lost a spindle." Concours d'Elegance was won by a blue Mk. VII Jaguar.

At Bridgehampton Tom Cole won in his Chrysler-Allard, from Goldschmidt's Cadillac-Allard and a 2.3 Ferrari. But at Elkhart Lake the Cunninghams played with the field. J. Fitch led for all but two laps, winning at 80.82 m.p.h., and for those two laps it was his team-mate, P. Walters, in another Cunningham, who was out ahead. This Cunningham subsequently ran a bearing but Walters took over Briggs Cunningham's car, to finish sixth. Second place went to M. Graham's Cadillac-Allard, at 80.3 m.p.h., in spite of many wild moments, and Phil Hill's ex-Silverstone Jaguar XK120, now with wire wheels and special all-enveloping body, was third, at 70.35 m.p.h., free from brake fade and winner of its class. It was followed in by another ex-Silverstone XK120, and Bill Spear's 4.1 Ferrari "America." A Ferrari and Barlow's Simca won the smaller classes.

The Cunningham success at Elkhart Lake was consolidated when Walters won at Watkins Glen before 150,000 spectators—only about 10,000 fewer than trek to Indianapolis. The Watkins Glen G.P. [which shouldn't have been called a G.P. and, although an International fixture, was by invitation only—ED.] was over 15 laps, or 99 miles, instead of 30 laps and 198 miles, because, alas, the huge crowd was getting out of hand. The winning Cunningham set fastest lap at 80.5 m.p.h. and was followed home by the Cunningham of Fitch, with Spear's 4.1 Ferrari third, Cunningham's Cunningham fourth and Sabol's Chrysler-Allard fifth, ahead of Harris' Cadillac-Allard. Wacker's Cadillac-Allard was the only car out of 33 starters to really challenge the three Cunninghams and the Ferrari but it was hampered by Hydramatic transmission, which caused such wild cornering that it was flagged in, although it had run third for a few minutes earlier on. The 72.6-mile 1½-litre race was a victory for G. Weaver's Le Mans Jowett Jupiter, which beat Viall's Lester-M.G. and Koster's H.R.G., winning at 68.95 m.p.h.

These Cunningham victories are perhaps significant, and the news that these cars now have a four-speed in place of three-speed gearbox, light-alloy disc wheels in place of wire wheels, and are lighter than before, adds interesting speculation. Will they atone for last year's debacle at Le Mans this year?

The Third Palm Springs 65-lap Cup Race was won by D. Parkinson's rebodied Jaguar XK120 (you wouldn't recognise it) from a V8 60-powered TC M.G. and another Jaguar Special. Graham's Cadillac-Allard led for eight laps, then retired with back axle trouble. A Nash-Healey cornered too fast and overturned. Barlow's Simca won the 1½-litre race, after many stops for oil. The Kurtis met six Jaguar XK120s in the 1½–4-litre production car race but had brake trouble and a novice driver. One XK120 also retired with its brakes gone completely. The 1½-litre race was interesting because one of the new 1,500-c.c. Singers beat the TD M.G.s, another of these Singers being third. A Cooper-J.A.P. was demonstrated during this race and left the sports cars in one lap! Again the crowd got out of hand.

At Reno, where the Reno Chamber of Commerce and the S.C.C.A. ran a road race in October, Pollack's 6-litre Cadillac-Allard of Carstens had the necessary speed, but was hard pushed by Hill's Jaguar XK120 until Hill's car lost its oil-pressure relief valve. Parkinson's alloy-bodied XK120 then took second place, although suffering from brake fade, which he hopes wire wheels will cure. The Edwards Special was third, these cars all winning their classes, in company with a Crosley, a Morris, Barlow's Simca and a TD M.G.

In the Convair Trophy race a Mk. II TD M.G. beat Koster's H.R.G. and another Mk. II TD in the 1½-litre race (won at 54.3 m.p.h.), and the Miller Trophy, for the big cars, was won by Fitch's 2-litre Ferrari at 58.2 m.p.h. from an XK120 and Cunningham's Ferrari. Both races were over 94.8 miles. Detroit V.I.P.s watched the performance of the Cadillac engine in Goldschmidt's J2 Allard but after lapping at 62 m.p.h. the rear Panhard rod came adrift after 19 laps of the 60. Interesting special here was D. Ash's, with TD M.G. frame and front end, Mercédès-Benz 170 swing rear axle, B.R.M.-like body and TD M.G. engine over-bored to 1,440 c.c. and with 9 to 1 c.r. This and a Lester-M.G. held the XK120s.

That seems to exhaust these hard-fought shorter races. We refrain from analysis but note that J2 Allards, either Cadillac or Chrysler-engined, won four out of the eight big-car events. At times the Allard chassis has proved unable to withstand the power developed, which is not surprising, as most Americans modify their engines and get considerably more than the 160-180 b.h.p. of the standard power units; Carstens' Cadillac engine has been enlarged from 5.4 to 6 litres. No doubt the J2X Allard will gain even greater esteem in this year's U.S.A. races. Besides these circuit races, there was that great Mexican 5-day race which the "works" Ferraris wiped up very neatly from a Chrysler, and an Argentinian "Mille Miglia" of over 75 hours' duration, won by a Ford coupé.—W. B.

ON THE ROAD IN 1951

MANY years ago C. A. Lejeune wrote in the *Observer*: "The practice of summing up the year's activities in films, plays, books and public affairs has become so much a habit of modern journalism that I suppose we should do it if we were to wake up one year's end in Heaven or Hawaii, superfluous though such a summary might be to the inhabitants of either place."

Well, we are not yet in Heaven and we have been unable to escape to Hawaii, and as motoring follows other pursuits in this annual summing-up, we have since January published our contributions to such analysis. The race results of 1951 have been tabulated for you, speeds being expressed in the universal kilometres per hour, which the Editor must try to remember to continue with this season. We have had a shot at getting the 1951 sports-car races into perspective for you, although some readers say we aimed wide of the mark. We have elsewhere in this issue looked at American sports-car races collectively. And now it is time to cast back at those cars we road-tested last year.

We have ceased to review technical progress in high-performance car design annually, because there is far less originality in even this field than before the war. And this year we have not summed up the trend of racing-car design, because the creeping-up of the unblown 4½-litre Ferrari on the highly-supercharged 1½-litre Alfa-Romeo was evident for all to see, and some space must be saved for this feature next year when the Shape-of-Things-to-Come, in respect of the 1954 Formula, will need to be discussed. Indeed, paper is scarce and the Editor has been forced to leave undone many things he had hoped to do.

But let us look at the cars we tested. Road-testing has long been a popular pursuit of every motoring writer able to scrounge the necessary letter-heading on which to make his passionate appeal for the loan, entirely without obligation, of a brand-new car full of brand-new petrol. Before the war, when competition for home sales was razor-edged, the manufacturers pretty well threw Press cars at you. I recall the great Austin Motor Co. telephoning from their Oxford Street showrooms to Longbridge on the Thursday evening before Easter, and a driver bringing a car down through Good Friday so that I could play with it for the remainder of that Easter Holiday—and as a matter of fact it was a car not at all appropriate to MOTOR SPORT but very pleasant for wrapping round a brand new girl friend.

Nowadays even the big motor writers of Fleet Street, who used to borrow a car for several weeks and write a quarter-column about it at most, no doubt making some lifelong friendships in the process, now have to queue and say "please." During petrol rationing things became even more difficult (no doubt some of the aforesaid beautiful friendships became quite luke-warm) but the technical Press went on doing the road-test job conscientiously, and the motor writers of the popular Press according to their lights—one such test, I know, got no further than the nearest public park and ended there, after the gates had been locked. But it is encouraging that the industry still sets very high store by Press road-test reports.

Very early in the year we tried the DBII Aston-Martin and found it a first-class vehicle, although as snow and ice prevailed all the time we had it, confirming its performance capabilities was somewhat hazardous. I see we put the true maximum speed of the drophead coupé at 109 m.p.h., persuaded it to easily reach 90 in under 30 seconds, and liked very much indeed its steering and road-clinging qualities. This was with 6.5 to 1 c.r., and I now very much want to sample the DBII with "Vantage" engine and real gear-lever. And to see if rain is now fully excluded by the coupé top.

A rather ragged, very noisy, 1.7-litre Connaught next provided a lot of fun and some very real acceleration, although the gear-change was a thought tricky and this wasn't the car on which to take Aunt Agatha for a spin—alas, mother-in-law eluded me. But it did make us wonder whether i.f.s. is really necessary, for the roadholding and control with a beam axle and cart springs was, like a certain suitcase, a revelation.

About this time a Morgan 4/4 proved quite an endearing little vehicle, quick yet economical, until it broke and there were no new bits with which to mend it.

The long-awaited Jaguar XK120 came along at last and, confused by divers opinions before I drove it, I found, out of deep water, that I liked and respected it very much indeed. Too fast a car for boy-racers, it nevertheless allowed the semi-skilled to play Fangio, and the smooth, briskly unfolding acceleration will long be remembered as a stimulating tonic. Roll the Jaguar did, but this impaired safe handling less than we expected, although holding it off the grass round Brands Hatch Stadium proved quite tiring. Glamour girls would have been ours for the beckoning in this beautiful car but the brakes could certainly be made to emulate old soldiers. I see we put the top gait at 120 m.p.h. (again, this was the low-compression version) and reached "the ton" in under 26 seconds. We felt quite wistful when the car was whisked away from us for Stirling Moss to demonstrate four-wheel-drifts to the Shell Film Unit, a most interesting documentary many of you will since have enjoyed.

Next, the Austin A40 Sports. I approached this car in a completely unbiased frame of mind; indeed, I rather felt it was a car I wanted for business journeys—fast, reliable, economical. It was all those all right but the noise of engine, gears and convertible top depressed me, and the roll factor was greater than I had expected, although the car was pleasant to take fast through bends or round roundabouts. The fittings, too, were a bit pathetic, and have caused another, eminent, motor scribe to write: "The finish and fittings are also somewhat disappointingly crude, and in one's memory of the car one is somewhat torn between the two thoughts of how genuinely good it was and how, with certain small (but probably uneconomic) changes, it could be a good deal better."

Later on we had the Austin A90 Atlantic sports saloon and the Austin A70 Hereford. The former is a big, comfortable, easy to drive car, which accelerated very nicely indeed but wasn't quite so fast as I had expected. Moreover, like the A40 Sports, it rolled more than I liked, and so did the A70, so that the colleague who tried that car wrote that while excellent value for the Gentlemen-of-England, it left something to be desired from the viewpoint of enthusiasts.

Continued on page 125



FRESH AIR.—The Editor with a Morgan Plus Four and an Austin A40 Sports, which were amongst the cars sampled by MOTOR SPORT last year. The Austin has supple suspension, whereas that of the Morgan is as firm as a rock. Which do you prefer?

Emphasis On Sports Cars—

A Road-Equipped 2.9-litre P3 Alfa-Romeo

THE *monoposto* P3 Alfa-Romeo ranks as one of the world's great racing cars. So, hearing that a road-equipped version was to be seen in Weybridge, we hastened there one crisp February afternoon with a sense of keen anticipation. We were not disappointed.

It is with mixed feelings that we visit Weybridge, that pleasant town in the pine-woods country of Surrey, nowadays. At one time nothing would keep us away and every Bank Holiday and many ordinary Saturdays found us there, travelling at first by train (and once getting into the express for Southampton by mistake, so that we did not see any motor-racing until very late in the day!), later in the luxury of one's first car—although if this did not start a mad dash had then to be made to Clapham Junction by tram. Later still we almost lived at Weybridge and had a personal record between there and London which enabled us to go home for lunch and back to Brooklands afterwards without missing much of what might be going on.

But now Brooklands is no more and Weybridge merely a place of sad memories. On the occasion of the visit in question, however, these were appeased by the truly exciting car we found at R. J. Shanks & Co., in Baker Street.

It was none other than the 2.9-litre P3 Tipo B Alfa-Romeo raced pre-war by the late Richard Shuttleworth. Converting really-potent G.P. cars for road use has been something of a hobby of rich Englishmen for some time, and such cars as Rodney Clark's 3.3 Bugatti, Crampton's 2.9 Maserati, etc., come to mind. But a two seater *sports* version of the *monoposto* Alfa-Romeo . . . !

As a matter of fact, neatly as the job has been done, the result is quite as exciting as other G.P. conversions, although the wide flared wings and running-boards give the appearance of a normal, albeit very exclusive, sports model. As far as could be ascertained very little mechanical alteration has been made, although, while the classic double Roots supercharger is retained, the compression ratio has been brought down to 5.7 to 1. The exhaust system consists now of two separate four-branch manifolds, from which the off-take pipe from the front one feeds into the front of a vast cylindrical silencer under the off-side running-board, and the pipe from the rear branch enters the same silencer at the top.

Steering column (by 8-in.) and pedals had to be moved to the right-hand side but the same steering connections and geometry are retained, and the front wings in no way impede the extremely small turning circle. Radiator, bonnet and even scuttle are the original, as the width of the *monoposto* P3 scuttle (G.P. rules called for a minimum of 34 in.) makes it quite easy to graft on a two-seater body.

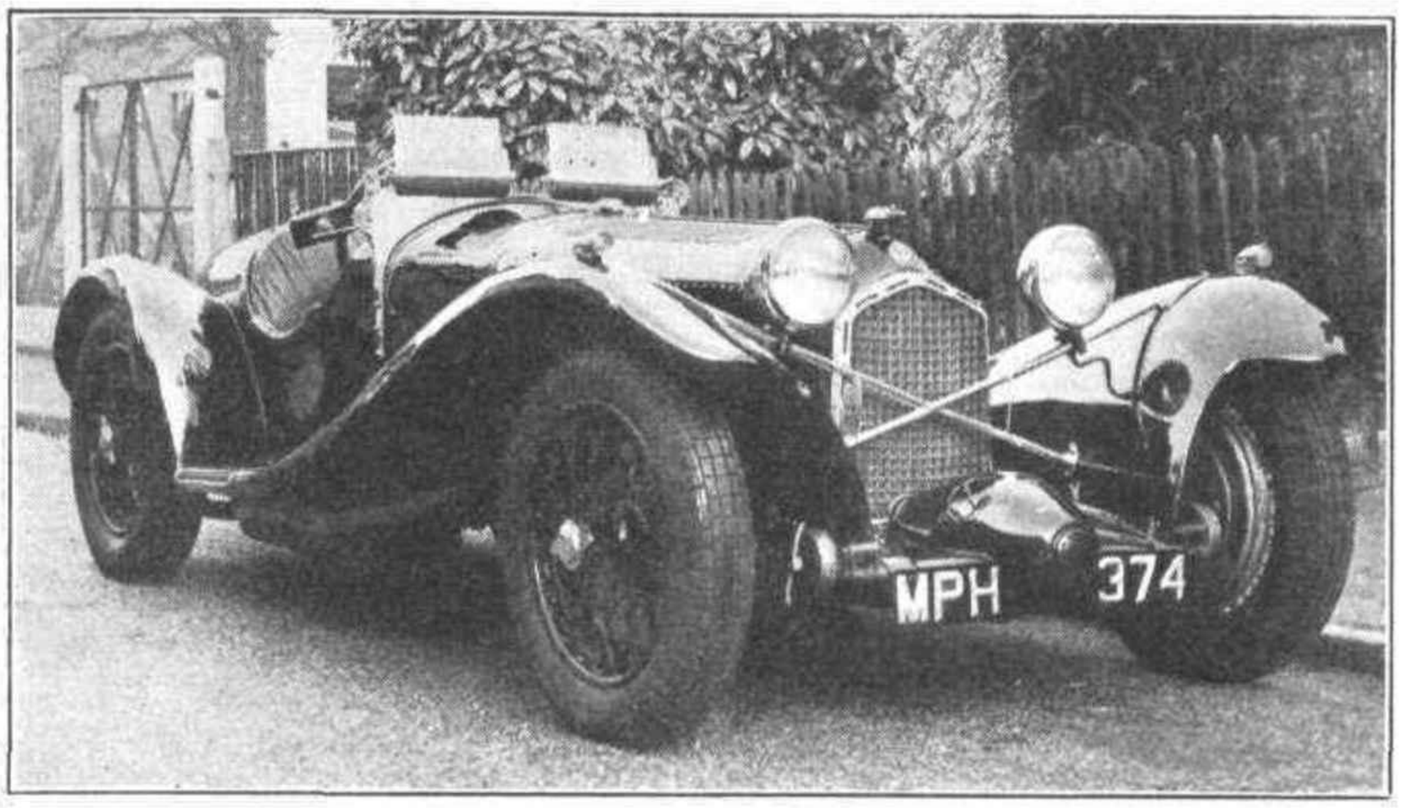
As Geoffrey Barnard, for whom this exotic car was built, is comparatively short, the racing fuel tank was retained. This makes the leg-room decidedly cramped, for now, of course, there is no question of the driver's legs stretching out one each side of the central gear-lever and its visible gate. When Frank Kennington demonstrated the car he had to remove seat cushion and squab in order to get in and, even then, was "knees up, Mother Brown." Yet, in width, the cockpit is spacious.

The whole conversion, for which Charles Brackenbury was responsible, Derrington doing the body, has been done very soundly, an X bracing of substantial plated tubes stiffening the flared front wings so that no movement occurs over the roughest roads. The problem of fitting starter and dynamo to a G.P. engine is frequently a baffling one, but has been very simply and effectively overcome on this P3 by driving a dynamotor from a Talbot 105 off the nose of the crankshaft. This piece of "elektrickery" lives under a shapely fairing with horn incorporated which blends into the front dumb-iron apron. The front wings flow into short, very wide, firm running-boards, inboard of which a battery is housed in a neat box on each side, the electrical system being 24-volt for starting, 12-volt thereafter. Lucas headlamps are mounted on the aforesaid X wing-bracing, sidelamps on the wings. There are no doors. The tail is more bulbous, and of course wider, than on a G.P. car.

The polished steel instrument panel carries a big central Jaeger rev.-counter reading to 6,000 r.p.m. (two were fitted on the "works" racing cars), oilio and benzina gauges, and two neat dials to remind us this Alfa-Romeo is now a road car—a clock and ammeter. A row of switches on the left, for the lamps, bears a note, "Switch off dynamo when starting." A pressure pump built into the dash on the right pressurises the tank until a pump driven from the near-side o.h. camshaft takes over.

This brings us to how effective is the starter. Not only has use of a dynamotor made it unnecessary to find a drive for a separate dynamo but no starter-bendix is involved. So, to start, you depress the switch and keep it pressed, even after the engine starts to fire. From stone cold this produced a very quick response, after which the engine ran without spitting back, the mixture obviously on the rich side, as is expedient with an Alfa.

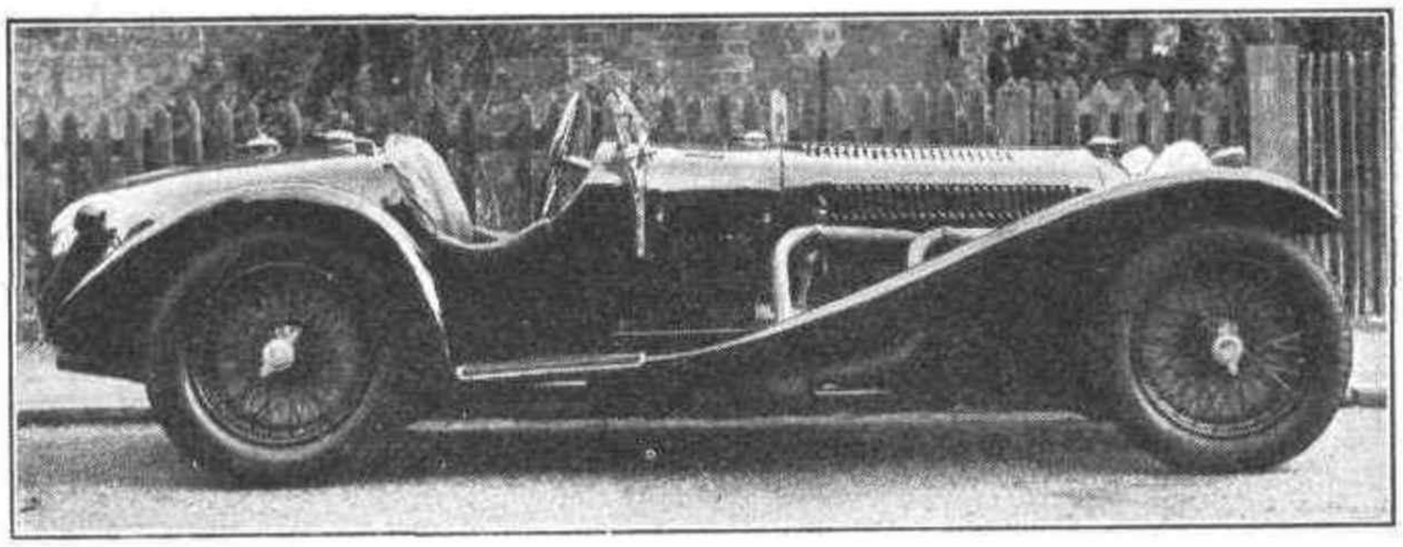
On the road this sports P3 was truly satisfying. The engine sound is hard and purposeful rather than noisy, the whine of the various transmission gears delightful. The acceleration was "out of this world" so far as normal sports cars are concerned. The gearbox is of the later three-speed type, more robust than the four-speed box of the earliest P3s, and bottom gear can be held to quite high speeds. A typically-Alfa clutch calls for care in getting away. Behind the gearbox are the reduction gears of the twin-V-propeller shafts, and as Kennington could not tell me the ratios of these or the axle, I do not know how fast we went. Certainly nearly 4,000 r.p.m. came up in third and top and air pressure past the tiny aeroscreens (a full-width screen is also available) was such that we knew we were going far faster than the rock-solid ride and absence of mechanical effort suggested. The engine showed a healthy oil pressure and spat back only twice, and that mildly, from the blow-off



WOLF IN SHEEP'S CLOTHING.—The ex-Shuttleworth P3 monoposto Alfa-Romeo makes an imposing sports car in its present-day two-seater guise. The cowling below the shapely radiator covers a Talbot dynamotor.

valves, although it did not have much chance to get really warm. As impressive as its urge was its docility, running at 1,200 r.p.m. in top gear being snatch-free and not seeming to foul the sparking plugs of the straight-eight engine. Another surprise—we were on Pool petrol and ignition advance and retard is automatic, yet no under-bonnet distress signals were evident. This one-time *monoposto* is perfectly gentlemanly in English built-up areas!

The suspension is naturally pretty hard—this is the ½-elliptically sprung non-i.f.s. P3, with racing-type Hartford friction dampers, the hydraulic dampers having been discarded. 6.00–19 Dunlop racing tyres are on the back wheels, 5.00–19 on the front, with a rigidly-mounted spare wheel on the near side.



EXHAUST SIDE.—The twin exhaust manifolds and big cylindrical silencer of the converted P3 Alfa-Romeo are seen in this view.

Back in the showroom I had a final look-see at this Alfa-Romeo. The lines are very nicely balanced. I should say the steel-spoked, wooden-rimmed steering wheel is not original. There are two quick-action fillers in line on the tail, one for petrol (28½ gallons), the other for oil (5½ gallons). The scuttle filler for reserve fuel is there but no longer used. The brakes are immense in size and operated by rods passing through the steering king-pins, this being normal P3 practice. The ignition switch cannot be turned until the oil supply, which you turn off after a run to prevent the crankcase filling up, is again turned on.

It would be instructive to take performance figures for this intriguing sports car. The P3 was built to comply with the 750-kg. racing formula, and with tyres, etc., scaled 15.2 cwt., so even with its present generous road-faring wear I imagine the weight is under one ton. These engines originally gave about 190 b.h.p. and rods and crank were safe up to 5,400 r.p.m. The present output is probably 150-180 b.h.p. and without closely approaching peak r.p.m. something like 118-120 m.p.h. should show up.

Whoever acquires this P3 will have a road-car in a category shared by only about half-a-dozen others, all of them built pre-war, cars of which the appeal is as much bound up with perfection of character as with the stupendous performance they possess. Moreover, this Alfa-Romeo is an historic car, for with it Shuttleworth gained many successes, including the 1935 Donington G.P. from the 3.3 Bugattis, at 63.97 m.p.h., and that year's Mountain Championship, at 78.2 m.p.h., setting the Class D lap record to 82.06 m.p.h. It must be the only road-equipped P3 in the country, although in 1935 such a car was driven to victory in the Mille Miglia by Pintacuda and Della-Stufa, at 71.3 m.p.h.

MPH 374, for that is how the Alfa is registered, should pass as a sports car at club speed events, although a hood might have to be made up. It should be a very effective car, either for speed events or the sheer exhilaration of driving it on the road. Who, I wonder, will buy it?—W. B.

* * *

N.B.—Neither Frank Kennington nor Owen Finch will race this year. Kennington uses his Ford V8 Special coupé, which has i.f.s. and a four-speed gearbox, and has puzzled many people when parked at Silverstone, Fangio included, as a fast road-car. For relaxation he is assembling an elaborate gauge 00 model railway layout.

A PAPER READ BEFORE THE ROYAL SOCIETY OF ARTS

Laurence Pomeroy, M.S.A.E., had the distinction of reading a paper entitled "Road Racing and the British Motor Industry" before the Royal Society of Arts on January 23rd. In his address Mr. Pomeroy outlined the history of motor-racing and remarked that Sunbeam, who were prominent at Brooklands and in the major Continental road races prior to the 1914-18 war, increased their output by nearly five times between 1910 and 1913, making in the latter year a profit of approximately £95,000 on an issued capital of £120,000. Later in his paper he estimated that Sunbeam spent up to £40,000-£60,000 per annum on a team of supercharged 1924-25 G.P. cars, compared to £3,500-£5,000 per annum for a team of sports cars and the £250,000 per annum per company spent on racing in 1935-39 by Auto-Union and Mercédès-Benz.

Mr. Pomeroy's interesting paper concluded with a detailed analysis of British successes in racing from 1900 to 1951. He found that out of 450 G.P. and Formula I races we had won five, out of 130 light car and Formula II races we had won 23, out of 111 sports-car races we were victorious on 20 occasions, but that in Formula III we have won every one of the 22 races eligible for calculation. The leading makes in each field are, respectively, Sunbeam and E.R.A., E.R.A., Bentley and Cooper. Mr. Pomeroy concluded by saying that sight and sound may provide a better witness to the potentiality of motor-racing as a medium for political propaganda than words—fitting introduction for George Monkhouse's showing of the Mercédès-Benz film "The Battle Against Time," with which the meeting concluded.

ON THE ROAD IN 1951

—continued from page 123

In contrast, experience of the latest Morris Oxford, and renewed experience of the Morris Minor, emphasised that the engineers of the Nuffield Organisation thoroughly understand how to get good roadholding, the rack-and-pinion steering and torsion-bar i.f.s. endowing these Morris cars with very fine handling qualities.

One of the latest Sunbeam-Talbot 90s proved in most respects a very fine all-round fast car and we liked its appearance as much as Stirling Moss must have liked finishing second in one in the Monte Carlo Rally.

A few days with "old No. 1" bull-nose M.G. proved thoroughly worth while and then, reverting to high-performance, the 2½-litre Lagonda, if it was not quite as fast as its speedometer, endeared itself to us by its truly high cruising speed, excellent roadholding, the comfort of its all-round-independent suspension and the quality of its fittings and equipment. Its steering-column gear-lever worked so well we almost liked this, too.

A Morgan Plus Four, least expensive of sports cars, has had more teething troubles than it should have had but provides stimulating A to B transport of the fresh-air, jog-liver 85 plus m.p.h., 22 m.p.g. sort, and the acceleration from rest to the mile-each-minute gait keeps you awake better than benzedrine.

The J2 Allard eluded us and the J2X came along with performance below par from its single-carburetter Chrysler V8 engine and a throttle linkage which stuck and made negotiation of London on Lord Mayor's Procession day such that we shed a year of our life, we shouldn't wonder. But there was no question about the effectiveness of the de Dion-style back axle in killing wheel-spin and keeping the car straight on wet roads when using to the full the very great acceleration. This Allard went exactly where you steered it, too, had good brakes and a fine top-gear performance, but a rather tiller-twirling steering-box ratio.

It has been all most interesting. Now for 1952 . . .—W. B.

RUMBLINGS

Minor Controls

It has been said that as the car owner spends a very considerable part of his life in the driving-seat the layout of the instruments he looks at and the controls he has to operate are of the greatest importance. In respect of controls this is true, hence the pearls of wisdom which follow. So far as the instruments are concerned, these are surely of exaggerated importance in the artistic sense, for a driver's eyes are more often on the blinding lights, concealed signposts, zebra crossings and signal lamps than on the dashboard. In any case, this is an age when even costly cars are endowed with warning lights instead of gauges, and perhaps the less said about this the better! So we will leave the instruments to degenerate at the hands of interior-stylists and design economists, with the exception that a few words must be written about the speedometer. Our opinion is that a speedometer should be in clear view of the driver and that one without separate trip and total mileage recorders is a pretty poor affair. That speedometer-flatter is still an unconquered disease is unfortunate, and it is significant that the American monthly *Road and Track* has taken to publishing figures for speedometer error in the cars it tests. An inset clock is a good addition to the speed indicator and better here than in the rear-view mirror. But an electric inset clock like that on the Editorial car, which has an error factor that would make the "fastest" speedometer blush, is irritating and gives rise to the thought that if the same maker's watches and alarum-clocks exhibit a similar flatter no Briton should ever be late for work!

Turning to minor controls, it is entertaining for the writer to return to this subject, having written about it at length in MOTOR SPORT a dozen years ago. His first shock is finding that two once-thought-vital minor controls have vanished almost completely. We refer to the hand-throttle—as distinct from a control which speeds up the engine only at the expense of choking it—and the ignition advance and retard control. Taking a census of thirteen high-performance cars, in which minor controls should be of greater moment than on utility vehicles and not so likely to be governed by the expense-factor, only the Mk. VI Bentley and the Allard saloon have hand-throttles—praise therefore to Derby's discerning engineers and the driver-designer who won the Monte Carlo Rally! Not one of these cars has hand ignition timing control, which implies congratulation of the scientifically-minded bellows and bob-weights which do this job for us—until something sticks or the capillary-size air-pipe snaps.

Coming to the lamps-switch, the more expensive cars have the foolproof twist-to-operate control with the ignition key at its centre. The pull-out control, which we dislike as delicate to work, especially in gloves, is found on the Austin A40 Sports however. Not on all fast cars, by any means, can sidelamp indicators be seen by the driver, alas. The Marauder has the luxury of separate switches for side and headlamps.

The position of the headlamp dipper is a bone of contention with us. The floor-located switch is tiring to use frequently and most drivers have at some time or other surely used it to change gear with or have dipped with the clutch! Yet this location is almost universal, although a flick-switch by the steering wheel is preferable; Lucas used to make a very nice little switch for this purpose, found on pre-war Morris Minors and Austin Sevens, for instance. We have no grumble with the dipper switch found on the steering-wheel centre of the Sunbeam-Talbot 90, which Stirling Moss no doubt appreciated during the Monte Carlo Rally, and in the same location on the Allard saloon. The TD M.G. has a flick-switch in the centre of the dash, rather far from the driver, the Ferrari 212 a lever-control extending from under the steering wheel, and the Singer Roadster a switch on the dash for the driver's right hand. Otherwise the floor location is universal, although backed on the Marauder by a headlamps flick-switch by the wheel. The indicators-switch should also be at the wheel centre, in our opinion. But of the cars under review, only the Allard, Sunbeam-Talbot 90, Austin A40 Sports, and Marauder, the latter with an extension-switch-mounting, employ this sensible location. On the other cars you have to reach out for a switch in the centre of the windscreen sill or dashboard. The starter button is always found on the dashboard these days, usually as a foolproof push-button and not the, often-flimsy, pull-out affair as on the Austin A40 Sports.

Hand-brakes, gear-levers and cubby-holes may not come strictly under the heading of minor controls, but are of interest nevertheless. On the cars we looked over, six had those "umbrella handle" abortions for use by the right hand—the Jupiter's set more nearly central, however—two these "gamp-grips" arranged for left-hand operation (with right-hand control that is), two had levers lying horizontally between the seats and one horizontally on the right, which is not a bad location, and the remainder had the best hand-brake of all, the original central lever, although the Mk. VI Bentley had the very nice R.-R. right-hand lever. Of gear sticks, three had unfortunately crawled up the steering column, but it was very encouraging to find that amongst these picked high-performance cars the remainder had normal central levers, with the exception of the Mk. VI Bentley with that inimitable gear-change controlled by the right hand.

Lockers or cubby-holes show great variation. The sensible arrangement would seem to be one with a lid for the front-seat passenger and another, without a lid, from which the driver can pluck sustenance and oddments with the minimum of fumbling. The designers of the Mk. VI Bentley and 2½-litre Lagonda think so too! The DBII Aston-Martin has two cubbies but no lids, Allard prefers a shelf to cubby holes, and of the remainder the essentially-sporting Ferrari 212 and Jaguar XK120 lack such storage space, the Sunbeam-Talbot 90, Jupiter, Austin A40 Sports and TD M.G. have each one hole, lidded, while the Morgan Plus Four, Marauder and Singer Roadster have the hole but not the lid. Lids, of course, can be a mixed blessing, some being delightful wooden doors which lock, others tin flaps which do their best to hide what is within when not snapping violently down on the knuckles!

This subject of minor controls and dashboard layout is a considerable one, which might be debated during club nights. Dash lighting, for instance, is a matter over which the keen driver usually holds strong views. Some cars have rheostat-control of the lighting intensity, which seemed sheer luxury when first encountered, pre-war, on a B.M.W. The Morgan Plus Four shines a red glow downwards, so that you can see if the well-placed gear-lever is still present, but, in common with many another offender, requires nail varnish or a piece of sticky tape over the otherwise dazzling light which tells you your headlamps are undipped. Safety-glass has been in the news recently and the toughened variety has received very black marks, so we are disturbed to find it in the windscreen of the Editorial transport, although, should the glass ever go opaque the screen folds flat—assuming we escape the "black out" and survive to drive on. The Press is not alone in condemning toughened glass, for Dave Price, keen trials competitor, who can renew the glass in your yellowing windscreen in a reasonably short space of time and for a modest charge, has pronounced laminated glass as the only safe wear for fast cars.

With these few observations on a fascinating aspect of detail design we leave you to your own thoughts. It has been encouraging to discover so much variety amongst a handful of cars, only one Continental and no Americans amongst them, in an age when even minor controls and instrument panels have proprietary origin. Frankly, we hadn't expected this.

* * *

The first B.A.R.C. Club Meeting counting towards the MOTOR SPORT Brooklands Memorial Trophy takes place at Goodwood on March 22nd. Details from 55, Park Lane, W.1.

* * *

The first Shelsley Walsh Hill Climb of 1952 takes place on April 26th, two months earlier than in previous years. Entries, to the Midland A.C., 87-89, Edmund Street, Birmingham, 3, close on March 14th.

MATTERS OF MOMENT—Continued from page 115.

fast touring cars of the finest sort, and to the Mk. VI Bentley which won the Coupe de Confort Prix d'Honneur, although finishing only 103rd in the Rally section.

This year it was "Britain's Monte Carlo" and in congratulating the successful manufacturers and crews we would like also to congratulate the organiser, Mons. Noghès, for rescinding the proprietary-engine ban, which last year excluded Allard cars from his most excellent Rally!

VINTAGE VEERINGS

THERE is no doubt about it, the Vintage Sports Car Club is a very successful and altogether excellent organisation. It runs a wide variety of worthwhile events for competitive types, issues a first-class, indeed inimitable, *Bulletin*, gets a large number of invitations to other club's events, and its members are the better class of enthusiast, favouring real motor cars in the traditional style. But it *does* seem to get into deep waters over its definition of eligible members. A vintage car is easily defined, as one made before 1931, although even this simple stipulation is sometimes complicated when the club says, "Cars made before December 31st, 1930," when it really means to say "Before January 1st, 1931"—hard on a chap whose car had its last nuts tightened on the last day of the last vintage year!

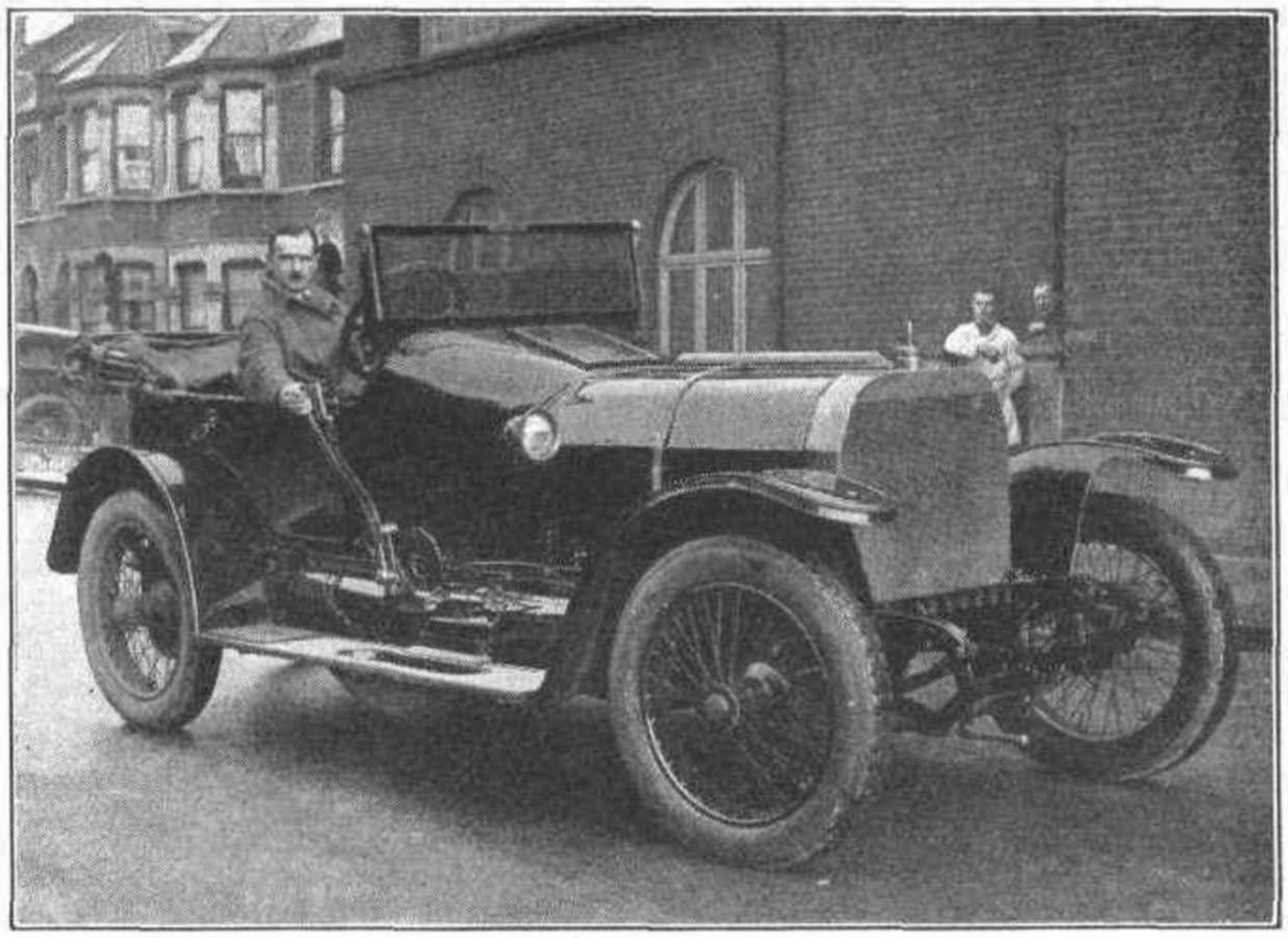
It is over its driving members that the V.S.C.C. gets confused, and we believe it would have done better to have restricted itself, as once it did, to owners of vintage cars (as just defined) and people either with the wrong cars or no cars at all but the right ideas. But at some time towards the end of the Hitler War the Committee began to fear that vintage cars would dwindle in numbers and that to sustain the club's membership it would be advisable to let in post-1930 cars of the right kind, letting members owning them compete in certain of the club's events, as driving members. As it has turned out, vintage cars alone would have maintained the club pretty decently. But having admitted post-1930 cars, which it now terms "post-vintage thoroughbreds," the V.S.C.C. hasn't the courage to burn its boats and so it continues to recognise three classes of membership, Vintage, Associate and Driving, although limiting owners of non-vintage cars to 40 per cent. of its total membership.

To draw up a list of suitable "post-vintage thoroughbreds," the club asked for votes from its members in favour of or against a long list of makes and models. It published the result recently and we confess it puzzles us. For example, in most cases all *models* of obvious *makes* are acceptable, without attempts to sift "black sheep," but when we get to M.G. we find that the V.S.C.C. Committee dislikes the Magnas and Magnettes, except T.T. Magnettes, but is willing to accept, amongst others, the M-type Midget and its four-seater D-type counterpart. Now, without disrespect to a pioneer small sports car, the M-type M.G. is hardly in the vintage tradition, if by this we mean cars built in an age before block and crankcase merged as integral iron-castings, valve covers were pressed from tin, and wheels held on by a few little nuts.

If you argue that, specification apart, such cars have their niche in history and therefore the V.S.C.C. has a duty to preserve them, we tend to agree. But this particular M.G. appeared in 1929 and is therefore eligible for vintage inclusion, which should surely be sufficient, without admitting later specimens. But, having decided in favour of all ages of M and D-type M.G. Midgets, how can the Committee complacently exclude Singer Nine Sports and post-vintage Porlocks? Yet exclude them it does, for against Singer we read "Actual T.T. and Le Mans cars only." Another surprise is that the Austin Nippy is eligible as a "post-vintage thoroughbred" whereas surely vintage Ulsters would have been sufficient representation of the famous Seven. Then the Lancia Astura, Augusta and Aprilia are favoured but the Committee does not think the Hotchkiss-Amilcar, brilliant light-alloy f.w.d. design that it was, a "thoroughbred." However, all B.M.W.s get by, although we always thought that, except in sports form, these were regarded rather as "people's cars" in their country of origin. Riley Imps and Gamecocks and the Fiat Ballila qualify, although, excellent cars that they are, we confess to regarding them as not exactly in the vintage style. But T-type M.G.s and Morgan 4/4s are *verboten*. Lots of makes are listed, like Ansaldo, B.N.C., Chenard-Walcker, de Dion, Donnet Zedal (this one the V.S.C.C. can't spell), Farman, Hampton, Itala, Mathis, etc., which it is difficult to visualise in post-1930 form. Deep waters, you see . . .

The position is further complicated by the variety of vehicle classes within the V.S.C.C. Besides vintage cars (pre-1931) there are vintage light cars (pre-1931, not over 30 b.h.p., or over 1,500 c.c. or 12 h.p. R.A.C. rating, and not sports models), Edwardian and Georgian cars (pre-1916) and Historic Racing Cars (pre-1938 in 1952), while the aforesaid post-vintage thoroughbreds have to be pre-1941. As a matter of fact the historic racing car position was complicated further in a recent circular, wherein they are defined as "actual racing cars of 15 years of age (*i.e.*, this year, 1952, cars made in 1937 or before) or cars which have been converted for road use but were originally raced prior to 1937." Now we do not really believe that if you have an old racing car built in 1937 but road-equipped it does not qualify for historic racing car races, whereas your neighbour's *old racing car, also endowed with dynamo* and starter but built in 1936, *is* eligible. No doubt there was a slip here, but it only goes to suggest that the V.S.C.C., which started as a small club for owners of pre-1931 sports cars, is blinding itself with its own science—which perhaps can be put down to the fact that Laurence Pomeroy is no longer President! Joking apart, surely its title should be changed to Vintage Car Club, for the majority of both its vintage and "p.v.t." cars are distinctly *not* sports models.

But, make no mistake about it, the V.S.C.C. is a thoroughly sound organisation, even if it does take a very level-headed person to comprehend its various eligibilities and vehicle sub-divisions. Its membership increases apace and hardly a post goes by without MOTOR SPORT receiving requests for the name of its secretary. Its desire to cater for owners of vintage and Edwardian cars and to hold races for historic racing cars has our fullest sympathy, and its subscription rates—25s. a year for vintage, driving and associate members, 12s. 6d. for overseas members, and 10s. for junior members—are notably good value. Unless you own a Chromeline Super Sleester or a recent Normal Negative Nine you should be eligible for one category or another—and you are missing something if you *don't join*. The next event is the Pomeroy Memorial Trophy Competition, on March 22nd. So make a note of the secretary and write to him about joining instead of to us. He is Tim Carson,



THEY DON'T BUILD 'EM LIKE THAT NOW, MISTER!—J. Pole in the famous 1908 12-litre G.P. Itala now driven by Dr. Ewen and likely to be a stirring feature of this year's Edwardian races.

Mellaha, Pack Lane, Kempshott, Basingstoke, Hants. And, wait for it, he runs a car which doesn't even qualify under the "Post-Vintage Thoroughbred" heading—a Citroën Light Fifteen!

* * *

And just to show how confusing all this vintagery is, the secretary of the Vintage Aeroplane Club writes to say we did not get quite the right idea of his definition of a vintage aeroplane. The V.A.C., then, recognises only aeroplanes which have been out of production since before the last world war (*i.e.*, Tiger Moth and Magister, etc., are out). One-off and lone survivors are obviously welcome. Here again, however, there is exception, for three pre-war Tipsy machines, not *completed* until 1946, get in. At Denham a Magister did aerobatics but is really a "post-vintage thoroughbred," although its pilot, Nepean Bishop, pleaded he is very vintage even if his aeroplane isn't! Now is that clear, Smith Minor? Then write it out a thousand times!

* * *

After the excellent article in a recent issue of *Lilliput* about vintage cars in general and the V.S.C.C. in particular, we were not in the least surprised to find that, in a story "The Connoisseur" in the December-January issue of this magazine, "Mr. Chelifer's car was an open Bentley, quite 20 years old, but in excellent condition. 'Never buy a new motor,' he said . . . 'These old ones are so much better made.'"

* * *

". . . Stokes' fine vintage car, an open, dark green number with a strap round the bonnet."—Elizabeth Frank, writing of this year's Oxford boat-race crew in the *News Chronicle* of February 11th. Could it be a Bentley?

* * *

Setting out in a 1929 Type 40 Bugatti to attend the V.S.C.C. Film Show at Hammersmith Town Hall on February 12th we failed to achieve our objective because parts of the machinery which have to function in precise relation one with the other to effect the Otto cycle failed to do so. A pity, because V.S.C.C. meetings are always worth attending and this Bugatti is essentially a car of character, firmly suspended, lively, with a delightful array of instruments before the front-seat occupants and with good weather-protection, while engine and gearbox were quieter than those of most of this breed. The next day, by way of appeasement, we were taken down to Lymington, where those excellent Al-fin brake drums come from, in a 1930 H.E. Six four-seater.

Much of the appeal of the vintage car comes from its individuality and this H.E. certainly had that. Beneath its long bonnet and behind its distinctive radiator is a 2.3-litre side-valve six-cylinder engine with triple carburetters (Amals on this car) nestling beneath an exhaust manifold of imposing diameter which runs into a forward off-take pipe. In the alloy head the plugs are inclined one away from the other at a jaunty angle no doubt deemed exceedingly scientific twenty years ago. Ignition is by coil and, although long minor-control levers depend from the steering-wheel centre, that for advance and retard requires no attention.

The controls are typical of the period—central accelerator, r.h. gear lever in an open gate, r.h. brake lever with its grip bent inwards as on the Brooks Straker Squire. The brake shoes, in big drums, are actuated by a vacuum servo *via* a remarkable front linkage whereby longitudinal pull is converted to transverse pull *via* bell-cranks and the transverse cables pull hanging levers which work the brake-cams through worm gearing. It all works very powerfully, too, with a minimum of pressure. The multi-plate clutch, too, is exceptionally light, having a centrifugal action, although this calls for care at take-off. The whole car is very rugged, with its steering arm *bolted* to the stub-axle assembly, a vast, square-shaped rear petrol tank and a four-door four-seater body of metal, fabric covered.

It was nice to encounter one of these rare cars in the same condition, save for the sensible substitution of "truck and 'bus" tyres, as when it left the Caversham works of its maker, the Herbert Engineering Co. a year before they went out of business. Perhaps the character of the car is embodied more in its specification than in its manner of running, for, apart from a pleasant howl from the indirect ratios, there is nothing unusual, except for a good deal of general clamour. Nevertheless, remembering that the car is very heavy for its engine size, the performance is quite useful, 55 m.p.h. being a happy gait, which can be increased to 60 m.p.h. with a little patience, when the engine is still turning at under 3,000 r.p.m. In 3rd nearly 50 is possible. Moreover, changes between 2nd and 3rd and 3rd and top, up and down, can be clutchless. Steering is direct, but exceptionally heavy; the big radiator, slightly blanked-off, keeps the water temperature at 70° C. on a cold day with no assistance from pump or fan. Yes, a *pleasant* car . . .

* * *

From the Vintage Postbag

Sir,

I was interested to see a Triumph Super Seven mentioned in "Vintage Veerings" last month, and I enclose a photograph of my own 1929 model, which was at Bisley on December 2nd; perhaps the one you mention?



I have owned this car for some eight months now, and as far as I can make out it is in its original condition. I think the most notable feature is the four-wheel hydraulic brakes. I believe this was one of the first cars to fit them.

Spares, which I expected to be rather difficult to find, have so far been surprisingly easy, and my despair on shearing a half-shaft was luckily only short lived. I was equally fortunate in finding a new cylinder-head gasket without any trouble.

I have only seen one similar model, and wonder if many have survived. I should be pleased to hear from other Super Seven owners.

I am, Yours, etc.,
M. J. Huckstepp.

Walton-on-Thames.

[Yes, the Triumph Super Seven pioneered hydraulic brakes amongst the baby-car brigade and also boasted a three-bearing crankshaft. Later models had a ribbon radiator shell but Mr. Huckstepp has one of the genuine examples.—Ed.]

* * *

Sir,

Although a regular reader of Motor Sport, I have never seen a reference to the 1927 Wolseley 16/45 tourer. Wolseley Motors were having a chequered career at that period but of the 7,000 cars of that model made, surely one might have provoked interest or contention!

I recently acquired one through your advertisement columns, and have now unearthed an instruction manual, spare parts list and original road-test report. But I still have not seen another "Silent Six," as they were called. Its other *nom de guerre*—the one-gear car—is not without foundation, for with judicious manipulation of the manual ignition control the car will pull away steadily from 6 m.p.h. to 56 m.p.h. on top.

I am now restoring it in the hope that once again it may provoke a comment made in the original road test: "This car gives a sense of peacefulness and soothing." Even if I have to pay somebody to say it!

I should be glad to hear from any other satisfied owners of a Wolseley 16/45.

I am, Yours, etc.,
David C. Cooper.

London, W.2.

* * *

CORRECTION

Sir,

A most interesting article by Dr. Ewen on the 1908 Grand Prix Itala has been brought to my notice, and which I find contains an erroneous statement which I hasten to correct.

It states that at the time the Itala was being raced at Brooklands I was employed as works manager by the Itala Company at Weybridge, whereas I was not connected with the company in any way. A Signor Landi was actually the works manager.

Will you be kind enough to allow publication of this correction, the error being entirely due to a misunderstanding on Dr. Ewen's part.

Needless to say that having had very close association with the Itala in its early days, I am extremely gratified to know that it is still in existence and so ably tended and cared for by those two capable and enthusiastic Vintagists, Cecil Clutton and Dr. Ewen.

I am, Yours, etc.,
R. Wil-de-Gose.

Pontefract.

"FOR MY FORD
GIVE ME CASTROL
EVERY TIME"



Castrol MOTOR OIL

is approved by FORD

THE MASTERPIECE IN OILS





WINNER OF THE KITCHEN TROPHY TRIAL.—Concentration marks the ascent by A. E. Rumfitt in his Ford Ten-engined Cotton 11 of a slippery section. He lost only 41 marks and won the Trial.



MOSS IN AN UNFAMILIAR CAR.—In the Harford III with which he gained a Souvenir Award in the Kitchen Trophy Trial, beating team-mates Parnell and Bolster. The passenger is John (journalist) Cooper.

REMARKABLE! The angle of A. D. Alldred's Austin-Ford's front axle in the Kitchen Trophy Trial should be noted. It may be all right for a tractor, but how do radius arms and steering connections like it? Alldred gained a Souvenir Award.



G.P. DRIVERS STORM SLIME.—A feature of the E the entry of a B.A.R.C. team by Stirling Moss, Reg. Parn turn at a "section," with Parnell b



TWO MEN IN AN AUSTIN.—W. T. Winder in the North Midland M.C. Kitchen Trophy Trial. This Austin, too, has a Ford Ten engine.

TOO LATE FOR BOUNCING NOW, or is it? At all events, J. W. Fleetwood and his lady passenger are doing their best to maintain forward progress in their Ford Ten-engined G.H.R. in the Kitchen Trophy Trial.

NAVIGATOR TENSE, as D. E. Read brings his Dellow over a difficult mud-hump which lost cars much-needed speed during the President's Trophy Trial.







INTO THE SLIME.—M. Wilde's Ford Ten Special of the Westriders Team, in action during the North Midland M.C.'s Kitchen Trophy Trial. This team were runners-up for the team prize.



Kitchen Trophy Trial, which drew a big crowd of spectators, was held and John Bolster. Here Moss, in the Harford III, awaits his behind him. Bolster was not in the picture.

ANOTHER CAR takes the same hazard in the President's Trophy Trial—L. F. G. Notley's Cox Special II, representing the Kentish Border C.C.





ARTIFICIAL HAZARD.—A new gulley had appeared at the foot of Cox Track, on the occasion of the Southsea M.C. President's Trophy Trial. I. O. L. Lewis lowers his Ford Special carefully into the water.



UP SHE COMES.—The Clayton Special of Dave Price going well on the difficult part of the Warren, during the President's Trophy Trial.



ADVERTISING IT! B. Blundell's B.B.S. boils like a kettle on the Warren, the engine obviously being what the car's registration letters imply.



CONFIDENT.—Walter Waring, winner of the President's Trophy, going well on the lower part of the Warren on the Southsea Trial.

1952 MONTE CARLO RALLY

. . . OF COURSE

SYDNEY ALLARD

USED VIGZOL

The Monte Carlo Rally is probably the toughest test there is both for driver and car, and in paying tribute to the superb driving of Mr. Allard . . . his co-driver Guy Warburton, and navigator Tom Lush . . . and the fine performance of the car that bears his name, we are most gratified that he chose VIGZOL for the run.

Mr. Allard is, of course, well acquainted with the properties of VIGZOL — it is officially recommended by the Allard Motor Co., and Mr. Allard has used it consistently when racing.





Photos. by courtesy of THE MOTOR

VIGZOL

...THE RACE-PROVED OIL FOR ROAD & TRACK

THE VIGZOL OIL COMPANY LTD., VIGZOL HOUSE, GREENWICH, S.E.10

Club News

WE HEAR

Geoff. Duke was voted Sportsman of 1951 in a national ballot organised by the *Sporting Record*. Out of over 223,000 votes Duke polled 61,939—a fine indication of the present popularity of motor sport. Runner-up was Randolph Turpin, with 52,219 votes, Reg Harris, winner in 1949 and 1950, dropping to 30,202 votes. Duke will be presented with the Sportsman of the Year Trophy at the Savoy Hotel on April 9th—and we hope Mr. Butler and other politicians will heed the public interest in mechanised sport.

J. R. Collinson wants to trace any of the wooden-chassis Whitehead cars, of which 16 were built by a friend of his in 1920-21. The last known example was broken up by a Leeds breaker in about 1930. Any information will be gratefully received; address, 1, Haigh Fold, Moorside Road, Eccleshill, Bradford.

Harold Murray, Waverley, Moss Lane, Lydiate, Liverpool, is seeking an experienced driver to handle his 1½-litre special in sprints and short races this season, as, owing to a disability, he cannot renew his competition licence. The car has three four-stud J.A.P. single-cylinder engines driving *via* a preselector gearbox, independent suspension all round, 17-in. Lockheed brakes, and is said to weigh less than 10 cwt. and develop 135 b.h.p. It ran in the I.O.M. in 1950 as the R.B.L. We feel certain Mr. Murray will find that more than one driver will be found who would like the chance of driving such a car. Two Austin Heavy Twelve engines and gearboxes and a 1924 Morris engine, also some chassis parts, are said to be in a yard at Lawnswood, Leeds, and must be removed by March 31st—telephone Leeds 38310 for details. One of the films shown recently by the Berkhamsted M.C. & L.C.C. dealt with the 1934 500-Mile Race at Brooklands. Talbot enthusiasts who are waiting patiently for the promised article about these cars will be glad to know that we hope to publish it quite soon.

Arthur Mallock has purchased the C.R.M. 500 and hopes to race it this year, using a J.A.P. in place of the former B.S.A. engine.

J. R. Tite is overhauling a 1919 Triumph two-stroke last used in 1923. F. A. Clarke, 16, Hawthorne Avenue, Rainham, wonders if anyone has managed to strengthen the front end of the old Riley Nine chassis to secure better road-holding. Two old Rolls-Royce cars are said to lie at the Stonebridge Garage, Oswaldtwistle, should anyone need spares.

Entries for the Circuit of Ireland Trial (April 12th-15th) close on March 15th at noon.

The B.O.C. prize-giving has been postponed until March 9th.

The Marauder is now made by The Marauder Car Co., Ltd., Common Lane, Kenilworth.

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B.A.R.C.

At the annual general meeting of the British Automobile Racing Club the following were elected to the Council for 1952 :—

George Abecassis, Major F. H. Bale, O.B.E., M.I.Mech.E., A. G. Benstead, L. F. Dyer, E. C. Gordon England, F.R.Ae.S., Col. H. B. Everard, D.S.O., T.D., Capt. A. Frazer-Nash, M.I.Mech.E., H. R. Godfrey, M.I.Mech.E., David Hampshire, Alfred Logette, Prof. A. M. Low, D.Sc., C. K. Mortimer, J. Gordon Offord, Geo. Roberts, Rt. Hon. Lord Selsdon, D.S.C., R. G. Sutherland, W. Urquhart-Dykes, C. S. Watkinson, Major L. H. Whiten.

Newcomers on the Council are :—

George Abecassis, David Hampshire, C. K. Mortimer, Rt. Hon. Lord Selsdon.

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B.T.D.A.

The British Trials Drivers' Association announces the trials which qualify for marking for this year's Gold Star to be the Clee Hills, President's Trophy and Kitchen Trophy trials already run and the following :—

Mar. 9th.—Yorkshire S.C.C. 4/44 Trophy Trial.
Mar. 22nd.—S.U.N.B.A.C. Colmore Trophy Trial.
Mar. 23rd.—M.G. C.C. (N.W.) Cookshoot Trial.
April 20th.—Lancs & Cheshire C.C. Derbyshire Sporting Trial.
May 25th.—B.A.R.C. Wilson Trophy Trial.
Sept. 28th.—Plymouth M.C. "200" Challenge Trophy Trial.
Sept. 28th.—W. Hants & D.C.C. Knott Cup Trial.
Oct. 12th.—Taunton M.C. Allen Trophy Trial.
Nov. 1st/2nd.—Sheffield & Hallamshire M.C. High Peak Trial.
Nov. 8th.—Cheltenham M.C. Cheltenham Trial.
Nov. 9th.—Cemian M.C. Knowland Trophy Trial.
Nov. 22nd.—Bristol M.C. & L.C.C. Roy Fedden Trophy Trial.
Nov. 30th.—Kentish Border C.C. Trial.
Dec. 6th.—N.W. London M.C. Gloucester Trial.

Present holder: R. W. Faulkner (Faulkner Special).

So if you want to see the highest conception of slime-storming contested between the most spin-conscious drivers in the freakest of freak specials, those are the places to be, in weather-defeating garb and equipment, on those dates—always assuming that you have the price of the necessary petrol, which may be anything up to 10s. a gallon by then!

The rallies which count towards the B.T.D.A. Silver Star are :—

Mar. 31st-April 5th.—R.A.C. Rally of Great Britain.
May 16th-18th.—Morecambe Rally.
June 2nd-6th.—Scottish Rally.
July 11th-12th.—Welsh Rally.
Sept. 19th-20th.—N.W. London M.C. London Rally.
Nov. 5th-8th.—M.C.C. Rally.

Present holder: D. Scott (M.G.).

Always assuming, of course, that by then competitors have the price of the very many gallons necessary for rallying!

FIXTURES FOR MARCH

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

1st-2nd.—Lagonda C.C. 24-Hour Rally. *C.I.*
N. Staffs M.C. Rally. Burnham-on-Sea. *C.I.*
2nd.—C.S.M.A. Reliance Trial. Kent. *C.I.*
W. of England Car Club. Car Trial. Devon. *C.I.*
Chiltern C.C. Committee Cup Comp. Chiltern Hills. *C.*
Liverpool M.C. Reliance Trial. Lancs or Cheshire. *C.I.*
M.C.C. Opening Run and Tests, Hunsdon Aerodrome, Herts., 2 p.m.
8th-9th.—Cumberland S.C.C. Keswick Rally. Border. *C.I.*
N. Staffs M.C. Rally. Burnham-on-Sea. *C.I.*
9th.—Lancia M.C. Driving Tests. Bramley. *C.I.*
Yorkshire S.C.C. 4/44 Trial. Blubberhouses. *C.I.*
N. Devon M.C. N. Devon Rally. Devon, etc. *C.I.*
Torbay M.C. Reliance Trial. Dartmoor. *C.I.*
9th.—N.W.L.M.C. Coventry Cup Trial. *C.*
W. of England C.C. Trial. *C.I.*
Sunbeam Register Treasure Hunt Point-to-Point, Hawley Hotel, Blackwater, Surrey. 11 a.m.
Mid-Surrey A.C. Map-Reading Trial.
Hants & Berks M.C. B'ackwater Trial, New Inn, Eversley, 12 noon. *C.*
11th-16th.—Isle of Wight C.C. Rally. British Isles. *N.*
15th.—500 M.R.C. of Ireland. Speed Event. Ards. *C.I.*
15th-16th.—Maidstone & Mid Kent M.C. Night Nav. Trial (*Daily Telegraph*). Kent. *C.I.*
16th.—Mid-Cheshire C.C. Sporting Trial. Cheshire. *C.I.*
E. Counties M.C. Navigation Trial. Ipswich, 2.30 p.m.
Bolton-le-Moors C.C. Rally, Driving Test. Bolton. *C.I.*
Riley M.C. (Scottish Lowlands). Team Trial. *C.*
16th—Bolton-le-Moors Driving Tests, Bolton, 12 noon.
W. of England Car Club. Car Trial. Devon. *C.I.*
22nd.—S.U.N.B.A.C. Colmore Trophy Trial. Cotswolds. *C.I.*
B.A.R.C. Club Race Meeting. Goodwood. *C.*
Morgan 4/4 Club. Driving Tests. N. Midlands. *C.I.*
V.S.C.C. Pomeroy Trophy Contest, Silverstone.
23rd.—M.G. C.C. (N.W.). Cookshoot Trial. Cheshire. *C.I.*
Thames Estuary A.C. Rally.
22nd-23rd.—A.C. Owners' Club. Night Trial. Berkshire. *C.I.*
28th-30th.—Bentley Drivers' Club. Rally and Driving Tests. Eastbourne to Firle. *C.I.*
29th.—Wirral 100 M.C. Trials and Races. Rhydymwyn. *C.I.*
29th-30th.—M.G. Car Club (S.E.). Rally. S.E. England. *C.I.*
30th.—Furness D.M.C. Trophy Trial.
31st-April 5th.—R.A.C. Rally of Gt. Britain.

N.W.L.M.C.

The North-West London M.C. announces the following calendar for 1952 :

Mar. 9th.—Coventry Cup Trial. Closed.
April 19th.—Little Rally. Closed.
May 25th.—Lawrence Cup Trial. Closed invitation.
June 8th.—Driving tests. Closed.
July 6th.—Standard Car Trial. Closed.
August 10th.—Gymkhana. Closed.
Sept. 19th/20th.—London Rally. National.
Dec. 6th.—Gloucester Trial. National.

Social meetings take place on the third Thursday of every month at the Masons Arms, Maddox Street, Hanover Square, W.1, from 7 p.m., and all members are welcome. Regulations for the Little Rally (route approx. 199 miles) from : Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames. Hon. Sec. : J. H. Appleton, 99, Goldhawk Road, London, W.12.

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FEBRUARY QUIZ

This proved far more difficult than that for December. The answer we really wanted was Nanette, the car built by Felix Scriven for racing at Brooklands, where he also ran the fastest Austin Twenty, " Sergeant Murphy," ever built—both stories appear in correct sequence in " The Story of Brooklands." Scriven used inverted 30/98 Vauxhall side-members for his chassis and a Sage engine, calling the car " Mother Goose " because, indeed, it was stuffed with Sage. Later he installed an engine bought from Parry Thomas and renamed the modified car Nanette. Later it was burnt out and further rebuilt for road use, in which form we showed it. After a chequered post-Scriven career we believe someone in Yorkshire now has the car and has renamed it the Mansfield Special.

Absolutely correct solutions were received from :—

G. E. Browing May (Tewkesbury), J. Maurice (Newcastle), P. B. McPhail (Ipswich), W. V. Jenkins (Derby), P. G. Stilwell (Guildford), F. A. Woodley (Maidenhead), R. D. Johnson (Bristol) and H. K. Mansfield (Cambridge).

Parry Thomas Special was permissible under the circumstances and the choice of :—

H. F. Sands (Harpenden), J. S. Tozer (London, N.W.5), P. T. Pulman (London, S.W.15), J. D. Scott (Cambridge), C. J. Lister (Rotherham), R. W. Cookson (Ashford), J. H. Parkin (Rotherham), P. Quiggin (Cambridge), D. Ickringill (Bradford), E. W. Tetley (Cambridge) and J. M. Paddock (Hauxton).

Not all these readers really knew the car, however, for it did not run at Nurburgring nor win the 200-Mile Race. Incorrect solutions favoured Alta, Maserati and Riley but also covered Lombard, Bayliss-Thomas, Alvis, Frazer-Nash, O.M., Morris Special, Vernon-Derby, Marendaz-Special, B.N.C., Voisin and Austin Special.

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THE R.A.C. INTERNATIONAL RALLY

The second R.A.C. International Rally of Great Britain, promoted and organised by the R.A.C., sponsored by the *Daily Telegraph*, and with the co-operation of the Corporations and County Boroughs of Scarborough, Hastings, Blackpool and Edinburgh, will take place from March 31st to April 5th.

Starting points for the rally will be at Scarborough and Hastings, and the finishing point at Scarborough. There will be overnight stops in Blackpool and Edinburgh ; special tests will take place at Silverstone Aerodrome, near Towcester, Northants, and at Castle Combe Aerodrome, near Bristol ; road tests will be held on the famous Rest-and-be-Thankful Hill in Scotland, in mid-Wales and in the Lake District. The rally will cover approximately 1,800 miles. Entries have closed.

CLUB AFFAIRS

The annual general meeting of the Welsh Counties C.C. was held on February 4th at the Carpenter's Arms, Rumney, near Cardiff. A very popular member, John Whitehead, was elected as club chairman, and it was proposed that Major Jack Petersen (the ex-boxing champion) and Mr. Aubrey Halewood should become the president and vice-president, respectively.

A review of the club's sporting programme was given by the sports secretary (Geoff. Cadenne) and he concluded by giving an insight of the proposed events for the coming year. Negotiations were taking place for the use of a road for a speed event, an item that many club members would welcome.

The secretary of the club is G. Loveridge, Dringarth, Lavernock Road, Penarth, and any enthusiasts wishing to join the club are advised to contact him.

* * *

The usual capacity attendance at the 750 M.C.'s monthly " first Monday " meeting at the Abbey Hotel, Stonebridge Park, on February 4th, was treated to a really topical talk, as some two months previously founder-member Tom Lush had been booked to describe " How we won the Monte Carlo Rally." Owing to this commendable piece of foresight, the large gathering was able to hear what must be almost the first, if not the first, detailed and personal account from the winning crew. Hot from being televised by the B.B.C., Tom arrived to give a most interesting and exciting talk that gave everyone a vivid picture of the whole event, right from the last minute change in the average-speed requirement for the Regularity Test (to the consternation of all navigators) to the announcement to the sleeping Sydney Allard of their victory.

The club were also very pleased to welcome a distinguished visitor in the person of Alan Hess, Austin's Press Relations Officer, who journeyed from Longbridge to be present and who was prevailed upon to say a few words at the commencement of the meeting.

* * *

The North London E.C.C. now holds its meetings on the first Friday night of each month at the White Lion, High Street, Edgware. On March 13th the Castrol films will be shown there, starting at 7.30 p.m. The secretary's new address is 17, Elms Avenue, Muswell Hill, N.10.

* * *

A very interesting feature of the classic M.C.C. Land's End Trial at Easter will be the appearance therein of motor-cycles and light cars built twenty-five or more years ago. These historic vehicles will, appropriately, take the hills of the 1927 Land's End route and at Bluehills Mine will use the old road round the hairpin. The vintage light car entries will come from members of the V.S.C.C. and vintage motor-cycles from the V.M.C.C. Cars must be prior to 1928 to qualify for awards over the vintage route, but if the list is not oversubscribed, those up to 1930 may be permitted to join in. Intending entrants should contact A. J. Fisher, Apsley Cottage, Kingston Blount, Oxon. The fee is 21s., or 10s. for motor-cycles. Entries close, as for the main Land's End, on March 15th, and details of the main event are available from the M.C.C., Bloomsbury Way, W.C.1.

* * *

Barry Eaglesfield has taken over the Register of Bugatti Owners for the B.O.C. He requests details of all existing Bugattis, from non-members as well as from members, with photographs if possible. In particular, he asks where is the Type 44 fabric saloon seen recently in Weybridge ? All data and " clues " to : The Old House, Akeley, near Buckingham.

* * *

The Plessey M.C. has only been in existence for five weeks but has started activities quickly. A Navigation Rally was held on February 3rd, and was won by Eric Searls (M.G. PA). Twenty-four members competed.

Discussional-social evenings are held on the second and fourth Wednesdays in every month at " The Cold Harbour Inn," Blunsdon.

An inauguration dance is to be held at the Goddard Arms Hotel, Swindon, on March 20th. Two famous motorists have been invited as guests of honour. Nearby club secretaries are asked to make contact with a view to holding combined meetings. Hon. Sec. : A. G. Matthews, The Plessey Co., Ltd., Kembrey Street, Swindon, Wilts.

* * *

The Mid-Cheshire C.C. will allow competition members to join for 7s. 6d. per year for the purpose of competing in events organised under the G.C.R. of the R.A.C.

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As a result of a successful protest, upheld by the R.A.C., three award winners in the Bossom Trophy Trial have been excluded from the awards list for using motor-cycle tyres on the front wheels of their cars. In view of the controversy over the use of these tyres, this decision has an important bearing on the equipment of cars now running under the present tyre regulation. The amended results are as follows :—

BOSSOM TROPHY.—R. W. Faulkner (1,172-c.c. Paul Special).
750-C.C. CUP.—M. R. Cannon (747-c.c. Austin).
1,100-C.C. CUP.—J. C. Smith (1,090-c.c. J.C.S.).
1,300-C.C. CUP.—M. Lawson (1,172-c.c. Lotus).
UNLIMITED CUP.—J. Appleton (1,486-c.c. Appleton).
FOUNDERS' TROPHY (best M. & M.K. member).—A. E. A. Day (1,172-c.c. Dellow).
FIRST-CLASS AWARDS.—R. Chappell (Dellow), A. A. Baring (Cotton), A. G. Imhoff (Imhoff), L. J. Onslow-Bartlett (Ford), E. J. Chandler (Chandler).
SECOND-CLASS AWARDS.—B. H. Dees (Dellow), L. J. Hollingsworth (Ford), V. S. A. Biggs (Ford), P. Barden (Dellow, s/c.).
TEAM AWARD (two per team).—B. H. Dees and P. Barden.

February 1st was the 21st birthday of the Sporting Owner Drivers' Club, and to mark the notable anniversary a gala dinner and dance was held at The Bell, Aston Clinton, Bucks.

* * *

The Morgan Three-Wheeler Club (S.E. Group) held their annual dinner on January 26th at the Lord Raglan, London, E.C.1. Group organiser Reg. Hawkey presided and 70 members and ladies attended. Mr. F. H. Douglas was the guest of honour and he presented the two "Ethel May" shields which he provides for the club each year. This year the ladies' shield was received by Mrs. Fred Willis (Beatty) and the gentlemen's by Mr. C. Sproxton, who also was awarded the "Enthusiasts" silver tankard. The evening continued with a cabaret provided by the Crane Varieties and compered by Mr. Charles Patterson, and then dancing carried on until Auld Lang Syne at 11.30 p.m.

* * *

The inaugural meeting of the Solihull Motor Enthusiasts' Club was held at the Masons Arms, Solihull, on January 24th, the temporary secretary, Mr. R. Jones, presiding. The meeting proved highly successful; a temporary committee was formed and suggestions of future activities discussed. The organisers greeted the 30 odd enthusiasts and extended an invitation to all others interested to come to the next meeting on February 21st at the same place.

Details of membership can be obtained from the Secretary, Bob Jones, 41, Brookvale Road, Olton, Birmingham, 27.

* * *

The first members' and guests' dance of the Chichester Motoring Club was held at the Bracklesham Bay Hotel, near Chichester, on January 26th. This proved a most enjoyable function. About 130 people attended, thus helping to give the club an encouraging start. Hon. Sec.: J. Swepstone, St. Margarets, Coney Six, East Wittering.

* * *

Edward L. Mayer, the well-known Mercédès enthusiast and past owner of over 100 different examples of the *marque*, has consented to be patron of the recently-announced Mercédès Register.

* * *

The Thames Estuary A.C.'s first event for 1952 was a Night Navigation and Map-reading Trial, held on January 25th. Forty-three entries were received and the first competitor was sent on his way by Mr. Henry Channon, M.P.

Despite a clear night with no fog, 17 competitors found so much that they were unable to complete the course. Incidentally, it appears that in addition to an R.A.C. permit, one from British Railways might also be required as several drivers found themselves confronted by a locked level-crossing and no keeper-of-the-gate, which necessitated a ten-mile detour! [Send petrol bill to British Railways.—Ed.]

However, everybody enjoyed themselves, especially Dr. E. Sita-Lumsden (Lea-Francis) and Jack Clarke (Alvis), who lost no marks either on the five time checks or on excess mileage. T. R. Troughton, R. B. Brittain and D. H. Linnell were first-class award winners also. Brittain also won the novices' prize.

The Chiltern C.C. holds a "natter and noggin" at the George, Beaconsfield, from 7.30 p.m. on the last Wednesday every month. All are welcome.

* * *

The pre-war De Lacy M.C., of Pontefract, is being reformed.

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The Bentley D.C. Eastbourne Rally of March 28th-30th is an outstanding club fixture and will again conclude with the Bo Peep speed hill-climb, 10 miles from Eastbourne, starting at 10 a.m. The rally section is over about 300 miles. The Aston-Martin O.C., Lancia M.C., Lagonda Club and V.S.C.C., driving appropriate cars, are invited, as is the Metropolitan Police Motor Driving School Sports Club. *But note*, entries close on March 3rd, to Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, Bucks, from whom the supplementary regulations are available.

* * *

The Sunbeam Register is holding a Treasure Hunt Point-to-Point on March 9th, starting from the Hawley Hotel, Blackwater, Surrey, at 11 a.m. The Humber Register and Lagonda, A.C. Owners' and Aston-Martin Owners' Clubs are invited and will compete for visitors' prizes, in the main event and in some simple tests. Regulations from Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire. Entries close on March 3rd.

* * *

The Bugatti O.C. Northern Week-end is scheduled for April 5th/6th, at Southport. Details from K. Lee, 38, Glandon Drive, Cheadle Hulme.

AN ECONOMY STANDARD

Motor Sport would not be concerned with economy cars if Hitler and Stalin had not forced Mr. Butler and his fellow politicians to press such cars on people who prefer high-performance. But, because of Messrs. Hitler and Stalin, interest in last season's 9-h.p. Austin Seven was widespread and we dealt with it as soon as it was revealed. We now learn that the Standard Motor Company will introduce, probably next year, a real economy car, said to be of "less than eight horsepower."

If the past history of the Standard Co. in the small-car field is any criterion, this new baby should be an enormous success. Before the Kaiser War the 9.5 Standard proved so popular that improvised extensions had to be made to the Standard factory so that assembly could keep pace with demands. After the war a new o.h.v. 8-h.p. Standard with a very low bonnet line was designed, but few were built. But in 1927 the worm-drive Standard Nine, said to have been laid down in the boardroom in record time to meet financial crisis, a well-known French car providing the basis of the design [Can anyone confirm this?—Ed.], was an instant success and there are many still in service. Subsequently, and up to 1939, the Standard Eight with long-stroke 1-litre engine and i.f.s. was a popular and notably quick-cruising little car. So the Baby Standard of 1953 should be proud of its ancestors.

AMAZING AMERICA

The Americans are so alive and virile that one is no longer astonished at the things they get up to, although we may sometimes feel a little envious. Recently, for example, a race between a 1911 Stoddard Dayton petrol car and a 1913 Stanley steamer was staged from Chicago to New York, 1,100 miles, by the Chicago Museum of Science and Industry and *Popular Mechanics*. The driver of the Stoddard Dayton was 70-year-old Rube DeLauntry and the Stanley, which was refuelled by helicopter at one point and won by 37 minutes, was driven by 76-year-old Jack Brause. His elapsed time was 53 hr. 4 min. and both drivers won about £165. Apparently Rube was fined three dollars for defective lamps and Jack seven dollars for speeding at 63 m.p.h.—but still!

Then the Glidden Tour of the Antique Automobile Club of America took place again last year and lasted five days, attracting 132 cars ranging from a 1904 Cadillac to a 1932 Duesenberg. One hundred and three cars gained awards, the premier honours going to a 1912 Kissel Kar, a 1911 Chalmers, the 1904 Cadillac, a 1913 Simplex 75, a 1913 Model-T Ford, a 1910 Pierce-Arrow and a 1910 Thomas.

HILLMAN BEATS AUSTIN

Driving a Hillman Minx equipped with extra petrol tanks and a roof water tank, George Hincheliffe has driven from the R.A.C. in London to Cape Town in 21 days 19 hours 45 minutes, a fine performance for a side-valve car of 1,265 c.c. The Hillman made the journey in 2 days 5 hours 5 minutes less time than the previous "record" holder, an o.h.v. Austin A70 driven by Ralph Sleigh and Peter Jopling.

NEW CLASS E RECORD?

On January 15th Taruffi took his remarkable 1,750-c.c. Maserati-engined, twin-boom Italcorsa machine to the Appian Way near Rome and clocked 143.9 m.p.h. for 50 miles. This beats handsomely the old International Class E 50-mile record held by Gwenda Stewart's Derby Special. But it seems that Taruffi had a run of only 25 miles and arranged for his machine to be turned on a hand-powered turntable in order to return the way he had come and complete the 50 miles. This may rank as "outside assistance" and disqualify him. But the interesting thing is that the low drag Italcorsa no doubt reached some 160 m.p.h. on this run.

"FERODOGRAM"

This publication, issued by Ferodo Ltd. in English, French, Dutch, German, Spanish, Italian and Portuguese, and circulated to their agents and business associates, appears this year in a slightly revised form. The January issue contained a brief history of Aston-Martin Ltd. reproduced from an American journal, notes on Ferodo's racing service and a "Personality Parade" featuring Geoff. Duke. The next issue, due next month, will feature Stirling Moss and contain an article on the probable effects of the 1954 G.P. Formula.

SIDESLIPS

by

"BALADEUR"

THE *Chronique des Pasquier*, by Georges Duhamel, is a serial novel in ten volumes, and as it is possible that some of my readers may prefer to take their French literature in smaller doses, they may, as a result, have missed the rather exquisite passage in the third volume which describes the reactions of an ordinary young Frenchman to his first journey in an early motor car. As a rule, of course, any record which has survived of such experiences has been set down by the enthusiast rather than the layman. In this case the description is supposedly fictional, but according to the critics the whole book is largely autobiographical and I can hardly doubt that a real experience of M. Duhamel's, or more probably several experiences, are enshrined in this particular passage. In any case, it amused me sufficiently to make me think it might amuse my readers also; and I have therefore essayed a translation which I hope does not do undue violence to the spirit of the original French.

The year, then, is 1900, and the narrator, Laurent Pasquier, and his friend Justin Weill, both of them aged nineteen or twenty, are approaching the house at Créteil, in the suburbs of Paris, of the former's father, a somewhat eccentric individual, who has become a doctor, rather late in life, when the bit about the motor-car begins.

" . . . My father was coming out of the house. He came down two or three steps, cleared his throat and looked up at the sky.

" 'Well,' he said, 'it's a fine day, or very nearly. I'm going to take out the "horseless." Have you got a mind to come too, young gentlemen?'

" We accepted with dignity, without showing the least enthusiasm, although the proposition was far from displeasing to us.

" My father disappeared into the corridor . . . and then reappeared. He was wearing a silk top-hat, which he took off every now and then to smooth the nap with a stroke of his elbow. He had abandoned his favourite stock and a white piqué tie was knotted under his chin. Ordinarily he had no dislike for his tail-coat, but in honour of this mild end-of-season morning, he had taken down off its peg a mouse-grey jacket. . . This severe dress . . . was softened a little by a pair of lemon-coloured gloves which smelt somewhat of petrol and by a pair of yellow boots. . .

" 'Young gentlemen,' he said, 'kindly open the door. We will get out the machine.'

" Our house had been built about the middle of the 19th century, in the old-fashioned style, between a courtyard and a garden. . . On the right and the left of the courtyard . . . were two buildings, one of them used as a shed, the other as a stable. At the back of this latter we could hear Ham stamping his scanty litter. My father had given our horse this name because he had a black coat. . . We opened the door of the shed. Inside one could see, near the buggy in which my father usually made his rounds, an extraordinary piece of machinery, which we at once inspected with respect and curiosity. It was my father's latest fancy, his latest folly.

" 'Now then, young gentlemen,' he said, taking off his jacket, 'give me a hand.'

" Pulled and pushed, the horseless carriage came out into the light of day. It was a sort of two-seater phaeton with high wheels edged with black rubber. In front of the driver's seat, on the top of a vertical shaft, was a steering handle which turned on a quadrant in the shape of a sundial. The engine was at the back, between the two larger wheels, in a big wooden box, painted bright red outlined in black. This box was opened by means of two sloping shutters, like cellar doors in some vine-growing countries. Two beautiful little lamps, with spring candle-holders and plated reflectors, suggested that it would not be impossible to go out at night.

" 'Don't get in just yet,' said my father; 'we've got to attend to the machinery.'

" He got out an oil-can, a rag and a tin of petrol, and began to walk round the car, giving us a series of explanations.

" 'It's a petrol car,' he said, 'with a Daimler engine, which is the real engine of the future . . .'"

What he actually said in the original French was "*le vrai moteur du progres*," and I hope I have not unduly strained the sense in translating his remark as I have. If not, one may be permitted to agree with Dr. Pasquier, at least in the context, say of 1894, if not quite so markedly, of 1900. But I wonder whether M. Duhamel is perhaps confusing two cars of the early days? A Daimler engine, in France, suggests a Panhard et Levassor, but a Panhard et Levassor with the engine at the back would have been a real rarity. It might, of course, have been a very early Peugeot, dating from before the introduction of Peugeot's own horizontal engine in 1896; but then one would expect it to have a double-grip tiller, instead of a "steering-handle which turned on a quadrant in the shape of a sundial." In fact this feature is so reminiscent of a Benz that I suspect Dr. Pasquier of being in error in thinking that his car had a Daimler engine at all. Or else, perhaps, M. Duhamel is confusing say a Panhard with, probably, the French edition of the Benz, known as the Benz-Roger. However, let us return to the doctor's explanations.

" '. . . It's not, of course, quite the latest model. Nowadays they make more elegant cars. But I wouldn't trust myself in one: the mechanical aspect is sacrificed to luxury. Safety first, I say . . .'"

Once more I must interrupt the good doctor to applaud his sentiments. Apart from his aberration in thinking modern cars more elegant, he might have been a member of the Vintage Sports-Car Club.

" 'Now just look, young gentlemen' [he continued], 'how I start it up. It's perfectly simple: I undo this tap, I turn the switch and now I take hold of the starting flywheel.'

" He had opened the motor box. Inside one could dimly see a mass of metal "—I do not feel that I have done justice to *une triperie métallique*, but inspiration fails me—" and, in particular, a heavy cast-iron flywheel, mounted in the same plane as the wheels, which my father was grasping with the whole of his hand. He held his breath and made an energetic effort to impart a rotary movement to the flywheel. The machine gave a long snort, sneezed, and then gave vent to something like a bark.

" 'Don't be alarmed,' said my father, 'this sort of motor is properly called an explosion motor. If it bangs, it's because it's going to start.'

" 'Oh!' we declared proudly, 'we weren't in the least bit alarmed. In fact it's quite interesting.'"

Insufferable young men!

" About ten times my father pulled the flywheel without result. The engine coughed, sniffed and gave something like a death-rattle, without making up its mind. Then, suddenly, it started: 'tap, tap, tap,' and the whole car began to tremble, with a noise like a fusillade. My father, still smiling, put his jacket on again, then his top-hat, and then his yellow gloves. He said:

" 'Laurent, you get up behind. I'll put the cushion for you. Your friend can sit beside me.'

" We arranged a black leather cushion on the motor box. A small footboard and two iron hand-rails assisted my equilibrium. My father and Justin took their seats. The car, turning on itself like a dog that wants to bite its tail, made for the exit.

" It was all very well for Justin Weill and me to adopt a reserved attitude towards modernistic extravagances in general and the experiments of my father, Dr. Pasquier, in particular, but the idea of going through Créteil in this strange equipage gave us a certain amount of pleasure. I sat a little sideways on, to see where we were going. The rue du Moulin has not got a very good surface. As the car, after exploring a pothole with one wheel after another, clambered up the other side, I clung on like grim death so as not to be thrown from the saddle—or what did duty for it. My father, very upright, very calm, his top-hat at a confident angle, his right hand on the tiller and his left on his hip, seemed to be perfectly master of this tempestuous force. As we reached the place de l'Eglise, he took off his head-piece and saluted several people in a very elegant manner.

" 'I am not vindictive,' he said—and this made us smile, as he was decidedly vindictive—'but I would like to meet that idiot Blottier to show him that, as far as ideas are concerned, I'm younger than he is.'

" At this precise moment, and without any apparent reason . . . our car plunged to the right and mounted the pavement. It ran along it for several yards and ended up with its muzzle against the chemist's shop.

" 'The steering lever is a shade too light,' said my father, 'but it's of no importance, as I was just going to go

to the chemist's anyhow. Pull the car back carefully, my boys, and get it on to the roadway.'

"We did our best to carry out this order. A small crowd of idlers had collected in the meantime and when my father came back to set the machine going again, we had to request the curious to make way for us. The journey was resumed. It was a soft, mild autumn morning. Large clouds looked as if they were seeking a suitable spot in the countryside on which to release a steady downpour.

"'If it rains, Justin,' said my father, 'open the umbrella which is in the wickerwork case on your left.'

"At this moment the rain started. Justin opened the umbrella and prepared to protect my father and my father's silk hat. We had left the houses behind. . . . The rain hesitated and stopped. The ground sloped away towards the houses and gardens of a hamlet. The car went along emitting a fine string of detonations which died away in the distance. Every now and again it missed a beat or gave a long drawn out bang. My father smiled in a calm manner, which, in my heart of hearts, I thought rather remarkable.

"'This car can do eighteen or even twenty or twenty-two kilometres an hour,' he said. 'But I don't know it well enough yet to try and get the maximum out of it. Ah! the road surface is wet. It's got an admirable engine, as I've already told you. Unfortunately the brakes do not inspire me with equal confidence.'

"We had now reached the steepest part of the descent. The car felt the gradient and bounded from bump to hole. My father seized the brake with his right hand and murmured 'I had better not let it take the bit between its teeth.'

"We had all stopped talking, like experimenters at the critical moment of their test. I was gripping the handrails with my full force and through the leather of my brogues I felt the soles of my feet acquire prehensile powers and grip the footboard. My father murmured, in a calm tone of voice, 'we are doing perhaps more than twenty-four or twenty-five kilometres an hour. Do you feel the wind of our passage?'

"Then he said no more and I think that we were all of us seized with a slight anxiety. We reached a bend in the road. In front of us was a small ditch and a modest mound, then a few square feet of stubble and finally the wall of a property, behind which were some yellowing tufts of acacia.

"I half saw all this in a sort of flash of illumination. My father announced in a toneless voice, 'I turn the tiller to the right because we want to go to the left.' I heard this reasoned, coldly mechanical remark and then suddenly the car, instead of turning to the left, veered to the right, pitched into the little ditch, mounted the bank, relieved itself with a flick of its tail of its three passengers and made a plunge towards the wall.

"In spite of the violence of the shock, we all three picked ourselves up at once. I caught sight of my father running after his top-hat, pick it up, smooth the nap with a stroke of his elbow and then turn towards us smiling. 'That,' he said, 'is the phenomenon known as the sideslip. No harm done, young gentlemen?'

"We reassured him. I was a bit shaken but unhurt, and the same went for Justin. We all transferred our attention to the machine and my father gave a cry of triumph. 'I told you that the engine was splendid. Listen, it's still running. Unfortunately the steering is damaged. Yes, badly damaged, even. It's going to be impossible for us to continue our run. Give me a hand, boys. Wait a moment, let's work to rule. I stop the engine. Good. It stops. I inspect the front axle. One must, you see, treat this sort of machinery exactly as if it was a patient. Ah! the transmission is broken and the axle out of truth. It's possible that the brake . . . Anyhow, so much the worse. Let's think a moment.'

"'Monsieur Pasquier,' said Justin, 'would you like us all to join forces and haul the machine back on to the road?'

"My father shrugged his shoulders. 'Don't think of it,' he said. 'A car of this kind weighs at least three hundred kilogrammes. No. Wait a bit, young gentlemen, you look after the machine and I'll go home and get the horse and a rope. It won't, certainly, be a very glorious return. So much the worse. If people are inclined to laugh, I shall show them just what I think of them.'

"My father was not the man to reconsider a decision. He took out his handkerchief, brushed off the lapels of his jacket some bits of moss and brambles which were still sticking to it, and went off, saying 'I shall be back in twenty minutes.'

"A little later Justin said 'Here's your father, and there's somebody else with him.'

"'It's M. Herbelot,' I said, 'the man who comes by the day to feed the horse and wash the chaise.'

"Our two saviours approached, leading the horse by the bridle. Ham in 1900 was still quite a young animal, with a lively disposition and a good coat. My father, always an absent-minded driver, had started letting him down right from the beginning, so that the wretched animal was often bleeding at the knees and was always plastered with tar. When he saw the automobile, Ham began to whinny, and cast anxious glances from side to side. The worthy Herbelot had already unrolled the rope and was improvising a means of towing.

"'Don't harness him up too short,' said my father, 'let him have room to move.'

"Having attached the rope, Herbelot took the horse by the bridle and began to talk to him. The beast gave vent to a short and anxious sigh. He moved his legs and the automobile at once turned round on its back wheels. The horse began to tremble, and then suddenly, hearing behind him as he shook himself the clatter of this terrifying machine, he took fright, reared up, let out several kicks and finally, with his mane flying in the wind, went off at a gallop across the countryside, taking all the ironmongery with him.

"The situation was beginning to get out of hand. Herbelot, Papa, Justin and I hurled ourselves across the plough. Papa was still wearing his top-hat. He skipped along like a goat and did not allow himself to be outdistanced. The countryman was panting a bit. We all shouted, which seemed to make the horse very excited. He bounded over the furrows. The machine in tow rolled, yawed and pirouetted. Finally it overturned. Our horse, out of breath, lay down on the heavy ground. We soon came up with him and hastened to cut the ropes.

"'There's not much wrong with the horse,' said Herbelot, 'but the machine's wrecked. It's going to be a sad loss.'

"'As to that,' said my father, 'we shall see. I've got it on approval and I've not yet paid for it. If necessary, I shall go to law about it. I don't like to be made a fool of. Anyhow, I shall return it.'

"'Perhaps that would be just as well,' I replied. 'It doesn't look to me to be in perfect condition.'

"My father shrugged his shoulders and gave me a look which was anything but sweet . . ."

If I had been Dr. Pasquier, I think mine would have been a trifle sour, too.

Book Reviews

"How to Hop-Up Ford and Mercury V8 Engines," by Roger Huntington. 159 pages, 2 dollars. "How to Hop-Up Chevrolet and G.M.C. Six-Cylinder Engines," by the same author. 158 pages, 2 dollars. (*Floyd Clymer, Los Angeles.*)

These two books pack in an immense amount of data on the subjects their titles make self-evident. Moreover, they are written in a breezy, lighthearted manner which is all the more acceptable for being unexpected in technical books of this kind. Huntington has no illusions about "hopping-up," which, after all, is only modifying to obtain an increase of power. He points out that manufacturers dislike it and that it is a practice of the comparatively impecunious, who would otherwise buy a bigger engine or a real racing power unit. He writes in an almost European style, albeit we read into the mind of "Leadfoot Louie, the moron hot-rodder," profiting by Louie's mistakes and misadventures. Incidentally, the Floyd Clymer's Motor Book Special with two "hopped-up" Mercury engines has been timed in America to do 221.4795 m.p.h.; 250 b.h.p. is said to be extracted from s.v. Ford V8 engines, and over 300 b.h.p. in o.h.v. form, on alcohol fuel. And the Chevrolet Powerglide can be made to give nearly 270 b.h.p. on methanol, the G.M.C. truck engine over 200 b.h.p. on pump fuel, it is claimed; Fangio drove a Chevrolet-engined Special in South America in 1950.

There is much in these books (indeed, whole chapters) applicable to the hotting up of *any* engine, and they are certainly entertaining in the way they impart knowledge. But obviously it will be in the States, where the speed shops sell the special camshafts, heads, manifolds, etc., referred to, that they are likely to become automotive best-sellers.—W. B.

See also page 121.

LETTERS from READERS

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

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"HOT-RODS"

Sir,

Since returning to England I have been surprised to find that few people here believe the "hot-rods" actually do the speeds claimed.

Contrary to popular belief, these cars would clock still higher speeds under European road-test conditions. The dry lakes in California are at about 3,000 ft. altitude and 120 deg.F. shade-temperature, and both cut power output. The surface is rough and dusty and often only 1 to 1½ miles wind-up is available before the traps, not much for 150-180-m.p.h. cars.

We clocked a number of sports cars at El Mirage. The TC M.G.s in standard trim clocked 77-80 m.p.h., 3½-litre Mark IV Jaguars 84-86 m.p.h. At the same time my own car, with an absolutely standard 100-b.h.p. Ford V8, clocked over 102. As you know, both the M.G. and Jaguar can better these figures on good roads at sea-level. I am doubtful if a standard XK, using any axle ratio, would exceed 115 m.p.h. through the traps.

[At recent Daytona Beach Speed Trials a Mk. VII Jaguar clocked 100.9 m.p.h. and a Jaguar XK120 did 119.8 m.p.h. on a soft surface with high wind, fastest of all sports cars.—Ed.]

Many of the "hot-rods" possess shortcomings, but nobody who has driven one has ever suggested that they lack performance. The 0-60 m.p.h. in 10 sec. attained by a few of the best European sports cars is considered very poor for a Ford roadster. My own car, with an absolutely stock engine, would do that.

Only three sports cars are available in the world with a performance equal to the average "hot-rod": the 4.1-litre Ferrari, the XKC Jaguar and the American-engined Allards. It was always my job to take out visiting manufacturers to show them the sort of performance we wanted. I would usually chug around the block in top gear to show it was just the car for grandma's shopping, and then go completely round the block sideways with the tyres smoking. Few of them, however, came out with new models that really performed.

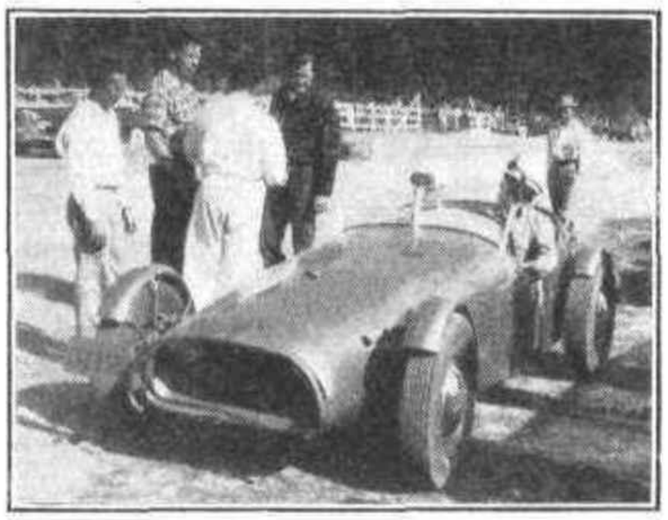
The M.G., for instance, would be a nice car with a light, short-stroke, 2-litre, four-cylinder engine. They would be quieter, smoother and more economical than with the current 1¼-litre engine and would go about 100 m.p.h. Those M.G.s fitted with 22-h.p. Ford V8s of 100-plus b.h.p. were very nice and weighed no more.

There is a lot of hampering tradition about sports cars, heavy long-stroke engines whose engineering deficiencies are hidden under much ribbed aluminium, oversized sumps, unnecessary instrumentation, stoneguards, etc.; so much heavy wood in the body that a low axle ratio has to be used, and skinny tyres that feel as if they should corner but won't.

A bad feature I found with many "hot-rods" was their weight distribution, some being somewhat nose-heavy, a bad feature with 200 b.h.p. per ton. This comes from their adherence to stock roadster bodies to satisfy a competition requirement, making it difficult to move the engine back.

Unfortunately there is little fraternisation between the "hot-rod" adherents and the foreign car drivers.

A few cars around Los Angeles, as mine, are really American sports cars rather than "hot-rods." They have three different origins—"hot-rod," old Indianapolis and dirt-track cars—and modern independently sprung components. Mostly they try to combine the performance of a "hot-rod" with the feel of a European sports car. Enclosed is a picture of one, the Cannon car [reproduced.—Ed.]. The chassis is about 1935 Dodge with knee action. A 5-in. diameter cross-member is fitted above the chassis and clutch; the pedals hanging



from it. A Ford cross-member is fitted to carry the Ford back axle. Engine and gearbox are V8. The tube around the nose is to save parking damage. It is perhaps not generally realised that most independent suspensions which give such horrible results on stock cars, work very well on a low, light special, as the springs are relatively stiffer and there is no roll to upset their geometry. However, independent suspension is not essential on the smooth roads and circuits of California.

It is perhaps not appreciated by the armchair "hot-rod" critics that these potent cars are built up by the hundred, but if the boys in California waited for o.h.v. engines and fancy suspensions they, like most of their critics, would have some utopian car on the drawing-board and would be driving a car incapable of even 100 m.p.h.

In conclusion, for the impecunious enthusiasts, I would suggest they try the 23-h.p. Model A or B Ford. They can easily be lowered to about 30 in., and with a set-back A or T radiator look pretty good (somewhat like an H.R.G.). In side-valve form they go at about 110 m.p.h. with extremely good acceleration. If Ford hydraulic brakes are hard to get here, the mechanical brakes are easily converted to the floating-shoe-type like Girling, with a great increase in performance.

I am, Yours, etc.,

Southsea. P. F. Payne.

[We would be pleased to have a Model A or B Ford capable of 70 or 80, let alone 100 m.p.h., so hope Mr. Payne will tell us more—remembering that special "hot-rod" components are not made in England. A 2-litre engine would obviously increase the performance of the TD M.G. but why expect 100 m.p.h.? The Morgan Plus Four has a 2-litre engine but does not reach this speed.—Ed.]

Sir,

I was very interested in the write-up on P. F. Payne's "Hot-Rod" in the January issue.

Like yourself, I have had little respect for the very scientific pastime of taking the largest motor one can find and mounting it in the smallest and lightest frame that will take the strain; it tends to remain one of the early racing cars fitted with 10-litre engines.

I would not for one moment deny that it is great fun and a cheap way of getting good performance, but I prefer the well-tuned small engine.

Mr. Payne is troubled by the lack of scientific knowledge shown by our mechanics and states a few examples; if they are the type of things that trouble him possibly I can help.

The roller-dynamometer, jet-flow-meter and cleaning; most of the big car and carburetter firms use these things and would be willing to help.

The exhaust gas analysis should provide little trouble, as most of the petroleum people, *e.g.*, Shell, would be only too pleased to help, but in this case I would be glad to do an analysis for him myself as I am a chemist and have studied that type of work.

As for the other points, it is far too easy to blind oneself with figures that mean nothing as in r.p.m./vacuum ignition-advance curves, they can be obtained for most types and makes of engine, but to be of any use they should be plotted for each engine and then they are dependent upon temperature, atmospheric pressure, humidity and fuel used.

As a chemist having been soaked in science for years I am one of the first to admit that at times it is better to throw away the slide-rule and log tables and use common sense. I find that is the case with British mechanics.

I am, Yours, etc.,

Bebington. C. A. Harrop.

* * *

MERCEDES MATTERS

Sir,

I found Mr. R. H. Johnson's article most interesting, particularly as I was with Daimler-Benz A.G. in Germany when these cars were produced.

There is just one point worth mentioning: the slipping clutch was incorporated in the fan to overcome drive-gear chatter at low r.p.m. and, for the same reason, the vertical drive-shaft is of flexible construction.

This "chatter" will make its appearance if the clutch friction discs become too dry (due to dust) or the spring tension is, for some reason, excessive.

I am, Yours, etc.,
Harrogate. W. D. COUSTOL.

Sir,

I have just read with great interest, the fascinating article on the 38/250 Mercédès-Benz. At the conclusion it mentions that a few of these have been converted to diesel, and this led me to wonder if it would be possible to design and make a suitable diesel head to fit to the existing block.

The crankshaft and the general construction of the engine seem to be as robust as those of a modern light high-speed diesel, such as the Perkins or American Cummins.

The Merc. pistons would have to be replaced by toroidal-cavity type, and the fuel-pump could be driven from the mag.-drive.

The blower could be retained and the engagement mechanism coupled up to give optimum pump rack travel when blowing.

As the diesel would rev. at a much lower speed, say 2,000 r.p.m., even allowing for the considerable pressures inherent in this type, I don't think that the bearings would suffer if suitably metalled, and a b.h.p. figure of 100-105 could be expected.

The point of this scheme would be to keep the character of the car as far as possible, to alleviate the great weight of commercial conversions, whilst with regard to cost, it is difficult to believe that even with a "one off" head, a new Bosch pump and injectors, etc., the price would work out as much as that of a new Perkins p.6 or Gardner unit.

I think that 100 m.p.h., and 35-40 m.p.g. should be reasonably expected.

Let's hear from the experts then whether or not the idea is any good.

I am, Yours, etc.,
Ealing. E. S. CORKE.

Sir,

I was most interested in reading R. H. Johnson's excellent article on "The 38/250 Supercharged Super-Sports Mercédès-Benz," but certain statements concerning the racing history of this car rather caught my eye.

Firstly, the car in which S. Thistlethwayte won the *Daily Dispatch* Trophy at Southport on May 18th, 1929, was a Model S. In the same year Caracciola was third and not second at Monaco, Williams and Bouriano in Bugattis being first and second. In the Monza G.P., Momberger was first in the third heat and third in the final, beating A. Maserati in an eight-cylinder car; the 16-cylinder Maserati not being introduced until 1931.

In 1930, Caracciola did not compete in the Monaco G.P. and did not win the Mille Miglia, although he did win the Over-6-Litre Class, taking 17 hr. 20 min., as against the 16 hr. 18 min. 59 sec. taken by Nuvolari-Guidotti in the winning Alfa-Romeo. The Caracciola-Werner Mercédès was, in fact, sixth in the general classification.

I can find no trace of Caracciola winning a race at Avus in the year 1930, and although the figures given for the T.T. this year may be correct, the first three places were, of course, filled by the Alfa-Romeos, driven by Nuvolari, Campari and Varzi. The 1931 Avus race was won by R. Caracciola, with Brauchitsch third.

Brauchitsch's record at Avus in 1932 was for 200 kilometres and not miles, and I can find no trace of Caracciola driving a Model SSK in the 1935 Mille Miglia.

Mr. Johnson mentions a number of relatively minor events such as the Argentine Races, but omits the Caracciola, Stuck and Brauchitsch triumphs for Mercédès-Benz at Kesselberg, Klausen, Freiburg, Mont Ventoux and Semmering.

I am, Yours, etc.,
Pinner. G. C. MONKHOUSE.

Sir,

My congratulations to R. H. Johnson on his truly magnificent Mercédès article. At the same time, I must take him up on two points. Firstly, the caption to the photograph of the Model SSKL on page 74 is surely wrong—or, if it is not wrong, then Le Mans 1930 was not the only occasion on which Bentley beat Mercédès!

Secondly, his account of his drive to Salisbury with my Bentley in company is correct in essentials, but I must protest that the "terrier 3-litre" was *not* shaken off—not by any means. I hereby attest that we kept station with him until we reached Salisbury, where we stopped at the railway station. I wasn't even trying to pass him as the road was too twisty!

Incidentally, following a 38/250 has its moments. People will keep wandering into the road with their backs to you to gaze at the Mercédès' tail—which is how the small boy got killed in the Paris-Berlin.

Before the war I knew a man called Michael Scott who lived at Locking, near Weston-super-Mare, and had two examples—both painted red: the impact on a small village can be imagined. One was a 38/250 coupé and the other a very short stark two-seater that looked like an SSK, but was apparently a rare bird—a *kurz* version of the 36/220. It was faster than the other car—I think Scott said 115 m.p.h. He took me out in her one day and she certainly could go. We reached 100 incredibly easily, and it felt like 45.

I do hope she has not gone to America.

I am, Yours, etc.,
Banwell. W. A. TAYLOR.

* * *

MORE MORGANATICS

Sir,

I feel that Mr. A. E. Marsh's criticism of the Morgan car is most unfair.

While I regret I am at a loss to understand the trouble with the scuttle, I hazard a guess that Mr. Marsh was unlucky in taking delivery of a car which had a bulkhead manufactured shortly after the war, when seasoned timber was difficult to obtain. So far my sympathy is for him.

When, however, he talks of an incurable howl in the axle, this is ridiculous. I am sure Morgans would have been only too glad to demonstrate since the car was still under guarantee. Again, he writes of rebound springs breaking as if this were a major disaster instead of a trifling repair which, had he been enthusiastic, he could have done himself in a couple of hours.

Next we are told that a cold engine would never keep going, so it appears our critic frantically hangs on the starter until the battery is flat, then, doubtless in a ruffled state, out comes the handle, which, we assume, is none too carefully inserted, damaging the radiator slats. The process is then to wind and slip until all the dogs are gone. Oh dear, Mr. Marsh, why did you not rectify the cause of your engine stalling? How can you expect Morgan's to sympathise.

Regarding the hand-brake, the mistake made by many is to use this as though it would bend. It should be pulled hard and the button held down when released; it will not fly off if this is done. Tappets make an awful lot of noise if not properly set, and in view of your remarks, in which you show you failed to give attention to an engine which continued to stall, how can we assume these received a check over? The clutch withdrawal has remained unchanged on the 4/4 for a number of years and I have yet to hear of Meccano-trouble on this model. Reverse and first gear are straight-cut and so do emit a little noise, but this is a sports car, Mr. Marsh. While I regret your synchromesh never worked, mine is perfect, but then I never use it, which only goes to show how unfair this world is.

We learn that roadholding was "an alarming experience." Goodness, have you ever thought how many "specials" have been constructed using the Morgan system of front suspension. These boys must have had spirit, Mr. Marsh, especially at Prescott and Shelsley.

Since you quote an extract from the *Autocar*, I would like to do the same; it is in fact from the same article:—

"The roll-free cornering and positive gear-change were ever a delight . . . the ride was on the hard side but softer than on the earlier cars."

Please note that last line, in view of your remarks regarding the ride, for in the same journal it is written when testing a 1937 4/4 some years ago:—

"One felt at home in the Morgan, linked with the definiteness of its steering and the stability for cornering that comes from its exceptionally low build and i.f.s."

I am, Yours, etc.,
Flixton. "MORGAN ENTHUSIAST."

Sir,

Your correspondent, A. E. Marsh, wrote a very interesting letter on his Morgan coupé.

With some of his complaints I quite agree, and I hope the people at Malvern have ironed them out on the Plus Four. The hand-brake is somewhat unfaithful and the gearbox noisy. But if this were placed directly behind the engine, said noise would be swamped by the noise of the engine, as with the usual pattern of gearbox mounting.

No doubt many makes of car have "silent" gearboxes only by virtue of their close proximity to a roaring engine, whereas the Morgan cog-box is a mere two feet from Mr. Marsh's left ear!

As for roadholding, my 4/4 two-seater has never "alarmed" me on a fast corner, and, if I may quote Mr. Boddy, "clings to the road like a leech."

Finally, in gratitude for a few minutes adjustment on the excellent Solex carburetter, my engine has never shown any hesitation to keep going when cold.

Perhaps Mr. Marsh would have been happier with a nice stolid, placid, unexciting family saloon.

I am, Yours, etc.,
Melksham. I. G. HARRIS.

Sir,

In your last issue you had the audacity to print a letter from a raving lunatic. For that is the only way to describe a person (if he can be described as that) who is able to find fault with the post-war Morgan 4/4.

I am the happy and proud possessor of a 1950 4/4, and my one regret is that it is not a Plus Four.

I have not had a spot of trouble since purchasing her, and I don't wear kid gloves either.

I will treat all remarks regarding paintwork, brakes, rear axle, etc., with the contempt that they deserve, for I just don't believe them. However, a possible explanation of the gearbox is that Mr. Marsh does not appreciate the purpose of a clutch. I have handled most makes of cars, including a Daimler, and have yet to use a sweeter gearbox.

I am, Yours, etc.,
Bromley. A. DEMPSTER.

* * *

NEWS FROM GERMANY

Sir,

You may be interested to have news of motoring activity amongst the British community in Germany. There have, of course, been active clubs in various parts of the British Zone and in Berlin for some years. The youngest club is that of which I have the honour to be Chairman, the British Motoring Club, Rhineland. This club was founded some eighteen months ago, but has only recently really begun to "get going." We now have a membership approaching 250, drawn mostly from the staff of the United Kingdom High Commissioner's Headquarters at Wahnerheide (near Bonn/Cologne), but including also members of the forces, press correspondents, business-men and members of the Commonwealth and allied delegations.

The Club's first "public appearance" was an interesting and successful Winter Trial, held Jan 20th. This was in the nature of a "return" with the Duesseldorf Club whose enthusiastic Chairman, Harold Wolseley, has been the prime mover in motor sport in Germany in recent years. Having organised about a dozen trials for the members of the various clubs of which he has been a leading member, he was at long last able to enter his Jaguar XK120, and took second prize in his class.

If the Club can at any time be of assistance to you or any members of your staff who pass through this district, we shall be delighted to do whatever we can for you.

I am, Yours, etc.,
Wahnerheide. G. E. BELL,
Chairman.

* * *

REMINISCENCES

Sir,

My late father's first car was a 1906 10/12-h.p. Humber. On one memorable occasion it failed to climb Buckhaw Brow, Yorkshire, between Settle and Clapham, and he had perforce to reverse into Settle, and he and his passengers, of which I was by far the junior, had to sleep the night at a hotel. I imagine the hotels in Settle would profit adequately by non-hill climbers of that era!

The photograph is of a 1914 or 1916 Clement-Bayard; this car had the



simplest gear-change, *a la* motor-cycle hand-change—reverse, neutral, three forward speeds—engaged in notches, not gate-change.

A later car owned was a 1918 Spyker—advertised in a lavish catalogue at that time as the "Dutch Royal Family car"—it could go! It had four cylinders, and my uncle owned one which had two plugs per cylinder. Lagonda's brought this idea out as a revolutionary move about 1936-37.

Incidentally, my father and uncle always bought similar cars, therefore orders were placed "two-off" with the agents of those days.

The Spykers both had "cut-outs," I remember, operated by a lever under the dashboard. Unfortunately I have no photographs of the Spyker. A saloon body was fitted to our Spyker about 1918-19.

These nostalgic memories are all wrong—one should look ahead, not back. I would not like to compete with "Baladeur"!

I have, incidentally, spent a fairly energetic summer reviving a 1901 Slinger motor-cycle—three wheels in line, water-cooled single-cylinder de Dion Bouton. A one-off job—wrapped in patents in its day—it goes.

I am, Yours, etc.,
JAMES P. SMITH.
Oakworth.

* * *

SPORTS JOWETT

Sir,

I read the article by J. J. Hall with interest. I wonder if there are any of the Jowett sports cars he refers to in existence? An average speed of 53-54 miles per hour is very creditable for a 7-h.p. two-cylinder. I always thought that detachable cylinder heads (on Jowetts) were a 1930 innovation. If so, his performance is even more striking, as I cannot visualise a more difficult task than the fitting of three new gaskets on a non-detachable cylinder head.

I am, Yours, etc.,
Shelf. J. C. HAIGH.

[We think all the genuine vintage sports Jowetts, including the Jackson-Jowetts, have disappeared. Detachable heads were devised for Hall's car and afterwards fitted as standard. (See MOTOR SPORT, April, 1941.)—ED.]

SHOWING THE FLAG

AS we have said before, British manufacturers should be very grateful to American writers who wave the Union Jack for them in the big-circulation magazines of the U.S.A. Latest writer to whom they are indebted is Ralph Stein. In *Argosy* for last November, which we have seen through the thoughtfulness of one of our readers, Stein had a long article, "Best New Sports Cars," illustrated with colour photographs by M.G.-enthusiast George Karger and backed by a front-cover colour picture of Erwin Goldschmidt in the J2 Allard with which he won the 1950 Watkins Glen Grand Prix. Stein says that America makes the best value-for-money family transportation cars in the world, but only one sports car, the Crosley Super Sports. He admits the Nash-Healey was about to appear but does not mention the Cunningham, perhaps because it wasn't then in production. He proceeds to write about the leading British sports cars, packing a critical punch at times, but mostly lavish with praise. The only Continental cars referred to in detail are the Simca Eight and Porsche—no lines devoted to Alfa-Romeo, Ferrari, Lago-Talbot or Delahaye, etc.

Stein, who runs a 2½-litre Riley as his personal car, obviously rates highest the Jaguar XK120, and it is a reflection on the language of the U.S.A. that in being complimentary to it he sees no objection at all, is indeed affectionate, in referring to it as a "bucket." Ralph Stein is one of the few American motor writers who does not exaggerate performance figures and with whom we have no grumbles—how could we, when he refers in his article to the Editor of MOTOR SPORT being "the greatest of all motoring writers"? For that we thank him and British manufacturers of high-performance cars should thank him too, and be deeply indebted to him. In the course of his article he lists some prevailing dollar prices of cars, f.o.b. New York, which repay study:—

Morgan Plus Four		$2,100
M.G. TD		$2,125
M.G. Series II TD		$2,150
Jupiter		$2,850
Allard J2 chassis		$3,245
Riley 2½-litre saloon		$3,250
Simca Eight coupé or convertible		$3,420
Porsche coupé		$3,595
Porsche convertible		$3,895
Jaguar XK120		$3,945
Nash-Healey	(*approx.*)	$4,000
Allard J2-Cadillac complete		$4,495
Aston-Martin DBII saloon		$5,500
Aston-Martin DBII convertible		$5,800
Aston-Martin DBII Vantage saloon		$5,885
Aston-Martin DBII Vantage convert.		$6,185

These prices refer to last year and may have changed to some extent since, but are interesting as a guide to the price-classes in which our cars fall in the U.S.A.

W. ESSEX C.C. RACING FIXTURES AT BOREHAM

Mar. 30th.—Speed Trial.
May 17th.—Race Meeting (Closed Invitation).
June 14th.—Race Meeting (National).
Aug. 2nd.—Race Meeting (International).
Sept. 21st.—Chelmsford Rally.

CHAIN CHATTER

by "CARROZZINO"

I WAS rather gratified to read the latest news from the F.I.M., for it contained some new regulations for the specification of sidecar bodies for record-breaking purposes. Regular readers of this column will remember that a little while ago I had a moan about the existing regulations which permitted sidecars that did not even resemble a racing sidecar. Now the F.I.M. have laid down that a sidecar must have provision for carrying a passenger, that this accommodation must lie between the sidecar wheel and the bicycle, a frontal area equal to an area of 40 by 30 cms. must be presented and the body cannot be less than 40 cms. wide and 80 cms. long; also, if ballast is carried, the provision of a space for a passenger must be maintained, though it may be covered. All this is most satisfactory and sensible, and really so logical that it was just a question of time before it became fact. It now looks as though one of my ambitions, to passenger on a world's record attempt, may come true, even if it does mean being battened down in a covered "cigar" body, though I shall insist on a window in the front, just to see the end in sight, whichever "end" it might be. While appraising these new regulations I in no way deprecate the record machine built by N.S.U.; in fact, that firm did more good for the sport than merely setting up a new "world's fastest"—they stirred up the F.I.M. on a matter that was clearly needing it. N.S.U. pulled off a "once-only" coup with the construction of their outfit, just as Cavvanagh, the Italian rider, did in 1947 when he built a banking sidecar that was not really a sidecar but a third wheel, and that like a bicycle wheel, and carrying his passenger on the pillion he rode the machine like a solo. It did not take the F.I.M. long to wake up and make some sounder regulations, with resulting benefits to the sport of sidecar racing. These "once-only" occasions are very satisfying, for I recall achieving one when I was passengering with World Sidecar Champion Eric Oliver. We won the Swiss G.P., which was a scratch event, leading from start to finish and including a pit-stop for refuelling against a field of 30 outfits that went through non-stop. We decided it was a unique occasion and one that would probably never be repeated.

* * *

While still in the winter season of the sport, with the accent on trials, the recent annual event for sidecars only, the D. K. Mansell Trophy Trial, was run this year in the Stroud area, on February 16th, and so popular did the change from the North prove that an entry of 63 was received, of which 59 actually started. This must surely have been the greatest collection of trials three-wheelers assembled together for a very long time, and full marks must go to Frank Wilkins and his lady passenger who won the event on their Ariel outfit. It was this outfit, less the driver, that I was privileged to borrow to win the Pressmen's own trial last December.

For some reason this country seems to delight in getting out of step with the rest. While the rest of the European sporting world think in terms of k.p.h., kilometres, road-racing, high-speed test tracks, Grand Prix races, etc., we are at variance, and now motor-cyclists themselves are encouraging this state of affairs by introducing a class for 200-c.c. machines in all manner of events when, internationally, this capacity class does not exist. Voices are always raised about the lack of good 250-c.c. machines in this country, while 125-c.c. machines might just as well not exist, and here we are sponsoring an in-between class for our national events. It does not seem very logical.

* * *

It is now only just over one month to the beginning of the new racing season and traditionally it will start at Pau, that attractive town at the foot of the Pyrenees. As last year, the solo events are for 250-c.c. and 500-c.c. only, the 350-c.c. class being omitted. Many people think that this is because the English monopolise this category with a flood of A.J.S., Norton and Velocette machines, while the Continent can only produce one or possibly two Parilla machines. Against this the 250-c.c. is just as much an Italian monopoly, so the thought is, why do organisers prefer the Italian class to the English class, especially when both groups of riders will produce 500-c.c. machines for the big race? It cannot be a financial matter, for it is well known that Italians demand higher starting fees than the average Englishman. It may be that more Italians will enter than English, but a sound thought was put to me recently, and that was that the Italians are better showmen than the English. Bearing in mind that a Continental circuit race, especially such as Pau, is run as a grand fête as much as a serious motor-cycle race, the Italians turn up with bright red machines, the riders, when not actually riding, and their hangers-on, invariably wear smart blue overalls, their womenfolk do justice to a fashion parade, and, taken all round, an Italian entry will ensure a background to the racing fitting to the occasion.

The English, on the other hand, start with machines painted a sombre black, they tend to wear their leathers all the time, or if not, change into dirty flannel bags or something equally English, and are outstanding only when the starting-flag falls. Admittedly that is the most important time to shine, but racing does have many aspects, especially on the Continent. Do not think that I am suggesting that our chaps should pansy themselves, I am merely quoting an idea given me, and a sound idea when thought about seriously. There does not seem to be any valid reason why our racing machines should not be painted the national green in the same way that English racing cars are coloured. The other aspects of the racing equipé I will refrain from passing comment upon.

Having just taken up some space on an anti-British subject, let me now make amends by quoting, though no longer news, that Geoff Duke won the "Sportsman of the Year" title, being voted winner over all other forms of sport, including those great national pastimes, foetball, horse-racing and cycling. Geoff obviously deserves his win from the sporting angle, but more so, I feel, from the point of view that he did more than anyone to keep this country's flag flying above all others. While winning the T.T. is meritorious from a British viewpoint, his convincing wins in the great Dutch and Belgian Grand Prix races did far more good for this country and helped to keep the name of Great Britain in high respect throughout Europe. "L'Anglais Geoff Duke" is a phrase that is international, and we must not forget that the most important part is the first two words "L'Anglais." Of course, it is just as much "L'Inglese" or "Der Englander," but whichever it is it is Duke who has brought it about, and this country as a whole, not only the motor-cycle fraternity, should be eternally grateful. Already the country has honoured one racing motor-cyclist, when Freddie Frith received the O.B.E.; whether an equal honour or greater is bestowed upon anyone else in our game remains to be seen.

* * *

I was interested to read in a contemporary some notes about sidecar speedway racing in Australia, but rather distressed to discover that races are always run clockwise, making the passenger almost unnecessary. Also, the outfits used appear to have become as specialised as the solo machines; this is a pity, for it means that, as with solo racing on speedway, the machine is a freak built for one purpose. If promoters were to insist that races were run in alternate directions, that is the first race clockwise, the second anti-clockwise, and so on, then not only would normal racing outfits be suitable, but a wider range of riders would be available and that branch of the sport would tend to keep in step with the rest of motor-cycling sport, unlike the solo "shoulder-boys" who bear no relation to the normal motor-cyclist.

ABOUT A CROUCH

The Mayor of Coventry, Councillor Harry Weston, J.P., accorded a Civic Reception to the drivers of those Coventry-built cars which were successful in the Monte Carlo Rally. This led to a photograph from Rootes Motors, Ltd., reaching the Editorial desk. This photograph is of the Mayor showing Stirling Moss a picture of father Moss in his Brooklands' Crouch of 1923. It would be pointless to reproduce it, because all Mayors look alike, and we shall have plenty of other opportunities of showing you what Stirling Moss looks like. As for the Crouch, it would come out too small for you to see anything of it.

But we were very interested to see father Moss so mounted. Moreover, our interest was held by the statement that in his 1923 Crouch A. E. Moss "attained a speed of 93.5 m.p.h."

It is a sad fact that unqualified historians usually exaggerate rather than diminish racing-car performances. A little research shows that the fastest lap ever achieved in a B.A.R.C. race by this Crouch, which was a stripped sports model with side-valve 1½-litre Anzani engine, was 84.84 m.p.h. This is in itself such a splendid achievement it is a pity to exaggerate. The car no doubt did 90 m.p.h., or a little more when absolutely flat-out, but to quote such a peak-reading in round figures is unwise, and to take it to even the first place of decimals is absurd. It would have been fairer to father Moss and his very sprightly Crouch to have ignored flights of fancy, quoting instead the true race-winning average on the occasion in question, which was slightly more than 80 m.p.h., a very different thing from a speed exceeding 93 m.p.h.

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FOR SALE

XK120 JAGUAR, grey. Registered November, 1950. 15,000 miles, carefully treated, not raced. £2,250. Jefferson, 54, Parliament Street, Nottingham. Tel.: Nottingham 40283. [1

TALBOT 14/45, 1930 model, 2-door saloon, body in fair condition, watertight. Mechanically sound. £75 or nearest offer, quick sale. Greville, 39, Sheldon Avenue, Highgate, London. Tel.: Mountview 5269. [2

JAEGER OIL PRESSURE GAUGE from M.G. TC, 30s. 109 *Autocars*, 36 *Motor Cycles*, 9 *Motoring*, 1949-51. Reasonable offer. Rose, 24, Bubblestone Road, Otford, Kent. [3

MOTORISED CARAVAN on 1941 Chevrolet chassis, 29 h.p. Left-hand drive. Tax £25. 100 per cent. condition throughout. Low mileage. Length 18 ft. Specially fitted with folding doors. Very smart. Colour green, with silver roof and cream interior. Will sleep two adults and two children. Calor gas lighting and cooking: Elsan closet (separate). Suitable for race meetings, Continental touring, etc. Would tow another van. Any trial. Photograph on request. Price £500 or near offer. The George Garage, Yield Hall Lane, Reading. Tel.: Reading 2912. [4

FOR SALE—*continued*

ALFA 1,750 CRANKSHAFT, complete gearbox, rebuilt radiator. Sensible offers please. F/Lt. Winterford, R.A.F., Tern Hill, Salop. [5

500-c.c. SPECIAL chassis—never run. I.S. all four. New tyres. Two by 350-c.c. engines, Albion H.D. box. Many bits. Seen Windermere. £150, o.n.o. Ashbridge, 1, Fleming Street, Maryport, Cumberland. [6

H.R.G. 1,100, 1950, £895. Appointment only. 9, North Street, Havant. Tel.: Havant 803. [7

MAGNETO, Scintilla Vertex, Type N.V.4, for standard TC model M.G., new and unused, £10. Fisk, Kirmington, Ulceby, Lincs. [8

PAIR 15 BY 50 UNUSED RETREADS. Best offer over £9. Leese, Longholm, Walton-on-the-Hill, Tadworth, Surrey. [9

4.75 BY 21 DUNLOP 90 covers and tubes, some brand new. J. G. Vessey, Curbar Lane, Calver, via Sheffield. [10

BRITISH SALMSON, 12 H.P., D.H. coupé, 1937. Makers reconditioned engine, chassis, throughout. Fitted S.U. carburetter, spare Solex, Bosch horn, Notex passlight. Well shod, two new spare covers. Reliable, fast. Good lined hood, good leather, seat covers. £350. Tel.: Springpark 1276. 66, Hartland Way, Shirley, Surrey. [11

£18—1921 WOLSELEY 10-H.P., stored 31 years! Complete chassis, running order, includes lamps, dynamo, starter; no windscreen or body but can supply tyres for towing. Offered to good home only. John Wrigley, 17, Thornbury Road, Isleworth, Middlesex. [12

ALVIS, 1931, 12/50 saloon. Engine reconditioned 1950 (Alvis), excellent chassis; taxed. £135, or exchange. Also most spares 12/50, 17, 20 h.p., 1929-32. S.A.E., 56, Clayhall Avenue, Ilford. Tel.: Wanstead 3488 (evenings). [13

TALBOT SPECIALIST offers 1935 "65" chassis, springs, steering, front, rear axles, 18, 19, 20-in. wheels, radiator shell, stoneguard, manual gearbox, block, crank, head, valve-gear; many "75" parts. "75" sports tourer being rebuilt, ready shortly. Rickard, 56, Clayhall Avenue, Ilford. Tel.: Wanstead 3488 (evenings). [13

FOR SALE—*continued*

£245, O.N.O.—B.S.A., 1936, SCOUT NINE, lively 2-seater. Twin S.U.s; 35 m.p.g.; excellent tyres, hood, paintwork, excellent condition. Buying larger car. Insured November. Tel.: Perivale 5474. [14

JAGUAR 100, 1937. Immaculate condition throughout. New all-weather equipment. Positively atomic performance. £550. Howard, 26, Wimborne Road, Poole, Dorset. [15

1938 SINGER LE MANS 1½-LITRE 2-seater. Three S.U.s, Scintilla Vertex. 400 miles since four-month overhaul. New outside exhaust system, crank reground, all bearings remetalled, new pistons, tyres, etc. New car arrived, must regrettably sell. £295. Pollard, 20, Hollies Rd., Allestree, Derby. [16

BENTLEY, 1932, 4-LITRE saloon. Superb condition. Offers. 3, Walsingham Road, Hove, Sussex. [17

EX-27-H.P. HUMBER, Stromberg automatic carburetter, nearly new, £4. Differential assembly, 4.89 ratio, £8. Shipley, Englefield Lodge, Egham. Tel.: Egham 2948. [18

BENTLEY 3-LITRE drophead coupé, Blue Label conversion. Mechanically good, brakes good. Spares include new hood covering. Mrs. Joan Fletcher, New Bull Hotel, Leatherhead. [19

M.G. MAGNETTE, NA, 2-seater sports. Re-registered 1950, £10 tax. Metallic blue; recent hood, sidescreens. Good tyres, batteries. Good engine; oil pressure, 60 normal. Following renewed: kingpins, crown-wheel, pinion and bearings, half-shafts, radiator, front cables; all brakes relined. Axle ends remetalled and machined. Bills to show. Continental air horn, racing screens, spotlamp, muff. £295. Tel.: Tulse Hill 5144 or Addiscombe 2846. [20

£50—1924 BULLNOSE MORRIS COWLEY 4-seater tourer. Mechanically and electrically perfect; four excellent tyres; excellent battery, good hood; body and sidescreens rough. Starts on the button and will never let you down. Owner going abroad. Commander (E.) Richmond. Tel.: Voxford 317. [21

1947 SINGER NINE ROADSTER, black, excellent condition. £560 or nearest. 28, Canterbury Way, Croxley Green, Herts. [30

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R-TYPE M.G. CHASSIS, fully independent torsion-bar suspension, with brakes, wheels, radiator; less steering, transmission. £75. Purchaser collect, Bristol area. Box No. 4164, MOTOR SPORT, 15, City Road, E.C.1. [314

1950 LEA-FRANCIS 2½-LITRE sports 2/4 seater. Silver, with green leather. One owner; 18,000 miles. Serviced and maintained by distributors. £1,450. Wheelers (Newbury) Ltd., Broadway, Newbury. Tel.: Newbury 1020. [23

LAGONDA, 1935, TYPE L 11393 4½-LITRE. Blue saloon, smart appearance, engine in perfect condition, good tyres. 17 miles to gallon. Two owners. What offers? Tel.: Crawley 205. [24

ROLLS-ROYCE SALOON, 20 H.P. Good running order. Offers. Wanted: Alvis 12/50. Baker, Highlands, Bucklebury, Berks. Tel.: Thatcham 2218. [25

1929 18-H.P. STAR chassis and engine, engine mostly complete but partially dismantled, suitable spares. Two spare 21-in. wheels. Torrance, 42, Newmarket Street, Falkirk. Tel.: Falkirk 1085 (business hours). [27

M.G. 18/80, MK. II, 1930 saloon. Brakes, clutch relined; rewired. Mechanically tight and sound; body re-upholstered. New Scintilla. Three new retreads; two good tyres, plus two unwrapped Goodyears. Honest and likeable motor car. Vintage member. £165, o.n.o. Commander (L.) Dunhill, Naval Electrical Dept., Admiralty, S.W.1. Tel.: Whitehall 9444, ext. 113. [28

BULLNOSE COWLEY, 1925. Good condition. Two new tyres. Insured, taxed, year. Hood poor. £70. Burder, Marling, Wadhurst. Tel.: Royal 2407 (daytime). [29

M.G. MAGNA, 12 H.P., 1932. Sound condition and good appearance. £195, o.n.o. Roberts, 57, Alicia Gardens, Kenton, Middlesex. [31

ROVER FOURTEEN shooting brake, 1932. Engine and chassis good, body rough. Good for rebuilding. Towable. £50, or offer. Holden, 6, Hutchcomb Road, Botley, Oxford. [32

1916 TRIUMPH MOTOR-CYCLE, showroom condition, £30. Standard Nine, 1930, gearbox, £3. Morris Minor starter, £2. S. E. Perriss, 20, Selbourne Road, Luton. [33

RAPIER 2-seater sports body, complete with wings, bucket seats, slab tank, fold-flat screen, chrome P.80s, etc. £35—accessories worth this. Buyer moves. Harrison, 215, Bexley Road, Erith, Kent. [34

LAGONDA 4½, 1934. Shooting brake body but easily converted to original 2 or 4-seater sports. Mechanical condition good. Nearly new 600 by 19 tyres; k.o. wheels; Andre telecontrols. £125, or will consider exchange for V8 special, finished or unfinished. Siddeley Special close-ratio gearbox (preselector), £27 10s., o.n.o. Kershaw, 72, Talbot Road, Old Trafford, Manchester. [35

ACE MANIFOLD for Citroen Light Fifteen, complete with twin Solex 32 B.I.P. carburetters. Best offer over £6. Happer, 11, Gipsy Lane, Nunthorpe, Middlesbrough, Yorks. [36

£110—G.P. SALMSON 2-seater. Two o.h.c., 10 h.p.; outside exhaust, k.o. wheels, fold-flat screen. Spares include two engines. Simmons, 4, Parkside, N.3. [37

FIAT BALILLA, 1,100 c.c., 2-seater sports. Recellulosed racing-red, silver wheels, new hood and tonneau, new carpet and seat covers. Appearance immaculate. Six new tyres, spare block, coil, plugs, and carburetter. Very fast and economical. Taxed, fully insured, and ready for many miles of fast motoring. £365. Young, 102, Coombe Lane, Bristol, 9. Tel.: Bristol 81790. [38

£55 ONLY—SUNBEAM 20/60, good condition. £10 tax. New hood, etc. Robins, Frederick Place, Yeovil. [39

REFLECTORS RESILVERED, 5s. 6d. each, including post by return. Send P.O. Superbrilliant. Guaranteed. Trade terms. R. E. Packer (Dept. D), Sion Place, Clifton, Bristol, 8. [40

CROSSLEY 10-H.P. TORQUAY saloon, 1933. Excellent condition throughout. Resprayed. Spare engine; other parts. Taxed, insured. £260. Angus, Ravenstone, Corbridge-on-Tyne. [41

TALBOT 105 5 to 6-seater coachbuilt cabriolet, 1931. Laid-up for seven years. New tyres, batteries, wiring. Preselector gearbox and differential completely overhauled. £200, o.n.o. Gibb, 49, Cheyne Walk, S.W.3. [43

1933 HORNET SPECIAL tourer, 12 h.p. Practically every moving part renewed past year. £200, o.n.o. 29, Campers Avenue, Letchworth, Herts. [44

KEEP IT ON THE ROAD with Cords—the piston ring which has revolutionised engine maintenance. Obtainable from: Macey & Smith, 17, Lancing Road, West Croydon. Tel.: Thornton Heath 4503. [45

STUTZ, 1930, 36-H.P., supercharged Eight foursome coupé, fixed. Cost £1,500. Bargain at £150. Stored 12 years. Original log book. Also 1935 Railton Eight drophead foursome, requires tidying, £150. Petersfield Garages, 1357, Stratford Road, Birmingham. [46

FOR SALE—*continued*

100 M.P.H. very special 1½-litre Invicta 1936 chassis, aluminium body by Corsica, originally supplied to racing driver Montefiore. Full description, MOTOR SPORT, Sept., 1939. Car since fitted with Mercury engine. £285. Smith's, 86, Chalk Farm Road, N.W.1. Tel.: Gulliver 2767. [47

TALBOT 14/65 saloon, 1934½; 3,000 since rebore; good tyres; internally smart. 23 m.p.g. £135. 26, Nicholay Road, N.19. [48

CITROEN TWIN-CARBURETTER SET. Solex carburetters, manifold, etc. Terrific power increase. Own Citroen sold. £16 10s. 52, Grangefields, Shrewsbury. [49

1934 SUNBEAM SPEED TWENTY, 4-seater saloon. Body good. Engine reconditioned. New battery, new tyres; numerous spares. £150 or offers. Winters, Tachbrook, near Leamington Spa, Warwickshire. [50

A.C., 1935, 2-LITRE saloon, excellent condition. £280, o.n.o., or exchange open car. Tel.: Springpark 6760. [51

ALVIS SILVER EAGLE PARTS: Complete back axle, new linings, £15; 18-in. k.o. wheels, £3; rebuilt 700 Dunlops, £5; tubes, 10s., all good condition; large piston shockers, 7s. 6d. Or offers. Mepham, The Close, Fairlight, Sussex. [52

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1935 **Wolseley Hornet** saloon, **£195.**
1932 **Standard Nine** saloon, **£165.**
1934 **Singer Eighteen** saloon. Lovely car, **£135.**
1932 **Austin Sixteen** saloon. Fine order, **£85.**
1930 **Citroen** 13-h.p. saloon, **£75.**
1928 **Swift** 10-h.p. saloon, **£65.**

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Paddington 3952.

RILEY NINE. Special series engine, coil ignition, two S.U.s. Complete engine overhaul recently, coachwork modernised 1946; 35 m.p.g.; new battery, brakes relined. Enthusiast's job. £275, o.n.o. Pownall, 99, Devonshire Road, London, N.13. [53

1949 MINX: Front near-side wing, 50s.; 1936-39 front wings, 40s. each; no welding. Morris Minor: 1934, five 3-stud 19-in. wire wheels, s.b. and primed, one 6-stud, 18-in., also, 15s. each.; timing cover/oil pump, 10s. lot. Vanguard front bumper, with overriders, 90s. Pre-war Vauxhall bumper, 20s. Morgan, 49, Hayes Lane, Kenley. Tel.: Uplands 8101. [54

M.G. drophead coupé, 1940 model TB. Exceptional condition. Newton shock-absorbers, Fram, etc. £500. Apply: Greenwood, Horncastle, Lincs. [55

ALVIS, 1933, SPEED TWENTY Vanden Plas tourer, in excellent condition. New hood, screens, repaint, good tyres. £275. James, New Road, New Mill, Tring. Tel.: Tring 2389. [56

H.R.G. 1,500, late 1948, B.R.D. green; 26,000 miles. First-class condition. £800 or near offer. Box No. 4099, MOTOR SPORT, 15, City Road, E.C.1. [57

XK120 JAGUAR. Excellent condition. Recently completely serviced makers. Box No. 4073, MOTOR SPORT, 15, City Road, E.C.1. [74

ENGINEER, considerable experience, offers technical advice and location of spares to fellow enthusiasts. S.A.E. Box No. 4077, MOTOR SPORT, 15, City Road, E.C.1. [78

FOR SALE—*continued*

RILEY NINE, 1933, SPARES: New or reconditioned: road springs, front and rear axles, gearbox, clutch, torque-tube, brakes complete, brake drums, 6-stud wheels, steering, dynamo, starter. £100 the lot or would sell in units. Box No. 4074, MOTOR SPORT, 15, City Road, E.C.1. [75

PAIR LUCAS HEADLAMPS, 6v. Dipper. Wanted: Ford Ten special. Box No. 4075, MOTOR SPORT, 15, City Road, E.C.1. [76

12/40 LEAF, R/A: Solex carburetter, Rotax dynamo, 12-v. battery, V8 pump. 1933 Vauxhall half-shaft. Several vintage large headlamps, odd and pair. Offers. Box No. 4076, MOTOR SPORT, 15, City Road, E.C.1. [77

SCINTILLA VERTEX, 4-cylinder, clockwise. Type A.V.4, 22-deg. auto. Absolutely as new. Any offer over £8 10s. Box No. 4078, MOTOR SPORT, 15, City Road, E.C.1. [79

STAFFORD SPECIAL single-seater, 1½ litre, s/c., racing car. Can be tried on local aerodrome. Offers please. Box No. 4079, MOTOR SPORT, 15, City Road, E.C.1. [80

BRITISH SALMSON 4-cylinder engine and clutch, no accessories, £15. Beresford 2-wheel 15-cwt. trailer chassis; Girling auto-brakes; suitable Land Rover, etc., for specials, mobile workshop, canteen, horse-box, livestock, etc., £30. 1934/6 Standard Twelve crankshaft, £2 10s. Box No. 4080, MOTOR SPORT, 15, City Road, E.C.1. [81

CITROEN F.W.D. SPARES, exchange basis. Enthusiast has for exchange, all perfectly reconditioned: drive shafts, £18 pair; gearboxes, £43; engines, £60. Also secondhand wings, silencers, manifolds, dynamos, speedometers. Box No. 4081, MOTOR SPORT, 15, City Road, E.C.1. [82

TALBOT 105, 1933, V.P. tourer, maintained regardless of expense. Complete overhaul by Talbot experts May, 1951, costing £250. Batteries new; tyres excellent, five spares. Weather equipment nearly new. Front seats re-upholstered, plus Dunlopillo, at cost of £40. Carpets nearly new. Spare gearbox. New Andre telecontrol shockers. Whole car in excellent condition throughout. Health only reason for selling. £400, no offers. Box No. 4083, MOTOR SPORT, 15, City Road, E.C.1. [84

BENTLEY SPEED SIX, 1929, with Weymann foursome drophead coupé in original condition. Telecontrols. Taxed year (£10!). New Exide 15-plate battery. Six wheels, many tyres. C and D boxes available. 3.53 axle. Excellent mechanical condition; 15 m.p.g. £650. Box No. 4084, MOTOR SPORT, 15, City Road, E.C.1. [85

ROLLS-ROYCE 20/25, 1931 model, with Barker 4/5-seater saloon with disappearing division. No occasionals. Excellent mechanically, engine just overhauled at 80,000. Coachwork, carpets, upholstery, very good order and wings just resprayed. Complete and original in every way, with Rolls-Royce mascot, etc. Six tyres, two new. Taxed quarter. £650. Box No. 4085, MOTOR SPORT, 15, City Road, E.C.1. [86

1925 ROLLS 21.6-H.P. chassis, complete but dismantled, and with rare technical literature. £100. Box No. 4086, MOTOR SPORT, 15, City Rd., E.C.1. [87

ALVIS SPEED TWENTY, 1934, black Charlesworth saloon. Engine just rebuilt, crank ground, new mains, rebored, carburetters overhauled, new batteries. Not yet run-in—on the road 20.1.52. All bills available. Excellent condition. Only two owners since new. Seen Manchester area. £420. Box No. 4089, MOTOR SPORT, 15, City Road, E.C.1. [90

INVICTA TOURER, 1932. Reconditioned Ford V8 engine not yet run-in; new hood, good tyres and bodywork; rewired throughout. Very fast. £325. Box No. 4090, MOTOR SPORT, 15, City Road, E.C.1. [91

B.S.A. SCOUT, 1936. One owner since 1937, works reconditioned 1945. Absolutely reliable. Nearest £200. Box No. 4091, MOTOR SPORT, 15, City Road, E.C.1. [92

M.G. J2 STEERING WHEEL, 35s.; camshaft, £3 10s., crankshaft, £6 10s.; 4-speed gearbox, £4 10s.; water manifold, 25s.; brake drums, 10s. each; dynamo, £4 10s. M-type cylinder blocks, £3 each; con.-rods, 6s.; cylinder heads, £2; bell housings, 10s.; front housings, 7s. 6d. P-type sump, £2. Pair bucket seats, 25s.; 12v. car radio, £6 10s. Box No. 4087, MOTOR SPORT, 15, City Road, E.C.1. [88

RILEY NINE AND TWELVE SPARES: Chassis, gears, axles, wheels, gaskets, pistons, clutch thrusts, one 1934 Monaco saloon body, crown-wheels, Adelphi front and rear doors. Complete Riley service. Arthur Bryden, 101, Wellington Road, Leeds. Tel.: Leeds 38310, 38625 (evenings). [93

BENTLEY 3-LITRE, 1926, V.D.P. open aluminium body, big sump, 1,800 camshaft, "A" box, Hardy-Spicer shaft. Very quiet engine and box, good upholstery. Best offer over £325. Good reason for sale. Brookes, 33, Gordon Avenue, Norwich. Tel.: Norwich 33633. [94

A.C. 16-H.P. 2-seater sports, 1938. Built-in jacks, telecontrols, automatic greasing. New hood, tonneau cover, etc. Very good car. £500. Ogden, Arncliffe, Riddlesden, Keighley, Yorks. [99

FOR SALE—*continued*

LAGONDA 4½-LITRE pillarless saloon, superbly maintained by almost one owner. Dunlopillo upholstery. £425. Wadcol Motors, 150/6, West End Lane, N.W.6. Tel.: Hampstead 1177. [315

SPECIAL BUILDERS!! Rolled Wolseley Hornet. Engine, transmission, chassis, sound. Overhauled 1950, fitted Cord rings, king-pins, bushes, shackle-pins. Towable. Ideal basis for special. Seen Yorkshire. What offers? Burke, Rectory Flat, Fifield, Oxford. [316

ENTHUSIAST OFFERS parts for 18-h.p. Vauxhall special. Nearly all new. Complete engine, rear axle, front, with i.f.s. chassis, two pairs springs, seats, wheels, tyres, petrol tank, headlamps, harness column and wheel, etc.; four sheets 18 s.w.g. aluminium. A bargain at £220. 26, High Street, Toddington, Beds. [317

SUNBEAM 24-H.P. limousine, in excellent condition. Tyres and battery very good. Worth seeing. £165. 61, Northcote Road, Walthamstow, E.17. Tel.: Larkswood 5828. [318

FRAZER-NASH-B.M.W., 1937, 1½ LITRES. Type 40, 2-seater. Recently rebuilt. Hydraulic brakes. £385. 1, Archery Close, W.2. [319

1936 RILEY 12/4 sports 2/4-seater, very good condition. Tyres almost new. Exceptional performance and roadholding. New battery. £275. Clarke, Tel.: Radlett 5840. [320

1938 VAUXHALL TEN saloon; new radio; taxed year; superb condition; £395—easy terms or any exchange. 1939 Austin Big Seven saloon; perfect condition; taxed; £310—easy terms or any exchange. 1936 Austin Ten; 2/4-seater tourer; Taxed; one owner only; stored eight years; remarkable condition; £250; or any exchange. 1934 Standard Avon Ten 2/4-seater sports; taxed; good condition; £225 or any exchange. 1946 Hillman/Commer Ten Van; perfect condition; taxed; £385; easy terms or any exchange. 1946 Standard Fourteen; taxed; running; fitted truck open body; also 1946 saloon body to fit; any offer. 1937 Ford Eight open truck; taxed; running; fair condition; any offer. 1931 Morris Minor saloon. 1932 Morris Oxford saloon; both in a bad way; not running. Stripped Singer chassis; Hornet engine; Magna engine; Singer engine; any offers. 15, Nashleigh Hill, Chesham, Bucks. Tel.: Cholesbury 360. [321

200,000 BLACK AND WHITE glossy motor car photographs. English and foreign. 10s. 9d. dozen. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks. [321

19,000 CAR INSTRUCTION MANUALS. Sale—loan. Inquiries stamped envelope, please. Also engine manuals, wiring diagrams. Manuals bought cash. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks. [321

30,000 MOTORING BOOKS. Journals, maps, all titles published stock. Immediate supply. Lists stamp. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks. [321

S.S. 1933 16-H.P. Good running order. Body condition, upholstery and tyres good. £115, or n.o. Blyth, The Chalet, Church Road, Ramsden Bell House, near Billericay, Essex. Tel.: Ramsden Heath 271. [322

SELL OR EXCHANGE. For open sports 4-seater Morris Fourteen coachbuilt sports saloon. 1934. In very nice condition. One owner. Clark, 26, West Park, Harrogate. [323

SALE OR EXCHANGE. Jaguar 12-h.p. saloon. 1936. Excellent condition. 8, Stonefall Drive, Harrogate. [324

RILEY NINE KESTREL, 1934. Excellent mechanically. £190, or prefer exchange perfect Leaf 4-seater. Toffin, 4, Station Road, Alvechurch, Birmingham. [325

ALVIS FIREFLY tourer, 1933, 12-h.p. Owner leaving country April. Details and photo genuine enquirers. About £180. Tintern Lodge, Abbey Road, Malvern. [326

RILEY NINE KESTREL, 1934. Good condition. manual gearbox. Most parts, spare engine and gearbox. £195. 12, Southleigh Grove, Leeds, 11. [327

LAGONDA 3-litre tourer, 1932. Green V.D.P. Engine reconditioned, just run-in. Two new tyres, three fair. New all-weather equipment. £275. Sqd.-Ldr. Reid, R.A.F., Old Sarum, Salisbury, Wilts. Tel.: Salisbury 2461. [328

A.C. 1933 2-LITRE 2-seater, with winding windows. Mechanically good. Body fair. £185. Backhouse, Highfield House, Bawtry. [329

750 AUSTIN. I.F.S. Good tyres. Motor. Best over £60. 6, Fairlawn Grove, Croydon Lane, Banstead, Surrey. [330

1937 BRITISH SALMSON TWELVE close-coupled saloon. Chassis recently completely overhauled. Nearest offer £260. Stephan, Stowe. Tel.: Buckingham 3164. [331

J2 RADIATOR, £12; 500 by 19 tyre, £3. 102, Elwill Way, Beckenham, Kent. Tel.: Beckenham 2862. [333

ALVIS 12/50 T.J. saloon, or similar. Details, photograph, history. Bloor, "Hillcrest," Shotteswell, Banbury. [347

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1939 Triumph Dolomite roadster, finished attractive cream; superb condition throughout ... **499 gns.**

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1939 M.G. 2½-litre D.H. foursome coupé. Finished dual tone grey. Superb mechanical condition ... ... **569 gns.**

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1937 Fiat 500 cabriolet, very sound mech. Carefully maintained **299 gns.**

1934 Alvis Silver Eagle sports saloon ... ... **229 gns.**

1948 Standard Eight tourer. Negligible mileage. Sound mech. condition ... ... **529 gns.**

1935 Wolseley Daytona special sports 4-seater. Resprayed, new hood, etc. Excellent performance **259 gns.**

1935 M.G. PA sports 2-seater. Recent major overhaul. Bills for £130 ... ... **299 gns.**

1934 M.G. L-type Magnette sports coupé. Very sound mech. condition ... ... **249 gns.**

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FOR SALE—*continued*

BENTLEY, ALVIS, HEALEY. H. Kemp-Place offers four magnificent cars. 4½-litre Bentley, Birkin's historic Le Mans car. £675. 4½-litre Bentley 2-seater. £450. 1939 Alvis Speed 25 saloon, faultless. £850. Late 1950 Healey Silverstone. Many extras. £1,150. Evergreen Service Station, Stanway, Essex. Tel.: Colchester 2600. [332

ALLARD. The ex-Leonard Potter 1947 special sports 2-seater. 150 miles since mechanical overhaul. Terrific performance. £515. Varndell, 11, The Poplars, Ferring, Worthing. [334

1926 O.H.C. "509" FIAT 8-h.p. Good, original 2/3-seater body. Good hood. Rewired. New valves, guides. £70. Tel.: East Horsley (Surrey) 142. [335

ALVIS FIREFLY COUPE. Recent new parts include carburetter, plugs, brake linings, cables, wheel driving plates and studs, wiring, exhaust, perspex windows, oil-coil, rebuilt wheels (all). Spares include block (just rebored), new pistons, head, diff. unit and halfshafts (as new), wheel, tyre. £270. Tel.: Meopham 3170 (North Kent). [336

NO. 9 POWERPLUS, £10. M.G. K. manifold for same, £3. Roots type supercharger, £6; 1½ in. S.U. carburetter, £4. Stocks, "Harpers," Pleshey, Chelmsford. [337

M.G. ENV. GEARBOX. Remote control overhauled, unused, perfect. Delivered 60 miles. Offers. Doone, Burgh Mount, Banstead, Surrey. Tel.: Burgh Heath 2921. [338

ENTHUSIAST'S ALVIS 12/50 BEETLEBACK. Nice condition. Genuine reason for sale. £175. Details: 44, Alleyn Road, London, S.E.21. Tel.: Gipsy Hill 3565 (evening); Shoreditch 8232 (day). [339

RILEY NINE MONACO. Good condition. Knock-on wheels. Two new tyres. New batteries. £220. Consider open sports in part exchange. Rowe, 176, Hawthorne Avenue, Rainham, Gillingham, Kent. [340

ALVIS SPEED TWENTY, 4.5-1 C.W.P. assembly 12/50 chassis complete. 4-seater tourer body. Rough, recoverable. Will dismantle. Must clear. Offers? 20a, Hartington Road, W.4. Tel.: Chiswick 2803. [342

TALBOT 75, 1934, fixed head coupé. Fast and uses no oil. First gear of Wilson box slips slightly. £135. The White Cottage, Crampshaw Lane, Ashtead, Surrey. Tel.: Ashtead 2588. [343

ALVIS 12/50. Overhauled chassis, reconditioned big-port engine, spare long stroke engine, twin carb., manifold, gearbox, dynamos, starters, steering column, rear axle, tank, TG radiators, several tubes, tyres (four new). £90 lot. *Motor Sport*, 1941/51, *Autocars*, 1947/50. Offers? 29, Brankesome Drive, Nab Wood, Shipley, Yorks. [344

MG. TA 2-seater. £350. First registered June, 1937. Taxed end of year. Only changed hands once since new. Carefully driven and maintained. Dark green with leather to match. Genuine 33 m.p.g. Negligible oil consumption. No offers. Inspection welcomed. Robert Hall, The Gables, Market Harborough, Leics. [345

TWO 4.75/21 GOODRICH GILT EDGED one ditto Dunlop, new. One 4.50/21 Goodrich balloon, part used. One self change gearbox off 1935 Riley Kestrel. Hutton, 2/8, Valkyrie Road, Wallasey, Cheshire. [346

1927 ARIEL 500 c.c. o.h.v.; 36 gentle miles since rebore. Unused spare tyre. Insured. £20. Adelaide House, Ongar, Essex. [348

£45. 1928 AUSTIN 12.4 tourer. Good runner. Excellent hood and battery. Taxed, insured. Tel.: Beckenham 1269. [349

TALBOT 75, 1933. Excellent engine. Negligible oil, reconditioned preselector. Very good saloon body, tyres and battery. £115. Weekends, please. Cairns, 74, Danbrook Road, Streatham (near Norbury Station). [350

P.F. SPECIAL 750 c.c. open sports 2-seater. Professionally built body, finished red, engine rebored, overhauled, new c/pinion, new radiator, remote control, springs lowered, four new tyres, taxed and insured. £200, or exchange 8-10 saloon, same value. Tel.: Thanet 22756 between 6-7. [351

ASTON-MARTIN 2-litre short chassis, 1937-38. Engine rebored, crank reground, etc. New camshaft, rockers rebuilt, new timing gear and chain, new water pump, new hood and side curtains. Tonneau cover. Reconditioned radiator. Oil pressure as per handbook. All bills available. £595. This car appeared in the film "Reluctant Heroes." Shaw, Manor House, Manor Road, Oldham. Tel.: Main 1321. [352

VAUXHALL 30/98 PARTS. Laystall overhauled engine with accessories. Gearbox, clutch, radiator, shackles. Numerous other items. Details from F. Sanville, Brow Cottage, Bollin Hill, Wilmslow, Cheshire. [353

TRIUMPH, 1934, FAMILY SALOON. Taxed. Reliable. Exchange sports, vintage or interesting car. Cash adjustment. "Rose Cottage," Chawston, Bedford. Tel.: Eaton Socon 324. [354

LAGONDA "16/80" drophead foursome. 1934. £225. 68, Edgwarebury Lane. Tel.: Edgware 0493. [356

FOR SALE—*continued*

H.R.G. 1½-LITRE MEADOWS. Fitted E.N.V. pre-selector gearbox. Original box as spare. Two owners only and very well maintained. Successful competition car. Nearest £550. 72, Gilbanks Road, Wollaston, Stourbridge, Worcs. [355

VINTAGE TALBOT "14/45," 1929, drophead 2-seater. Coachwork as original. Mileage 50,000. £125. West Motors, Upton Road, Watford. Tel.: Watford 6596. [357

FIAT 500 COUPE, 1938. Excellent. Reconditioned. £330, or exchange old Riley Nine and cash. Tel.: Maryland 2707. [358

PAIR P100 HEADLAMPS. Rechromed and overhauled. Gibson, Cropton Lane, Pickering, Yorks. [359

REBUILT RILEY NINE CHASSIS. Engine rebored, reground, many replacements. Reconditioned dynamo starter magneto. Transmission sound. Four unused tyres. Front end built-in lights. Instruments, etc. No cash left for completing. Offers around £65. Evans, Westlands Farm, Burstow, Horley, Surrey. [360

1935 RILEY FALCON 1½-litre. New silencer required. Best offer £275. Webster, 46, Hempstead Road, Watford. Tel.: Watford 2440. [361

1934 HUMBER 16.9. Converted large van. Taxed, insured. Exchange unfinished special. East Lodge, Ashton, Oundle. [362

PAIR 13 ZEISS HEADLAMPS. Chrome, complete brackets, badge bar, £20. Pair 7½ in. Bosch, chrome, £6. Pair hydraulic shock absorbers, H.D. £5. Pair four-cylinder Scintilla magnetos, perfect. £15. Many Bentley spares. Townshend, Ramsbury (T.N. 276), Marlborough, Wilts. [364

CLYNO, 1926. Amazing condition. Elegant, roadworthy. £65, including spares. T. Osborn, Lincoln, Oxford. [363

HEADSCARVES. The original, featuring leading racing and sports-car motifs, 30s. Vintage, 35s. Finest quality. Sports/vintage spares, accessories, electrical equipment, leather seats, etc., to clear. Interesting list free. Rich, Steelgreen, Millom, Cumberland. [365

R.-R. SILVER GHOST, 1921. Cabriolet body. Excellent condition throughout. £100, or offers. Harrop, The Union Society, King's College, Newcastle-upon-Tyne, 1. [366

CENTRAL GARAGE (CROYDON) OFFER: 1946 M.G. TC. Remarkable condition throughout. Price £650. Central Garage (Croydon), Ltd. Tel.: Croydon 7464. [367

COMPLETE, in unit form, Austin A90 body. Convertible, including wings, bonnet, panel, instruments, heater, screen, hood, seats, wiring, upholstery. Excellent condition. Not crashed job. £200. 39, Breinton Road, Hereford. Tel.: Hereford 3101. [369

T.T. REPLICA FRAZER-NASH, fitted V8 engine, on £10 tax. An extremely fast car—95 m.p.h. plus. Hood, tonneau, spotlight; 20 m.p.g. Marriage on 15th necessitates quick sale. Offers around £300 invited. Broome, 24, Cavendish Avenue, Sudbury Hill, Harrow. Tel.: Byron 3141. [376

MAGNA, 1932, M.G. saloon. Damaged crash engine; axles, steering, etc., o.k. £65, o.n.o. Also Austin 1932 taxi spares or to work, £25. 84, Woodland Way, London, N.21. [371

HANDBOOKS.—Singer Nine sports, 35s.; Riley Nine, 1929-33, 45s.; Humber 1930-32, 17s. 6d.; Crossley Fourteen, 1923-4, 25s.; Hillman Fourteen, 1925-6, 20s.; Rolls 20-25, 1926, 60s.; Rolls 40-45, 1926, 50s.; Mechanic's Handbook, 1914, 12s. 6d. Brand new 42-tooth Riley Nine c.w., £4 15s. Spring steering wheel, 10s. Wanted: Riley Nine, 1932, c.w.p. and timing wheels. (Exchange.) Halliday, 64, Bourne Street, S.W.1. [372

1935 S.S.1 20-H.P. drophead coupé. Smart, fast, attractive. Black, red leather upholstery. £200. London. Tel.: Fremantle 1416. [373

RILEY NINE, 1934, MONACO, manual gearbox. Absolutely reliable mechanically; oil consumption negligible; two new batteries. Bodywork fair. £150, o.n.o. Tel.: Primrose 9508, evenings or weekends. [374

HUMBER SNIPE, 3.7.36.; luxury saloon; radio; £225. Armstrong Twenty sports saloon, 6.6.34; new tyres; excellent throughout; £175. Exchanges considered. Tel.: Greenwich 0772. 10, Eastbrook Road, S.E.3. [375

CROSSLEY 10-H.P. TORQUAY saloon, 1934. Essentially sound and reliable. £90, offers. Hall, 49, Shepherds Lane, Leeds, 8. [376

FORD SPECIAL, 8 H.P., o.h.v., new engine, Scintilla, tubular aluminium body. Metallic-blue. Hood, tyres new. Reconditioned throughout. £250. Andrassy, 114, King Edward Drive, Grays, Essex. [377

1932 SINGER de luxe saloon, 8 h.p. Perfect runner. £90. 499, North Circular Road, N.W.2. [378

B.S.A. SCOUT 4-seater coupé, 1939 model. Good condition. £265. Tel.: Molesey 2505 (weekdays only). [380

1937 SINGER TWELVE saloon, good order, tyres. £225. Gilbert, 58, Cedars Road, Hampton Wick, Middlesex. [381

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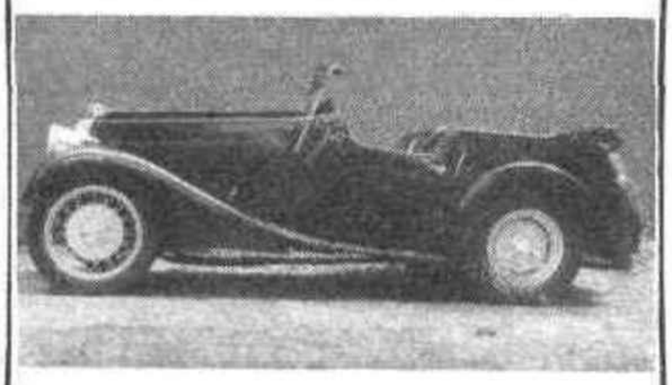
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ASTON-MARTIN, 1938, 2-litre, 4-seater. Black with red leather interior, new all-weather equipment with concealed hood, and tonneau cover. Tyres as new. Body unmarked. Maintained by Aston-Martin specialists. **£595**

AUSTIN A.90 ATLANTIC, 1950, convertible drophead coupé in red, with power-operated hood and windows. Loose covers, heater and demister, and radio. This car is absolutely immaculate and has done 11,000 miles only since new and been beautifully maintained by engineer owner. **£1,295**

BROUGH SUPERIOR, 1936, foursome drophead in black and chrome, white hood and beige interior. Railton Straight Eight engine fitted in 1948. The exceedingly impressive body and the car's incredible acceleration command respect wherever it may go. **£400**



WOLSELEY SPECIAL 14-h.p. 4-seater sports in black, green leather, upswept scuttles, new hood and screens, new headlamps, twin dippers, new Bluemel steering wheel, new tonneau with zip, all just fitted. Large rev.-counter and speedo, electric clock, etc., quick filler caps. Heavy duty springs and stabilisers, telecontrol dampers from dash, oil radiator, chromed engine parts. The car is running unblown, but a Marshall L.P. blower with Solex DB.35 carburetter matched to the engine is included. Taxed for year. **£395**

INVICTA 12-h.p. 4-seater sports, in cream, good all-weather equipment. Excellent tyres. Engine recently overhauled. Remote control gearbox, original dashboard, fold-flat screen. All chrome in extremely good condition. **£295**

M.G., 1938, TA 2-seater. In first-class order throughout. Fast and economical. **£425**

M.G., 1939 TB 2-seater. Good hood and screens, tyres, beautifully maintained **£475**

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FOR SALE—*continued*

AUSTIN SEVEN REAR AXLE, 1939, big shaft type, reconditioned, offers. All Austin Seven spares available. Largest stocks in the North. Austin Seven Services, Kirby Wiske, Thirsk, York. Tel.: Kirby Wiske 201. [379

SINGER NINE sports 4-seater, 1934. Mechanically sound. Recently crankshaft reground, brakes relined, new windscreen. £130. Dunford, Orchard Site, Waterbeach, Cambs. [382

SPARES. Magnette manifold; T-type generator; 4.50-19 tyre; 500 Fiat cylinder head; Morris Eight engine, hubs, brakes. Maintenance book, 1,750 Alfa, 1949 Nash. Copies MOTOR SPORT, *Speed*. Bedwell, 24, Charnwood Street, Derby. [383

£120—LANCHESTER TEN, 1933. Tyres good, engine fair. Preselector, Lockheeds. Interior good. 21, Second Avenue, Kidsgrove, Stoke-on-Trent. [384

£80—AUSTIN SEVEN, 1931, saloon. Good running order. Taxed, insured. Tel.: Ascot 714, evenings after 9 p.m. Name, Townley. [385

ROLLS-ROYCE 20/25 Weymann 1930 close-coupled saloon. Well maintained; private owner. £525. 5, Westbourne Road, Edgbaston, Birmingham. [386

A.C. ACE pillarless sports saloon, good appearance and wonderful runner, 1934/5. £155. W. Barnes, 36a, Leigham Avenue, Streatham. [387

HUMBER 12/25 saloon, 1926 model; mileage 26,000. Upholstery excellent. Good running order. Offers wanted. Tel.: Eaglescliffe 3297. Strathmore, Yarm Road, Eaglescliffe, County Durham. [388

ALVIS 12/50, half truck, excellent runner. Exchange or sell, £55. Arthur's Seat, Whitehill, Caterham, Surrey. Tel.: Caterham 120. [389

ALVIS 12/50, 1932, close-coupled saloon. Four new tyres. Dynamo and starter reconditioned at vast cost. No oil. Taxed. £175. Cazenove, 180, Chiswick Village, London, W.4. Tel.: Chiswick 0996. [390

BENTLEY 4½, 1929, 2/4-seater. Magnificent condition throughout. Nearly £400 spent during last 2,000 miles on engine, transmission, body (14 coats black cellulose), all-weather equipment, battery, tyres, Lucas fog-lamp, rewiring, etc. P.100s. Sacrifice £400. 6a, Victoria Road, Colchester. Tel.: Colchester 4832 (evenings). [437

12-in. WIDE CYCLE WINGS, steel. Domed, beaded all round. Rounded ends. Painted. Fronts/rears, 10s. 6d. each. 7s. 6d. each in dozens. Stanley Lipscombe, 6, Castle View Terrace, Boveney, Windsor. [438

SUPERB and unmarked 1950 E-type Healey Silverstone, £1,075. Riley, 7, Trumpington Road, Cambridge. [440

1931 D8 DELAGE, in excellent condition. French body by Gale. £180. Dr. Wood, 12, Kepstorn Road, Leeds. [441

PUBLIC ADDRESS EQUIPMENT for use on car, complete with speaker, mike and amplifier, excellent condition—suitable club events; £35. 1939 Jaguar 1½ new instruction book, 20s. Lucas 6-volt chromium cased horn, 20s. Wanted: P M.G. 19-in. wheel, must be reasonable. Clare's, Llandudno. [442

TALBOT FOURTEEN, 1930, sportsman's coupé saloon. Excellent condition all round. £125. 40, Edburton Avenue, Brighton, Sussex. Tel.: Brighton 56153. [443

WHEELS.—Repairs, rebuilds and conversions. Wheels in stock from 1925. W. & L. Page, Pottery Road, Brentford. Tel.: Ealing 5538. [445

1936 LANCIA AUGUSTA de luxe saloon. Good condition. New cylinder head, block, battery, front springs, etc. Apply: R. E. Lloyd, Walton-on-Thames. Tel.: Walton-on-Thames 3410. [446

1947 TC SPARES: Two crown and pinion, 5.125, 5.45, almost new; pinion roller and ball races, new; clutch plate, special lining, new; two 19-in. wheels, tyres and tubes, half worn; spare carrier, any size wheels, distributor, valve springs, air-cleaner and manifold to standard carburetters. Offers, the lot or separate. Wilkie, Dovedale, Bramley, Surrey. [447

1938 AUSTIN SEVEN RUBY saloon. Grey. Engine overhauled; new crankshaft and bearings. New tyres and battery; 50 m.p.g. Excellent condition. Southall, 139, Merry Hill Road, Bushey, Herts. [448

1924 STANDARD tourer, 14 h.p. Aluminium body, fair condition; uses no oil. Laid up 15 years. 24 m.p.g. Insured. £50. Traini, 75, Horringer Road, Bury St. Edmunds. [449

M.G. TYPE PA 2-seater, in quite reasonable condition. Windtone horns, new radio, brand new battery and two extra spare tyres. Price £235 or near offer. J. F. Turner, 225, Dobcroft Road, Sheffield, 11. Tel.: Sheffield 74331 (evenings). [450

BRITISH SALMSON, 1937, special 14-h.p. sports saloon. Black, red leather. New Indias. Genuine low mileage. Under 6,000 since engine rebuilt by Salmson's. Really beautiful car. £450. Dennis, Tel.: Burgh Heath 1102. [451

L-TYPE M.G. Retrimmed, recellulosed, good tyres. £195, o.n.o. 22, Copthorne Road, Rickmansworth. Tel.: Rickmansworth 3976. [452

FOR SALE—*continued*

COMPLETE UNITS. Engine, gearbox, dynamo, starter, etc. 8th Series Lambda, £35; 1935 Fiat Balilla, s.v., broken crank, £20; some body spares. Pair 12-in. Marchal Strilux, one damaged, £6. Pair new Pirelli 500 by 15 in. and tubes, £10. Arnott superchargers for Fiat 500, 1,100 and 1,500. V8 truck gearbox, £5. Offers. B. D. J., 65, Lowlands Road, Harrow. Tel.: Byron 6028. [95

ALVIS 12/50 BEETLEBACK, 1929. Excellent order throughout and superior roadholding to usual 12/50. Almost new tyres on 20-in. wheels. £145. "Blandford," New Salts Farm Road, Shoreham-by-Sea, Sussex. Tel.: Shoreham-by-Sea 3618. [96

HOODS, TONNEAU COVERS, etc., made to your pattern and dispatched c.o.d. Upholstery, roofs, sliders, linings, carpets, etc., at works prices on request. Willie's, Ruvigny Garage, Ruvigny Gardens, Putney, London, S.W.15. Tel.: Putney 2879. [97

"MOTOR SPORT," Feb., 1932-Oct., 1938, less Sept., 1936. 12s. 6d. year, £3 5s. complete. Chambers, 44, Alcester Road, Bromsgrove. [98

AUSTIN A.A. SPECIAL. Taxed, registered, Nov., 1951. Lowered chassis, h.c. 900 c.c. engine, oil coil, i.f.s., 4.9 axle. Fast; 50 m.p.g. New tyres and battery. Very reliable. Roof, etc. Dellow-type body, £160, o.n.o. Also Chummy, 1929, new tyres, reliable car, £60. M. Lane, Norton-St.-Philip, Bath. [100

SINGER LE MANS coupé, 1934. Reground crankshaft, new crown-wheel and pinion, half-shafts, exhaust valves. Reconditioned dynamo and starter. Taxed and insured. £140. Parker, 3, Fife Crescent, Bothwell, Lanarkshire. [101

1928 12/28 WOLSELEY 4-seater tourer, in original condition, good hood, sidescreens, tyres, upholstery, etc. One previous owner; genuine 42,000 miles since new. Price £130 or offer. Thompson, Maplewell Hall, Woodhouse Eaves, Loughborough. Tel.: Woodhouse Eaves 321. [102

BUGATTI 1½-LITRE BRESCIA, TYPE 23. Good condition. Amazing performance. £140. Tel.: Halesowen 1389 or 137, Manor Lane, Birmingham, 32. [103

VINTAGE RILEY NINE chassis, with reconditioned engine and auxiliaries, towable; £50, part exchange considered. Austin Seven engine and gearbox, £4. V. Knight, Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151. [104

TALBOT 75 sportsman's saloon. Manual gearbox, 4-door. Genuine showroom condition. Taxed and insured. £195, o.n.o. 15, Melton Road, Tottenham, N.15. [105

1930 COWLEY KOPALESCO coupé. New crown, pinion, clutch; body, tyres, exceptional. Daily use; 27 m.p.g., 800/pint. £95. Clark, 5, Prospect Road, Barnet, Herts. Tel.: Victoria 5618. [106

1932 ARMSTRONG-SIDDELEY 7-seater, 20 h.p.; over 20 m.p.g. Four new tyres. Taxed March. Good clean car. £100. Tel.: Amherst 5853. [107

SUPERCHARGER, VENTOR, TYPE R.105 (cost over £70), 45 gns. Crankshaft and camshaft for 100-m.p.h. 4½-litre Invicta, 10 gns. each. Two racing wire road wheels, 6.50 by 20 (one tyre), lot 8 gns. S.U., reconditioned, off M.G., 3 gns. C/c inlet manifold, Magnette, 1 gn. Oil tank, 16 in. by 9 in., with quick-fill, 30s. Blomfield, Union Street, Redditch. [108

1929 ROLLS-ROYCE P.1 chassis, £100. Zoller No. 6 blower, 2-in. carburetter, £30. 1930 o.h.c. Singer chassis, £15. Fletcher, Clare College, Cambridge. [109

R.B.W.-JAGUAR, 2½ LITRE, very special, low-built 2-seater. Terrific performance and appearance, almost unmarked. Registered 1948 (Oct.), £10 tax. £475. Wadeol Motors, 150/6, West End Lane, N.W.6. Tel.: Hampstead 1177. [315

RILEY NINE GAMECOCK, special series, twin carburetters. Crank reground, new pistons, clutch renovated, rechromed windscreen and new glass. Repainted Somerset-green. Windtones, spare dynamo, starter, crankshaft. Tyres very good. £200. Kingscote, Beaumond End Farm, near Amersham, Bucks. [111

M.G., TYPE TB, first registered August, 1939. Virtually entirely rebuilt during last year, appearance immaculate; many extras. An enthusiast's dream. £465, o.n.o. Hatherell, 14, Chelsworth Avenue, Ipswich. [112

A.C., 1939, fixed-head coupé, 16 h.p. Black, red leather. New tyres. Whole car in exceptional condition. Taxed. £565, or exchange. Arthur Bryden, 12, Armley Grange Drive, Leeds. Tel.: Leeds 38625. [113

M.G. sports, green, excellent condition. Good tyres, dynamo overhauled, brakes relined, and other repairs done; bills shown. 35 m.p.g., no oil. Year 1930. M-type, J2 body. Price £155. This is a genuine car. Box No. 4093, MOTOR SPORT, 15, City Road, E.C.1. [121

MERCEDES, 1924, TARGA FLORIO team car, now fitted 1½-litre single-cam, blown Mercédès engine, as original 2-litre engine burst. Completely overhauled 500 miles ago. Five new Dunlops. £300 or offer. Box No. 4094, MOTOR SPORT, 15, City Road, E.C.1. [122

FOR SALE—*continued*

2-LITRE LAGONDA tourer, good condition. £225, or exchange for any saloon or coupé. Box No. 4092, MOTOR SPORT, 15, City Road, E.C.1. [120

DAIMLER FIFTEEN, 1933, saloon. Body and upholstery in good condition. Well shod. New battery and £140 spent on engine and gearbox. Not run-in. £285 or near offer. Insured for 12 months. Box No. 4095, MOTOR SPORT, 15, City Road, E.C.1. [123

RILEY MONACO chassis, 1930, engine overhauled, number extras. Unfinished 2-seater body. £60, o.n.o. Box No. 4096, MOTOR SPORT, 15, City Road, E.C.1. [124

ALVIS 17-H.P. drophead coupé. Just completed respray, rechrome, rebore, crank reground by Alvis experts, new hood, new tyres. £390, o.n.o. Box No. 4097, MOTOR SPORT, 15, City Road, E.C.1. [125

1932 12/50 ALVIS saloon. Taxed. Sound and reliable. £150, or exchange Austin Seven. Belcher, 58, Burrard Road, West Hampstead, N.W.6. [128

GEORGES IRAT 3-seater. Large luggage compartment. 29 m.p.g. Lockheeds, fold-flat windscreen, wind up windows, excellent hood. Standing ¼-mile, 22 seconds; 55 b.h.p. at 5,400 r.p.m. This famous French sports car with outstanding Citroen Fifteen engine, unique independent rubber suspension all wheels; although 1939 manufacture, appearance and performance compare very favourably with most post-war sports cars. Buyer must be prepared to clear away crowds from around car and to always be centre of interest! £475, exchanges considered. 62, Longmore Avenue, New Barnet. Tel.: Barnet 2919. [129

XK120, 1951. Silver, with red upholstery. Not raced. 13,500 miles. £1,050. Stanbury, Park Cottage, Woodlands Lane, Cobham, Surrey. Tel.: Oxshott 356. [130

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D.I.S. DELAGE. New mains, big-ends, dynamotor rewound. New body, unfinished. Hood, sidescreens. £10 tax. £95. 21, Princes Gate Mews, S.W.7. Tel.: Kensington 0771. [131

AUSTIN HEAVY 12/4, 1928, cracked head, otherwise sound. Offers, around £30. Phillips, 101, Westhill Road, Kings Norton, Birmingham. [132

8-H.P. PA M.G. 4-seater. Good tyres, battery. £40 engine overhaul. £225. After 6 p.m., Monday-Friday, 209, Cricklewood Lane, Childs Hill, N.W.2. [133

J2 M.G. engine and gearbox, complete all accessories, less carburetters. £50, or nearest offer—first cheque secures. M. Byrne, Poolspringe, Much Birch, Hereford. [134

BARGAINS! 1951 registered Riley Kestrel, 9 h.p., rebuilt from scratch, all parts either new or reconditioned; special series engine, manual gearbox, post-war radiator and grille, new Lucas spots, all new tyres; £10 tax; unrepeatable at £265. 1937 Riley Nine Lynx tourer 4-seater, rebuilt and now in paint shop; special series engine, preselector box; a "spot-on" thoroughbred at £255. 1947 registered Humber Super Snipe shooting-brake, £10 tax; maker's oak body, Triplex glass, drop tailboard; seats ten in comfort with luggage rack on roof; interior seats removable if desired; just out of paint shop; a really beautiful all purpose car which will last a lifetime; £250. 1930 vintage Ford 14.9 saloon, 4-door, in exceptionally perfect order, just had new crown-wheel and pinion fitted, etc., at cost of £30; all chrome and paint is perfect; sold complete with insurance; bargain, £65. I have had a number of enquiries recently for diesel conversions, but regret can find no time at present. I have, however, got one that I have no time to finish. Namely, Delage f.h.c. Perkins (reconditioned), 4-cylinder, Commer box. Requires only very minor work to complete. Will accept £295, complete with new batteries and tyres, or will sell engine and gearbox complete with all accessories for £195 and accept a reasonable offer for chassis. H. Middleton, Automobile Engineer, 9, Alexandra Road, Balby, Doncaster. [135

FOR SALE—*continued*

1921 MORGAN RUNABOUT, believed earliest specimen. Frame No. 145, M.A.G. engine, type 2C20. New tyres, chains. Electric lights, hood and screen. Upholstery, steering and brakes perfect. First cash over £30. £60—Singer Nine general purpose utility, 1934; brakes relined, gears and transmission sound. Tools and back seats missing. Neil Smith, 46, East India Dock Road, London, E.14. [136

AUSTIN ULSTER (with supercharger). Racing, fast touring; 90 m.p.h. blown, 70 m.p.h. unblown. Beautiful specimen. See December's MOTOR SPORT, £195, or exchange motor-cycle. 5, Hemall Street, Epping. Tel.: Epping 2418. [137

RILEY SPARES FOR ALL MODELS. Comprehensive stocks of new and used spares, including the following:—

NEW REPLACEMENT valves, 11s. each. Guides, 5s. each. Valve springs: single, 11s. 6d. set of eight; 17s. 3d. set of twelve; double, 22s. set of eight pairs. Damper springs, 3s. pair. Tappet securing screws, 4s. doz. Gasket, 17s. set. U.J. bushes, 5s. each. Speedometer cables, 25s. each. King-pins and bushes, 65s. set. Small-end bushes, 3s. 6d. each. Brake cables, 17s. 6d. each. Fan belts, 7s. 6d. each. Magneto pinions, 25s. each. Reconditioned exchange universal joints, magnetos, brake shoes, clutch plates. Complete overhauls, cylinder boring and sleeving and general repairs. We are always interested in spares for sale. S.A.E. for prompt reply.

RILEY KESTREL 12/4 saloon, 1935. Excellent mechanical condition. Five new tyres, spare unused. New wings and running-boards, and re-cellulosed black. Interior condition to match. Taxed. £325.

WELFORD BROS., OPAL STREET, LEICESTER. Tel.: Leicester 65903. [138

BUGATTI large-brake-drum wheels, four c.w. back plates and shoes. Offers, please, to Buck, Prescott, Adlington, Cheshire. [139

GEARBOX INTERNALS, Ford Ten, £3 10s. Wheels: J2, £2; Morris Eight wire, 30s.; Austin Seven, 19-in., new, £3 15s. 8 in. by 30 in. air tank, £1. Austin Seven 3-speed gearbox, 30s. Various B.E. motor-cycle tyres. Bagguley, Aston-on-Trent, Derby. [140

BUICK, 1936, STRAIGHT EIGHT pickup, £20 tax. Resprayed, reconditioned engine, new battery. Smart and sound. Quick sale, £195. Avis Motors, Keighley Road, Halifax. [141

ALVIS FIREBIRD 14-H.P. D.H. coupé, registered June, 1936; taxed to 31.12.52. Fair condition. Wardie Garage, Ferry Road, Edinburgh. [143

LUVAX GIRLING SHOCK-ABSORBERS, Type P.R.6. Set as fitted TC M.G., practically unused. Fisk, Kirmington, Ulceby, Lincs. [144

SNIP BARGAIN.—Exchange or sell. £195 or offer. S.S. sports saloon, excellent condition throughout; 16 h.p. Fast, powerful, comfy, dignified car. Any exchange considered. 19, Boughton Avenue, Hayes, Kent. [145

RILEY NINE all metal saloon, occasional four, good condition, including body, tyres and batteries. Registered 8.6.35. Enthusiast's car. Any reasonable offer accepted. Tel.: Newent 394, or write, Howard, Okle Pitcher, Newent, Glos. [146

AUSTIN SEVEN trials special. Lowered rear, new battery, distributor, rebuilt wheels; rewired, brakes relined. No hood or starter. Fitted 5.25 axle, aeroscreen, aluminium body. Photo, s.a.e. Registered Sept., 1951. £95, o.n.o. 41, Longden Avenue, Beamont Park, Huddersfield. Tel.: Milnsbridge 820. [147

ALFA-ROMEO, RLSS 22/90, £10 tax, 1936 Barker 4-seater aluminium body, new hood, condition excellent. Prefer exchange smaller car or sacrifice at £250, o.n.o. Fisher, 1, St. Dunstan's Gardens, Acton, W.3. Tel.: Acorn 0778 (after 6 p.m.). [149

CYCLE WINGS (domed and beaded), steel. 5-in., 6-in. and 7-in., 10s. each fronts, 12s. 6d. rears; carriage and packing, 4s. per order. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [150

BENTLEY.—3-litre, set Wellworthy liners, £5; Blower 4½ block, crankshaft, rods, flywheel, clutch, £30 lot, or separate offers. Hardy-Spicer shaft, reconditioned, for 10 ft. 10 in. chassis, £10. Haddow, 14, Eden Street, Saltburn, Yorks. [151

HUMBER 9/28 tourer. £75 or near offer. Hancock, Shortridge Farm, Etchingham, Sussex. [152

LAGONDA 16/80, 1933, saloon. Grey, with red leather. Engine rebored and completely overhauled 1951. New tyres. Brakes relined. £300 spent. Bills available. £435. Foulds, Crockham Hill, Kent. Tel.: Crockham Hill 302. [153

ASTON-MARTIN GEARBOX for 1932 1½-litre, good condition, £25. Stainfield, 30, The Ridgway, Acton, W.3. Tel.: Acorn 4318. [154

FRAZER-NASH supercharged high-performance 2-seater. Good tyres and battery. Hood and tonneau. £250. Pybus, Sherfield English, Romsey, Hants. [155

EXCHANGE, P-TYPE M.G., excellent condition, for interesting saloon. Riley Kestrel or M.G. Airline preferred. Box No. 4124, MOTOR SPORT, 15, City Road, E.C.1. [161

FOR SALE—*continued*

12/50 SPARES. Pair original headlamps; Hardy-Spicer prop.-shaft, with adaptors, brand new B.T.H. magneto, with impulse coupling; also full length leather coat in really wonderful condition; genuine Cica tenor horn, hardly used. What offers? 44, West Way, Harpenden. Tel.: Harpenden 4208. [156

MERCEDES post-war, Type 170V, 14-h.p. saloon. Beautiful low mileage car with superb roadholding. £10 tax. Perfect condition, £485. Deya, Lincoln Road, Werrington, Peterborough. Tel.: Glinton 233. [157

LAGONDA 2-LITRE SPEED MODEL, 1931. Well cared for. Davies Motors overhaul 20,000 miles ago. Body, engine, tyres, wheels and weather equipment all in good condition. £230, no offers. Scarr, St. Thomas's Hospital, S.E.1. Tel.: Flaxman 7228 (evenings). [158

ALL COMPONENTS 1931 Riley Nine, twin S.U.s, manifold, tyres. Hillcrest, Shadyhanger, Farncombe, Surrey. [159

1933 MORGAN FAMILY J.A.P. Excellent condition, many new parts. £125. 13, Heath Close, Hemel Hempstead. [160

1938 RILEY V8, 18 H.P., handsome saloon. Pre-selector. Excellent performer. Good tyres. £325. Private, 1, Linkway, Barnet. Tel.: Barnet 5232. [162

BROOKLANDS RILEY NINE, 1936, special series engine fitted magneto, water pump. New hood, tonneau cover. Good tyres. Excellent condition. £250, o.n.o. Or exchange Riley Nine open 4-seater or saloon. 73, Belle Vue Avenue, Leeds, 8. [163

FRAZER-NASH-B.M.W. 328 2-seater sports. First registered 1946. Maroon, with beige upholstery. Very fast car in excellent condition. £1,000 or near offer. Apply Greenhill Motor Co., Ltd., Pinner. Tel.: Pinner 601. [164

A.C., 1927, 15.7-H.P. 2/3-seater. Resprayed and extensively overhauled. New battery, hood. Two new tyres. £120. Squire, 17, Chesterton Road, Cambridge. [165

AVON SPECIAL, attractive open 2-seater. 12-h.p. Meadows engine. Respray, new wings, battery, upholstery, tyres. Taxed, insured. £120. 28, Daphne Street, Wandsworth, S.W.18. Tel.: Ewell 4511. [166

WOLSELEY HORNET DAYTONA SPECIAL, excellent condition. Recent top and bottom overhaul. Good tyres. B.R.G. £200 or nearest. Skipwith, Moorwood Hall, Lifton Place, Leeds, 2. [167

M.G. TA, post-war condition. Full particulars and trial. £420. 233a, Alexandra Avenue, South Harrow, Middlesex. [168

1933 M.G., 8 H.P., 2-seater. Later body. Perfect running order. £195. Box No. 4125, MOTOR SPORT, 15, City Road, E.C.1. [169

SINGER SPECIAL aerodynamic 2-seater body. Ford Eight engine and gearbox. Full weather equipment. £165. Enquiries: G. Sumner, Ivy House, Wrenbury, near Nantwich. Tel.: Aston 244-245. [170

STANLEY STEAM CAR engine and axle, perfect. Stamp for details. Brown, Rectory, Ballygally, Co. Antrim. [171

FORD SPECIAL BUILDERS.—Rebuilt tuned 10-h.p. unit, manifolds, d.d. Zenith, distributor, h.c. head, etc. Gearbox, complete transmission, rear axle, new crown-wheel/pinion (needs adjusting), bearings, etc.; all braking, springs, etc. Steering column, wheel, requires checking, four wheels, cross-members suitable tubular chassis. £75 the lot for quick sale. Would separate. Many other parts. Last, Dallinghoo, Woodbridge, Suffolk. Tel.: Charsfield 255. [173

BENTLEY 6½ RADIATOR, drag-link, dynamo, crankcase, crankshaft, pistons, block, valves, camcase and contents, brake-clutch gear, C-box, axle casings, back-plates, half-shafts, wheels, petrol tank, Autovac, etc. What offers? Dale, 142, Chesterton Road, Cambridge. [174

1936 TRIUMPH GLORIA 11-H.P. sports saloon, exceptional condition throughout. Enthusiast-maintained. Private but possibly terms. £345. Tel.: Buckhurst 4804. [175

1950 MORGAN 4/4, including radio. Superb condition. Good home, £775. Tel.: Ravensbourne 6275. [176

1930/32 TALBOT 14/45. Tyres new. Many spares. Good engine. Taxed. Offers above £65. Jennings, 419, Croydon Road, Caterham. Tel.: Caterham 2582. [177

SINGER NINE, 1931, 2, 3 spares, cylinder heads with camshafts, valves, crankshafts, con.-rods, various gearbox parts, etc. £15 the lot, sell separately. Lamb, The Fold, Stratford-on-Avon. Tel.: Stratford-on-Avon 2403. [178

MAYFAIR GARAGES LTD. invite you to inspect the finest selection of reconditioned and used Fiat cars in the country (probably the world). 500s, 1,100s and 1,500s for immediate delivery. Prices £245 and £825, all with three months' guarantee. Mayfair Garages Ltd., Balderton Street (opposite Selfridge's clock), Mayfair, W.1. Tel.: Mayfair 3104/5. Open 9-6, Sats. 9-12. [180

FOR SALE—*continued*

CAMBRIDGE ENGINEERING, the Austin Seven specialists, offer from stock: dropped axle and spring sets to lower chassis; improved braking system for all models; alloy cylinder heads; double valve springs; light flywheels; remote gear control units; combined sports manifolds; downdraught carburetters; light 2-seater sports body shells; wedge-shape rear petrol tanks; light flywheels; 15 and 16-in. wheels; reconditioned radiator blocks, crank and rods, cylinder blocks, dynamos, starters; 1930/36 reconditioned engines, all exchange system; new two and three-bearing crankshafts; new wide type brake shoes, with liners; new Girling-type brake drums; most new engine and chassis parts from stock. 1934 Austin Seven saloon, suitable for conversion. Pair reconditioned front and rear axles, fitted 21/S Lockheeds, with master cylinder and pipes; modified short chassis frame; new staggered radiator and cowling; main body frame components and aluminium pointed tail to make up to super sports replica. S.A.E. lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. Nearest station, Kew Gardens. [179

1949 LLOYD 650 occasional 4-seater sports; taxed, insured Dec., 1952. In excellent condition throughout. Good tyres, new battery. £425. Veal, 58, Purser House, Tulse Hill, Brixton, S.W.9. Tel.: Tulse Hill 1578. [181

UTILITY MOTOR BODYWORK. Working drawings and instructional booklet, 35s. post free. Craftsman Publications, 88, Regent Street, Leamington Spa. [182

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AUSTIN ATLANTIC convertible coupé; power-operated head. Green, with hide upholstery. First registered end December, 1949; one driver only and constantly maintained by engineering works. In excellent condition throughout. Fitted wireless and heater; also fog-lamp and windscreen sprays. Can be examined Leeds district. £1,150. Write, Box No. 4126, MOTOR SPORT, 15, City Road, E.C.1. [183

VINTAGE OWNERS' OPPORTUNITY. We are clearing out large stocks of 1921-30 spares. Patterns or callers preferred. Clare's Motor Works, 96, Tulse Hill, London, S.W.2. Tel.: Tulse Hill 6002. [184

1935 3½-LITRE BENTLEY. Mann Egerton saloon, black. Recently repainted. Bills available to show just back from Bentley's after complete chassis and engine rebuild. Tyres as new. £1,750. Jones, "Redbank," 22, The Drive, Sevenoaks. [185

RILEY 1½-LITRE SPECIAL SERIES KESTREL saloon. Six-cylinder, crash box; new battery, roof and interior lining, two tyres. Very smooth and potent car in excellent condition. £275, open to offer. Riley Nine close-ratio gearbox, remote control, overhauled throughout. £27 10s. Apply: 211, Goldstone Crescent, Hove, Sussex. [186

ASTON-MARTIN 12-h.p. Le Mans. First-class condition. Nearest £500. Might consider exchange for small saloon. Box No. 4100, MOTOR SPORT, 15, City Road, E.C.1. [196

SINGER 2-LITRE LE MANS. Originally 1½-litre, 1934, Le Mans race car; registered 1935. Rebuilt throughout last year and fitted 2-litre Singer speed special engine; 1½ litre engine available as spare if required. £360, o.n.o. S.A.E. for details of bills and performance, etc. Box No. 4109, MOTOR SPORT, 15, City Road, E.C.1, or tel.: Farnborough 1528. [205

FOR SALE—*continued*

1935 TALBOT "14/65" saloon. Good runner. Sound, clean body. £135. Would exchange smaller h.p. Non-runner, unfinished rebuild would suit. Box No. 4101, MOTOR SPORT, 15, City Road, E.C.1. [197

FIVE NEW DUNLOP 16 in. wheels, R.W. hubs; 650 tyres and tubes. Fit M.G., Riley, S.S., Triumph, etc. Two tea chests, pre-war assorted motoring literature. Box No. 4102, MOTOR SPORT, 15, City Road, E.C.1. [198

J2 ENGINE. M.G. £80 rebuild; 9,000 miles. Enthusiast maintained—genuine. Complete to detail. Spares. £65. Wanted remote control Ford 8-10 box. Swaine, 222, Bloomfield Road, St. Annes, Brislington, Bristol. [200

3-LITRE BENTLEY BLOCK BORED +.040 in. and fitted new B.H.B. pistons. Flywheel fitted. New ring gear. Sump. Autovac. Various bits and pieces. Offers for lot, or would separate. Box No. 4105, MOTOR SPORT, 15, City Road, E.C.1. [201

ROLLS-ROYCE, 1928, 21.6. Fitted beautiful new brake. Body with razor edge mudguards. Repainted. Engine, chassis, electrics, completely reconditioned, including resleeving, crankshaft regrinding. Brakes relined. Equipment includes P100's, wireless, stop lights, direction indicators, etc.; 900 miles only since conversion. £600. Bills produced. £495. Would consider L.G. 45 Lagonda sports saloon. Box No. 4106, MOTOR SPORT, 15, City Road, E.C.1. [202

RILEY M.P.4. Complete less engine, gearbox; one front wing, chassis and front axle damaged. Body perfect, as also six Rudge wheels, hubs, radiator, steering column and box, back axle assembly, etc. Box No. 4107, MOTOR SPORT, 15, City Road, E.C.1. [203

RILEY TWELVE FALCON, 1938, model. Good tyres, battery. Crank ground, resleeved. £370. Part exchange for post-war 8/10-h.p. Set 1936/38 Nine pistons, +.030 in. New. List price. Large quantity pre-1935 spares. £7 10s. Wanted: dynamo for Twelve. Box No. 4108, MOTOR SPORT, 15, City Road, E.C.1. [204

1937 105 TALBOT sports 4-seater tourer, Vanden Plas, in superb condition. Expertly maintained. £355. Photo. Reliance Motors, 49, Gun Lane, Strood, Kent. Tel.: Strood 78051. [206

HISPANO-SUIZA SPARES and repairs. G. Briand, 47, Tamworth Road, Croydon. Tel.: Croydon 1742. [207

RILEY, 1939, 1,496-c.c. saloon, manual synchromesh box. £525, o.n.o. Particulars on request from Dr. P. W. Bothwell, 12, Hady Crescent, Chesterfield. [208

BREAKING A.J.S. 9-H.P. or sell complete. Towable. 16, Currock Park, Carlisle. [209

RILEY, 1935, KESTREL NINE. Special series. Twin S.U.s, preselector. Recently sleeved, crank ground, resprayed, steering overhauled. Three new tyres. £210. 70, Ringley Road, Whitefield, Manchester. Tel.: Whitefield 2836. [210

GOOD M.G. M-TYPE GEARBOX, £7. J. Dossett, 17, Vernon Road, Leigh, Essex. [211

ALVIS SPARES! Now dismantling 1934 Firefly (u/s chassis, radiator and front axle), three i.f.s. Speed Twenties (no engine parts). New Lockheed back-plates complete with cylinder and shoes, fit 14-in. drum. S.A.E., please. Routledge, Scholes, Leeds. [212

SPEED TWENTY ENGINE, long stroke, reconditioned throughout and unused. Disposal due acquisition of Speed Twenty-five. Routledge, Scholes, Leeds. [213

ALVIS TJ 12/50, December, 1930, 2/3-seater, "duck's-back" dickey. Good weather equipment, tyres, brakes. History known. Seen Hale, Cheshire. Best over £125. Tel.: Manchester Central 2727 (business hours). [214

H.E. TOURER, 15.7, 1927. Chassis 6006. Exceptional condition. Brakes relined, drums skimmed, new hood, battery, spare. 20 m.p.g. £125, offers. Tel.: Hulme Hall 40. [215

1948 LEA-FRANCIS 14-H.P. saloon. Most immaculate order. Sell around £1,100, or exchange TC/TD M.G. or similar. 40, Stanley Avenue North, Prestwich, Manchester. [216

1938 RILEY 16/4 ADELPHI, excellent condition. Best offer over £500. Exchange Citroen, Lancia. Squadron-Leader Wilson, R.A.F., Syerston, Notts. [217

RILEY NINE MONACO saloon, Feb., 1938. 35 m.p.g. New tyres and battery, twin Solex, manual gearbox with overdrive. Immaculately maintained by enthusiast. Latest obtainable of this amazing series. £450. Also Centric supercharger, £18. Wanted: open sports. Keeler, 1, Lambolle Place, N.W.3. Tel.: Primrose 2657. [218

ALVIS 12/60, TYPE TL, "beetleback" sports 2-seater. August, 1932. One of the last to be manufactured. Most attractive car in first-class mechanical order. Detailed bills for crank grind, bearings, sleeving cylinders, timing wheels, etc., etc. Possibly the best specimen available for sale. Price £250. P. Weaver, High Street, Melton Mowbray. Tel.: Melton Mowbray 533. [221

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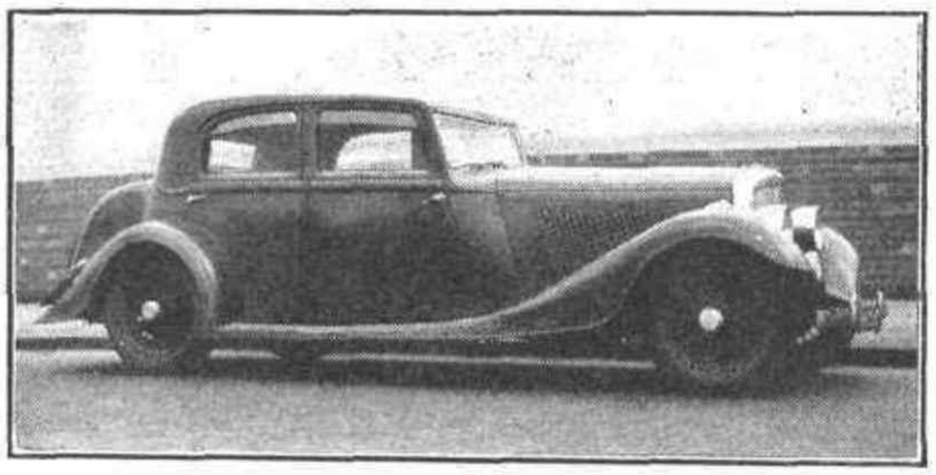
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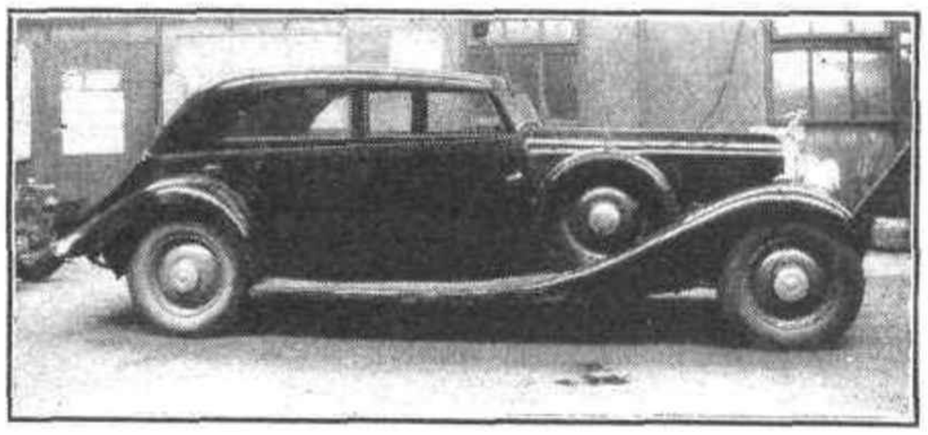
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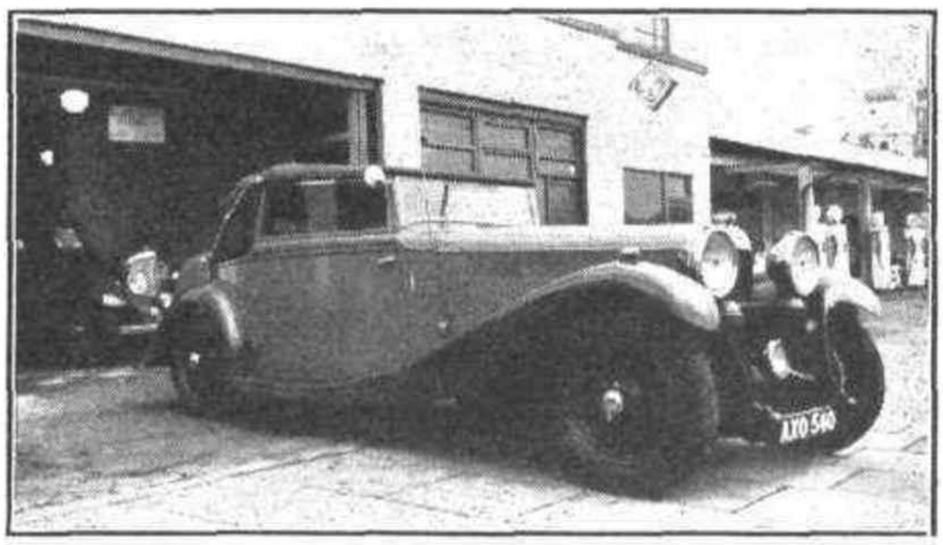
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1934 **Lagonda** 4½-litre D.H. foursome by Freestone & Webb; new silk mohair hood; finished spotless dove-grey £425
M.G. R-type 750, reputed ex-Campbell, rebuilt and unused ... £500
1948 **M.G.** TC 2-seater roadster, many extras, specimen car ... £665
1937 **M.G.** TA, 10 h.p., 2-seater roadster, green; new hood £375
1936 **M.G.** NA Magnette 2-seater, fitted reconditioned Ford Ten unit £275
1936 **M.G.** PB, 9 h.p., 2-seater, beautiful chassis £325
1935 **M.G.** KN Magnette saloon £175
1935 **M.G.** NA Magnette 4-seater, red, spotless £295
1932 **M.G.** F-type 12-h.p. 2/4-seater, sound order, spotless £165
1930 **M.G.** Mitype, 8 h.p., 2-seater, sound order £135
1933 **M.G.** Magna 4-seater, green £185
1949 **Morris** Minor de luxe saloon, one owner, 17,000 miles, beige £725
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FORD AXLE adapted to Austin steering, Austin spares. Epco atom jack, 9 cu. ft. compressor. Complete welding outfit. Spray guns, etc. 1935 Austin Seven van. S.A.E. lists of genuine bargains. White, Bramcote, Tilford, Farnham, Surrey. Tel.: Frensham 3314 (evenings). [219

RILEY NINE special series engine (1933), fan equipped, also dynamo. 500 by 19 tyres. Barnes, 89, Camborne Avenue, Ealing, W.13. [220

ULSTER 750-c.c. AUSTIN, in good condition throughout. Best offer secures. Have purchased another car. Miles, Billesdon, Leicester. [222

BENTLEY 4½-LITRE saloon, engine reconditioned by Bentley specialists. D-type gearbox, brakes relined, new springs and telecontrol shock-absorbers fitted; new batteries, P.100 lamps, matched windtone horns; all wheels rebuilt; tyres as new, two unused spares. Whole car in beautiful condition. Carswell, 32, Grove Avenue, Birmingham, 13. [223

BALLOT, 2LT, boat-decked 2-seater. New hood. Good condition. Whitehouse, Cooper Beeches, Campden, Glos. [224

1939 D.K.W. MASTER saloon, recent overhaul. New crankshaft, rods, pistons, brake linings, battery, etc. Body and tyres excellent. Nearest offer £350. Leinster, "Ilminster," Woodlands Road, Shotley Bridge, Durham. [225

LANCIA SPECIAL 4-seater coupé (1935), 12.1 h.p. Engine overhauled, new suspension, tyres, battery. Exchange open Speed Twenty, similar, or sell. Flt/Lt. S. Wilson, R.A.F., Thorney Island, Hants. [226

MORRIS EIGHT, o.h.c., distinctive sports 2-seater, red. Four-speed remote control, easy-clean wheels, new tyres, 16 by 5.25, Lockheeds; 50 m.p.g. Impeccable condition. £325. Photograph on application. 14, St. James' Road, Kingston-on-Thames. Tel.: Kingston 6081. [227

SINGER LE MANS 9-H.P. sports 4-seater. Completely rebuilt, now as new. Resprayed maroon/pale polychromatic blue. New: clutch, starter, battery, silencer, radiator, weather equipment, carpets, tyres, etc. Engine completely overhauled: bearings remetalled, rebored, crankshaft reground, new pistons, valves. Rewired throughout, fitted Bosch horns. Really attractive mount combining performance, reliability, economy. Accept £265. Box No. 4112, MOTOR SPORT, 15, City Road, E.C.1. [274

ALVIS SPEED TWENTY, 1934. Close-coupled fixed-head coupé, 4 seats. Black, red leather interior. Good body. Sound mechanically. Good tyres. Taxed. £150, or exchange, Yank preferred. Mooring, Smith House, Tebworth, Beds. [228

FIAT 500 coupé, 1927 show model, in excellent condition. £85. 22, Leyton Road, Harpenden, Herts. [229

INVICTA 4½-LITRE, 1936, sports 4-seater tourer, black, with red leather; two owners only. Maintained regardless of cost, immaculate in every detail. Probably the finest example of this exclusive make on offer. Price and further details from Kiddey's Garage, Harberson Road, S.W.12. Tel.: Balham 2531. [230

£50—AUSTIN SEVEN, 1930, saloon, in good running order, well shod and all complete. Austin Ten D.H., condition above average, any trial, £225. Austin Seven 1935 tourer, completely reconditioned; fitted with new easy-clean wheels, tyres and tubes, car heater; Terry valve springs, oil coil; 50 m.p.g.; £175. A. & D. Nicholls, Church Wharf, London, W.4. Tel.: Chiswick 2327. [231

CEIRANO 11-H.P. sports 4-seater tourer, completely reconditioned. All Bosch equipment, fast. £150. 22, Bellingdon Road, Chesham. [232

AUSTIN SEVEN SPECIAL, £90. "Beetle" body. Lively, economical. Sound throughout. Tel.: Flaxman 4625. [233

HOT VELOCETTE K.T.T. SPECIAL. Ready for racing. Exchange sports car or sell, £50. 64, Southampton Way, Camberwell, London. [234

£45—AUSTIN SEVEN utility. Registered 1934 but believed earlier. Very sound throughout. Spare alloy head, block, gearbox. Taxed. Saunders, 266, Holmesdale Road, South Norwood, S.E.25. [235

1933 MORGAN SUPER SPORTS, £150. 1938 O.E.C. 500-c.c. duplex springer, spotless, £95. Wanted: sports car or chassis. 12, New Street, Sheerness. [236

J2 ENGINE and gearbox complete, running order; offers? Wanted: Riley Nine, Ford Ten, with gearbox, etc. Box No. 4165, MOTOR SPORT, 15, City Road, E.C.1. [237

24-H.P. HUMBER SNIPE chassis and seats, 1930. Used for towing-in breakdowns but now replaced by heavier vehicle. All tyres as new. Solex carburetter. Very good trim. Any test. £56. Smith and Milroy Ltd., High Street, Orpington, Kent. Tel.: Orpington 25. [238

1928 LEA-FRANCIS, 12-h.p. Meadows, 2-seater, with large dickey. Excellent all-round condition. Fast, economical reliable. £110. Genuine reason for sale. Hardy, Old Coach Road, Bulford Village, Wiltshire. [244

FOR SALE—*continued*

FORD ENGINE, 1,172 c.c., H.C.H., D.V.S. Cromard liners. 3,000 miles. £25. Perriss, 20, Selbourne Road, Luton, Beds. [239

MIXED SPARES: 8th Series Lancia gearbox, with clutch, £7 10s.; M.G. 18/80 rear axle, complete, £8 10s.; Delage D.I.S.S., five wheels, all fitted worn tyres and tubes, 820 by 120, £5 the lot. E. Pedersen, 49, Kelross Road, Higabury Barn, London, N.5. [240

SUPERCHARGER (1-1½ litres), absolutely perfect. Marshall 95 (with S.U.), £35. Also alloy manifold, fittings for Magnette. Box No. 4113, MOTOR SPORT, 15, City Road, E.C.1. [275

ALVIS 12/50 saloon, Dec., 1930. Reasonable condition. Used daily. Offers. 22, Birch Lane, Warley, Birmingham, 32. [241

TALBOT 14/65, 1936, saloon. Good condition. Exchange for something smaller or £135. 12, Shirleypark Road, Shirley, Birmingham. [242

LANCIA ARTENA 2-LITRE coupé, first registered 1940. Moderate mileage and in exceptional condition throughout. Pinin Farina 4-seater coachwork of very modern appearance and in excellent trim. Extremely comfortable, economical, yet capable of high average speeds. Full details and photograph on request. Offers. Goodman, Church Hill, Belbroughton, Worcs. Tel.: Belbroughton 220. [243

1948 M.G. TC. Black. Immaculate throughout. Offers. Savage, Howley, Wotton-under-Edge, Glos. [245

J2 M.G. ENGINE and gearbox, also numerous other spares. C. D. Rawlins, "The Weavers," Uley, Gloucestershire. [246

M.G. TC WHEELS, complete with tyres, hardly worn: Two 450 by 19 and three 550 by 16. £50, o.n.o. Offers to P. Mordaunt, Scarborough. Tel.: Scarborough 3866. [248

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B.S.A. SCOUT open 2-seater, 1936. Completely rebuilt, needs bonnet and minor details; £90. Scout chassis frame, bent, and rear bodywork, £10. Bindloss, Chasecliffe Farm, Whatstandwell, Matlock. [249

WOLSELEY HORNET 2-seater sports. New hood and tonneau cover, new battery, crown-wheel and pinion, clutch assembly. A most attractive car. £150. Tel.: Edgware 3237. [250

MORRIS COWLEY tourer, 1928, stored 1939-51. Excellent mechanically, body rough; new battery. £45, drive away. Box No. 4114, MOTOR SPORT, 15, City Road, E.C.1. [276

1936 BRITISH SALMSON 12/55 sports saloon body, twin o.h.c. engine. Transmission, brakes, all very good condition. 30 m.p.g. New head lining. Trafficators, batteries. Spares obtainable. £300. Farncombe, 42, Cliffe Road, Strood, Kent. [251

M.G. MAGNA F engine and set J2 brakes, £20. Two Fiat front ends, hubs, brakes, etc., less springs. Cooper front spring. Cooper pattern chassis frame. Four-stud J.A.P. Offers, Gray, 2, Stane Street Close, Pulborough, Sussex. [252

BUGATTI T40 Jarvis tourer. 1,000 miles since major engine overhaul. Two new tyres, new battery. £230, or reasonable offer from genuine good home. Bensted-Smith, 63, Lensfield Road, Cambridge. [253

£10 TAX. Straight Eight Cord, 1934-5, 2-seater. l.h.d., f.w.d. Body rough. Tyres good. Sound runner. £50. Bairn, 9, Fusilier Avenue, Shorncliffe, Kent. [254

LEA-FRANCIS saloon, £100. Excellent condition throughout. 103, Green Lane, Northwood, Middlesex. Tel.: Northwood 2583. [255

FOR SALE—*continued*

POTTER & RICHARDS, 35, Kinnerton Street, Wilton Place, London, S.W.1, offer: Bugatti, Type 44, tourer, £275. Talbot 105 saloon and 105 tourer, each £275. Fordson 15-cwt. van (91A chassis), £225. Sunbeam 17-h.p. 1930 saloon, £150. Also choice of Alvis, Allard, Citroen, Javelin, Renault, Hotchkiss, Rolls-Royce, M.G. and Lancia cars. Spare parts to clear, any reasonable offer, as follows: A.C. pistons, rods, sump, cylinder head, etc. Complete but dismantled Cadillac hydramatic gearbox. Bugatti Type 57 block and pistons. Twelve-in. Zeiss pillar spotlamp. Various other lamps. Cicca Road to Paradise horn. [256

1929 TALBOT 14/6. Running well on four. 32,000 miles. £60. Monk, "Lyndhurst," Bourne End, Bucks. [257

WOLSELEY HORNET 12-H.P. sports coupé, 1931. Very sound condition. £110. (Army call-up.) 32, Hitherbroom Road, Hayes, Middlesex. [258

M.G. TA, 1938. Scarlet cellulose. Complete reconditioned engine and auxiliaries by main M.G. agents, June, 1951. Invoices available. All-weather equipment perfect. Extras include wireless, aeroscreen, spotlight, etc. £425. H. Stern, 37, Sherborne Court, Croydon Road, Anerley, S.E.20. Available all Saturdays and Sundays, also Mondays and Wednesdays from 1 p.m., or by appointment. [259

£45—LE MANS double-dropped chassis, completely reconditioned front, rear axles (Rudge wheels fitted tyres), steering, brakes. 10-h.p. Talbot o.h.v. engine, clutch, gearbox, prop.-shaft, complete, fits above. Box No. 4115, MOTOR SPORT, 15, City Road, E.C.1. [277

M.G. WHEELS, PA, three 19-in., one 18-in., £3 10s. each. Dyno., £4. Bartlett, 52, Carlton Road, Walton-on-Thames. [260

£80—8-H.P., 509A FIAT, 1929, roadster with dickey. Body original, immaculate and resprayed; new hood and screens; two new tyres; excellent battery. Genuine car; o.h.c. engine; economical, reliable and quite fast. Service owner posted overseas. Also excellent engine for above model, complete with gearbox and all auxiliaries, £12. Pritchard, 73, The Fairway, Rochester, Kent. [261

VAUXHALL, 1928, saloon, with division. New 20-h.p. engine 1948. Licensed till end of year. £115. Box No. 4110, MOTOR SPORT, 15, City Road, E.C.1. [272

H.R.G. 1,500 (1951); 8,000 miles. Colour, metallic-grey, maroon upholstery. Immaculate condition throughout. Many extras. Offers to Box No. 4118, MOTOR SPORT, 15, City Road, E.C.1. [280

LEA-FRANCIS, 1929, 12/40 2-seater, excellent condition throughout. Many spares. Details and photo on application. £140. Box No. 4119, MOTOR SPORT, 15, City Road, E.C.1. [281

M.G., 1935, PA 4-seater. Considerable renovation, including respray green during last eight months. Selling because larger car now necessary. Offers to Box No. 4120, MOTOR SPORT, 15, City Road, E.C.1. [282

OFFERED FOR SALE. Supercharged 4½-litre Bentley. First registered October, 1932. Engine and blower now being rebuilt by Bentley expert. Open 4-seater Vanden Plas body. Inspection invited by genuine purchaser prior to assembly. Box No. 4121, MOTOR SPORT, 15, City Road, E.C.1. [283

M.G. J2, 1933, black 2-seater. Rebored, new crank, pistons, camshaft bearings, oil seals, brake linings. Overhauled dynamo, electrics, clutch, carburetters, steering box. Good tyres. Hood ropey. Bills over £100 available. Now running-in. London area. £250. Box No. 4122, MOTOR SPORT, 15, City Road, E.C.1. [284

GARAGE PREMISES for sale. Central London. Very fully equipped. Low rent. Box No. 4123, MOTOR SPORT, 15, City Road, E.C.1. [285

MORRIS EIGHT 4-seater tourer, July, 1936. Excellent runner. £195, or exchange sports. Box No. 4116, MOTOR SPORT, 15, City Road, E.C.1. [278

RENOWN MOTOR SPARES. 1926 Talbot L.10 tourer, £80. 1921 A.C. coupé, £75. 1927 Lagonda saloon, £125. Alvis TG 12/50 chassis, complete, £40. Bentley 4-litre engine, complete. Crown-wheels and pinions, gearboxes, engines, etc., for all years and makes. Quantity of old Sunbeam parts. Complete cars and spares bought. Peterborough Mews, London, S.W.6. Tel.: Renown 1650. [286

1934 BRITISH SALMSON 12-H.P. drophead foursome. Blue. Good condition all round. £200. Stone, Little Steeping, Spilsby, Lincolnshire. Tel.: Little Steeping 264. [287

VINTAGE LEA-FRANCIS 1929 tourer. Overhauled throughout. Excellent condition. £165. Seen London. Tel.: Meadway 2739. [288

ATALANTA 2/3-seater, all-independent suspension, mainly R.R. alloys, choice of axle ratios giving 24-26 m.p.g. with superb roadholding and performance. £595. 53, West Town Park, Bristol, 4. Tel.: Bristol 78157. [289

RILEY 9-H.P., 1932. Recently fitted coachbuilt utility body. 50 lb. oil pressure. Brakes relined, new cables. Battery, tyres, electrics, good. Insured. £155. Oaklands, Horsham Road, Ewhurst, Surrey. Tel.: Ewhurst 185. [291

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BENTLEY 3-Litre, 1926, Red Label chassis fitted 1931 4½-litre engine. The engine was completely overhauled last year and a new 4-seater body fitted two months ago; new hood, tonneau, etc. Very potent. **Taxed as a 3-litre ! ! £365, taxed.**

BENTLEY 3-Litre Red Label, 1924. A very attractive new 4-seater tourer body was fitted in 1936. In the last 18 months this car has had a complete overhaul at a cost of over £200, including engine, magnetos, carburetters, brakes and clutch relined, etc. A new heavy duty battery (£24), five excellent tyres; complete with hood, side-curtains and tonneau. **£350.**

BENTLEY 3-Litre Red Label, 1928, 2/4-seater tourer. Completely rebuilt from top to bottom in the last four years. New hood, tonneau, etc. **£350, taxed.**

BUGATTI, Type 40, 1½-Litre, 12 h.p., 4-seater tourer. *Two owners since new.* Just completely overhauled, including new big-ends, mains, pistons, valves and rebore, etc. New Borg & Beck clutch, universal joints, etc.; crank reground. New hood, hood bag, side-curtains and tonneau. New dash and instruments. Four excellent tyres, unmarked interior and now being resprayed Bugatti-blue. 38 m.p.g. **Taxed, £325.**

ALFA-ROMEO, 1929, 1½-Litre, 1,500 c.c. Supercharged, twin overhead camshaft, 2/3-seater in superb condition. Five new tyres, hood and bonnet cover. Immaculate Alfa-red paintwork and in 100 per cent. mechanical condition. Sensational acceleration with wonderful steering and braking. **£450.**

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LANCIA Astura, 1932, 24 h.p., sports saloon. One owner since new and serviced all its life at "Lancia." Stored for eight years and in first-class original condition. **£265.**

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SUNBEAM TWENTY, 1929, 4-door saloon. 59,000 *miles only.* One owner. **£145.**

SUNBEAM TWENTY, 1929, 4-door owner-driver Weymann saloon. **£125.**

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FRAZER-NASH ANZANI, 1926, 11.9 h.p., side-valve. Black aluminium 2-seater body. Carefully maintained. £160. Wilson, 34, St. Hilda's Avenue, Ashford, Middlesex. [454

1950—£10 TAX, aerodynamic sports coachbuilt 2/3-seater, 23 m.p.g. Beautiful design, body design cost £450 alone. Tel.: Bowes Park 4616, 9.30-5. [456

TRAILER, 2-wheel caravan type, good tyres, £10. Vertical magnetos, 4-cylinder Lucas and B.T.H., £4. Pair 19-in. Austin Seven wheels and tyres, £2 each. Hackney Repair Works, 435, Hackney Road, London, E.2. Tel.: Shoreditch 8209. [457

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RILEY NINE, 1930, chassis, engine, etc.; towable. Suitable for special. £40. Tel.: Pinner 2361. [513

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FRAZER-NASH. Brooklands Meadows. Excellent tyres. £230. Also for sale, Frazer-Nash radiator and complete M.G. 2-seater body. Offers: Tel.: Pinner 3981. [293

EXCHANGE, RILEY TWELVE KESTREL, May, 1935, completely rebuilt, perfect condition, for Riley Imp, Lynx. Tel.: Leytonstone 6112, 24, Violet Road, London, E.17. [294

WOLSELEY HORNET (1933) **DAYTONA** (Special). At present in commission but requires some attention to reach top grade. Owner contemplating matrimony. Price £65. K. Sanders, 6, Riverview Road, Ewell, Surrey. [295

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CRANKSHAFT for 1935 Riley Nine. What offers? Austin Seven aluminium Ricardo head, £3. Carpenter, Wellnigh, Woodmansterne Lane, Banstead, Surrey. [300

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M.G. 2-LITRE 1938 saloon. Lovely condition. £465. White, 7, Sunbury Court Island, Sunbury, Middlesex. Tel.: Sunbury 3586. [304

RECONDITIONED WOLSELEY HORNET block, crankshaft, con.-rods, £15. Bertrands, 694, High Road, Finchley. [305

TALBOT FOURTEEN saloon, 1935, stripping. Many spares, reasonable prices. MacIlwaine, Brough, Yorks, E.R. [306

LAGONDA 15.7-H.P. sports 4-seater, 1932. Red. Superb condition throughout. Most excellent tyres, hood, sidescreens, chromium, upholstery. Many extras. Steering and stability superb. Recently rebored. 23 m.p.g.; oil, 1,700 m.p.g. This car is outstanding. £415. S.A.E. fullest details, photo. Sutton, Linton, Cambs. [307

HORNET SPECIAL, 1932-33, spares: camshafts, sprocket wheels, chrome rocker cover, half-shafts, filters, etc. Also: Singer Nine, 1934, sports spares: head, camshaft, rockers, etc. Offers. Scintilla Vertex magneto, 4-cylinder, 80s. S.U. 12v. pump, as new, 60s. Scott, 14, Orchard Way, Luton, Beds. [308

FRAZER-NASH. Health reasons force sale of Anzani Speed Model. Complete rebuild includes new front axle, professionally-built 2-seater pointed tail body, new radiator, new piston rings, special cam followers, etc. Small amount of work by enthusiast will complete. Any reasonable offer to Tel.: Walton-on-Thames 3990. [309

LAGONDA RAPIER, 1936 model, D.H. foursome coupé, 10 h.p. Complete engine, transmission, suspension and body overhaul February, 1952. Genuine reason for sale. £350. McNair, Tight Lacings, Colerne, Wilts. Tel.: Hawthorn 320, ext. 287. [310

ZOLLER No. 5 BLOWER, bevel drive, carburetter and all plumbing for 2-litre Lagonda. Nearest £35. Box No. 4163, MOTOR SPORT, 15, City Road, E.C.1. [311

CROWN-WHEEL, pinion, Bentley 3-litre, 4.25 : 1, £12. Hodge, Flowerwood, Potten End, Berkhamsted. [312

F. W. "FREDDIE" DIXON. Clearing Riley racing stocks. 4.22 and 5.25 axle gears; 9-h.p. and 6-cylinder flywheels; 6-cylinder dynamo and starter; 6-cylinder standard or special racing camshafts; five 16-in., few 19-in., wheels; complete axle with swivels; new 13-in. brake drums, also shoes with linings; one set Girling shoes with linings. Pit equipment, including racing jack, fuel containers, etc. Offers considered. "Ardverness," Wray Common Road, Reigate. Tel.: Reigate 3534. [313

FOR SALE

New and improved pattern remote controls for Riley crash boxes, 4- and 6-cylinder, 1928-1932, **£8 10s.** Send your old top for machining. Delivery seven days.

Bodywork and fuel tank off Cooper 1,000, **£15.**

Vincent "Black Lightning" engine, one rod bent, but all spares, pistons, rods, etc., included for completion. Latest cams and clutch. Best offer.

Riley Brooklands radiator, **£7.**

Very special set Elektron brakes, backplates, cross-shafts, part modified for Lockheed. Suit any Riley with 6-stud wheels, **£20.**

Pair genuine Brooklands rear springs, **£5.**

All spares for 10.8-h.p. Redwing Riley.

M.G. C-type chassis frame base, **£10.**

Chassis for special—ex-Gillow Riley-cum-Bugatti. On four wheels with reasonable tyres and the world's noisiest pair of bevels, 4.5 : 1 ratio. **£15.**

Ulster Austin—sound little car, well shod, good hood, etc. **£145.**

Very special blown 750 M.G. Montlhéry 2-seater. Lockheed brakes, 16-in. rear wheels. Ready for season's sport. Pretty little car. **£285.**

Alvis Carlton drophead, 1932, Silver Eagle. Mechanically very good throughout, but needs new hood and respray. **£95.**

WANTED

Riley Mark IV 4-seater tourer, bodywork must be sound.

Other interesting vintage cars, open or closed.

Also: 4.5 : 1 Q-type M.G. crown-wheel and pinion, 8-hole straight or spiral bevels, new or secondhand.

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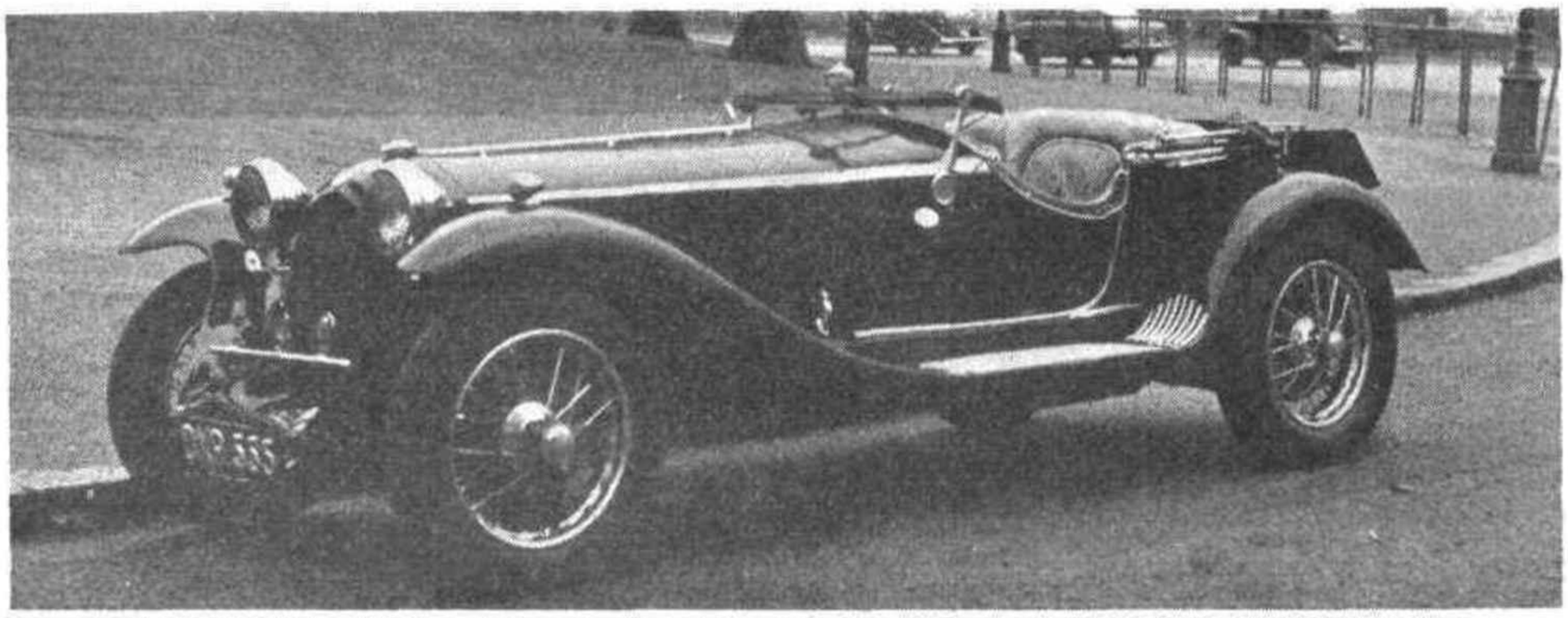
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ALFA-ROMEO 1,750-c.c. twin o.h.c., supercharged, 10 million series ZAGATO GRAN SPORT.

Over £1,000 has reputedly been spent on bringing this " 1,750 " to its present incomparable peak. It last changed hands less than a year ago for £1,250. The engine has *since* been completely stripped and rebuilt at a cost of £160, and has completed less than 200 miles to date. To attempt an adequate technical description of this " Zagato " in the limited space available would be beyond the limited capabilities of your scribe. Suffice to say that although there may conceivably be comparable Alfas, this particular " 1,750 " both for beauty of line and versatility of performance is very definitely second to none. The colour is black. The date of first registration 1937. The year of manufacture 1934. The price :

£725

M.G. (1939) TA drophead coupe by Salmon-Tickford. In specimen condition throughout, this particular TA is unusual in that the interior has been converted to an occasional, in this case very occasional, foursome. It was brought back from Egypt in 1951 by a R.A.F. type who has since carried out a very complete rebuild at a cost of £187. All bills are available.

£425

SUNBEAM (1934) 23.8-h.p. sliding head coupe by Barker. With very attractive lines of the " Dreadnought " variety, this particular Sunbeam has had only two owners since new. The speedo reading is 40,000 miles, the paintwork original and perfect, the tyres very good, the batteries new. Bills for 1951 for £244 for complete overhaul of engine, radiator, water pump, dyno, starter, etc., are available for inspection. The running is inaudible and the whole vehicle bears that indefinable stamp of pedigree which was the hallmark of fine British craftsmen.

£275

VAUXHALL 30/98 (1927) 4-seater tourer with full weather equipment. Short-chassis lowered 3P in., with 40-gallon slab-tank, new 6.50 by 19s, new batteries, rewired. New hood and tonneau. Space precludes a more detailed description of this beautifully conditioned vintage carriage, but a fuller description together with a photograph will appear in next month's issue in the unlikely event of this 30/98 remaining unsold.

£385

LANCIA APRILIA (1938). Details too late for insertion. Full particulars will be forwarded on enquiry to the office.

RILEY-MARCH-SPECIAL SERIES, ex-Michael Morgan-Giles. Two-seater—original paintwork—with full weather equipment. Fold-flat screen, Dunlopillo squabs. Mechanically unsurpassed, having been rebuilt late last year with ground shaft, bearings, valve gear, timing gear, rebore, etc., etc. This 9-h.p. Riley is in very fine fettle indeed and is complete with all original tools and instruction book. An opportunity for the relatively impecunious to obtain a very clean, sound, economical and relatively fast Riley.

£250

BENTLEY 4½-litre Vanden Plas tourer (1928), with full weather equipment. This particular 4½ was sold by us last year to an official of the U.S. Embassy. It is that much admired representative of the "old school" on a " Corps Diplomatique " plate which stands daily in Grosvenor Square amongst the cacophonous herald-emblazoned products of another era, and has been the subject of much comment in the national daily Press and monthly magazines. Space unfortunately precludes a full description, but to an enthusiast who seeks to acquire a mint-condition 4½ in superb mechanical fettle, this is the ultimate Bentley.

£500

MARENDAZ-SPECIAL (1935) 2/4-seater fixed-head Continental coupe, 15 h.p. Next to impossible to fault mechanically or in any other way. Recently recellulosed, with all good tyres, new battery, and thoroughly checked over in our workshops, this represents as good value as can possibly be obtained anywhere in the lower price category.

£185

TRIUMPH 1,800 (1946) roadster. Fully reconditioned and recellulosed dual-blue, with new 1,800 engine, suspension and brakes fitted by Triumph's this month.

£725

At the time of going to press we are negotiating for an Isotta Fraschini (1934), an Aston Le Mans (1934) and a Brooklands Riley — Enquiries are invited.

WE WILL BE PLEASED TO ACT ON BEHALF OF ANY INQUIRERS REQUIRING SPECIFIC MODELS, EITHER IN GREAT BRITAIN, U.S.A., OR ELSEWHERE. A POSTCARD OR TELEPHONE CALL TO THE OFFICE WILL ENSURE A PROMPT REPLY

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FOR SALE—*continued*

ALVIS 12/50 "BEETLEBACK." Green. In exceptionally clean and good condition. £145. Box No. 4136, MOTOR SPORT, 15, City Road, E.C.1. [484

£50 PAIR—Morris Minor and Corgi, both need attention. S.A.E. for details please. Box No. 4138, MOTOR SPORT, 15, City Road, E.C.1 [486

ALFA-ROMEO, 1931, twin-cam foursome D.H. coupé, completely rebuilt at cost of £350 over past six months. £325, or exchange, plus cash. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520. [489

LANCIA AUGUSTA, 1936, in faultless original condition. £325, or exchange something larger. Box No. 4141, MOTOR SPORT, 15, City Road, E.C.1. [489

LAGONDA RAPIER, 1934, 2-seater, ample luggage space. Very good condition throughout. Everything works, including instruments. This car has had a great deal of money spent on it during the past few months and is for sale only because business commitments make it unsuitable for the present owner. Instruction book included. Price £300, o.n.o. Tel.: Birmingham, Colmore 4173 (business hours). Box No. 4142, MOTOR SPORT, 15, City Road, E.C.1. [490

1938 FIAT 1,100 saloon, overhauled at a cost of £200. Showroom condition. £435. Exchange any other car. Geoffrey R. Amey, Wootton, Boars Hill, Oxford. Tel.: Oxford 85492 and 85402. [524

ALVIS SPEED TWENTY tourer, £250; Austin Seven, open, £50; 3½-litre Alvis saloon, £500; JWB racer and trailer, £250; Sunbeam and Riley engines, £150; Riley engine unit, £35; Sunbeam engine, £20; two superchargers ex 3-litre Sunbeam and 1½-litre Mercédés, £10; 50-ft. converted naval pinnace, £500. Burnands, Shoreham Street, Sheffield. [391

ASTON-MARTIN MARK II. 2/4-seater short chassis A5/535/S. Reconditioned 1950 at cost of £300. Telecontrolled shock-absorbers and other refinements. A fine sports car for the enthusiast. Offers around £525. Hawkins, The Old Coach House, Alcombe, Minehead, Somerset. [393

BENTLEY SPARES. 3-litre radiator. Pair cycle-type front wings c/w valance and stays. Painted B.R.G. 4½-litre bulkhead. Autovac and filter to fit. Fan assembly. 2391 camshafts. Set 4 con.-rods. Dynamo drive cover. Hand brake lever and fulcrum. Huxham, Penn Hill Garage, Parkstone. [394

MANAGER DIRECTOR offers own car. Alvis 3½-litre 1936 Mulliner sports saloon. Black with blue leather; really immaculate throughout; many extras; good tyres; exceptional performance. Cost £1,200 new. Will accept £450, or exchange for Allard or later model Alvis. Davey, Michael Motors, Ltd., 330, Norbury Avenue, London, S.W.16. Tel.: Pollards 6008. [395

1½-LITRE BLACKBURN ENGINE & E.N.V. gearbox. Out of 1933 Invicta. Complete with dynamo and starter. 5,000 miles since overhaul. Price £75. Landshop Garage, 59, Caversham Road, Reading. Tel.: Reading 2067. [396

TRIPLEX EXPRESS REPLACEMENT SERVICE. Any pattern supplied. Balmers (Glass Merchants), Ltd., Derby Road, Watford. Tel.: Watford 4268. [397

M.G.-FORD SPECIAL. £10 tax. Winner 11 awards. Weather equipment. Taxed, insured. £250. Scarlett, 128, Primrose Avenue, Chadwell Heath, Essex. [398

777 AUTOMOBILE, motor-cycle and steamcar books. Catalogues free! Vivian Gray, Bookseller, Haywards Heath, Sussex. [390

MERCEDES-BENZ 2-litre saloon, 1932, left-hand drive; thoroughly in excellent condition, subject to an annual rate of tax of £10 only. Inspection near Bolton by appointment. Best offer. Dr. Schaefer, 27, Lathkil Grove, Buxton, Derbyshire. [402

£195. B.S.A. SCOUT 2-seater sports. Reconditioned. Colour black. Excellent hood. Ron McKenzie, 152, Washway Road, Sale, South Manchester. Tel.: Sale 1901. [403

XK 120 JAGUAR for sale. P. D. Walker, Shobdon Court, Kingsland, Herefordshire. [404

MERCEDES SPARES. Large stock of good Mercédes spares available for models 36/220 and 38/250. [405

ROLLS-ROYCE PHANTOM I with truck body. Recently overhauled by Rolls works. New battery and plugs—beautiful runner. Reluctant to sell, but will consider sensible offers. Box No. 4166, MOTOR SPORT, 15, City Road, E.C.1. [406

£555. MARK II 1½-litre 4-seater. Recently rebuilt. Full weather equipment. Really beautiful car that must be seen and tried. Capt. Robertson-Browne, Heigham, Cowley Hill, Shenley, Herts. [407

LAGONDA. 1931, 2-litre, speed model. Good condition. New hood. Overhauled. Engine. £245. Taxed. Brewer, 19, Lamplugh Road, Bridlington. [409

TALBOT 14-45, 1928, tourer. Good running condition. Much internal work been done. £100. Tel.: Wembley 9011, after 6 p.m. [410

FOR SALE—*continued*

500-C.C. B.S.A. vertical twin with gearbox, £50, or offer; 650 by 17 tyres and tubes, used. Canadian 6v. tank-type radio, £7. Rose, 81, Benthal Road, Stoke Newington, N.16. [411

M.G. TC, 1947. Black with green upholstery. £650. Hunt, Lower Upham Garage, near Bishops Waltham, Hants. [412

WOLSELEY HORNET SPECIAL drophead coupé, 12-h.p., 1933. Sound general condition. Engine overhaul required. £75. 9, Stukeley Hill, Great Stukeley, Hunts. [413

WANTED

J2 AND P-TYPE M.G. engines, complete or any spares. Reasonable price. Box No. 4088, MOTOR SPORT, 15, City Road, E.C.1. [89

AUSTIN 7-H.P. Suitable for rebuilding. Around £25. D. Mansfield, 25, Ringwood Road, Walthamstow, E.17. [26

HANDBOOK WANTED for 1935 Austin Nippy sports. 68, Second Avenue, Chelmsford. [42

R.A.F. OFFICER, £325 capital, requires 10 to 12-h.p. 4-seater coupé, 1936 or later. Bodywork immaculate. Lagonda, Rapier, good tourer, or sports saloon considered. Box No. 4082, MOTOR SPORT, 15, City Road, E.C.1. [83

FOR £30 DOWN and £10 monthly, 2-seater sports, 8-14 h.p., preferably drophead, good condition. Davis, 11, Kempe Road, N.W.6. [58

16-in. ROAD WHEEL, secondhand, knock-on type, for M.G. Midget. R. Goodall, 16, Temple Road, Epsom, Surrey. [59

RILEY KESTREL, 1936, new set timing gears, or new idler gear. Urgent. 39, Rupert Road, Sheffield, 7. [60

WILMOT-BREEDEN CALORMETER. Good Solex 30 F.H.G. or similar. Parker, Denmark House, Royston, Herts. [61

CABRIOLET or D.H. coupé, 4 to 6-seater. Bodywork must be perfect; 16 to 30 h.p. £600-£800. Gibb, 162, King's Road, S.W.3. [62

ENTHUSIAST returning from overseas requires good open 4-seater 4½ or 6½-litre Bentley. £10 tax essential. D. Axel-Berg, Little Morton, Brockenhurst, Hants. [63

AUSTIN 12/4, 1927-29, metal saloon, immaculate condition essential. Early Rivers, Prestwood, Bucks. [64

ALFA-ROMEO 1,750, complete engine or cylinder block and head, or any spares. Spurr, Caledonian Road, Savile Town, Dewsbury. [65

ALVIS 20-H.P. DIFFERENTIAL assembly, 4.5 or 4.7 ratio. Shipley, Englefield Lodge, Egham. Tel.: Egham 2948. [66

HUMBER NINE or Twelve. Reasonable price, sound engine. Bodywork condition immaterial. Prefer tourer. Good home. Exchange sound Sunbeam Sixteen fabric saloon, 1928, reasonable shape, 24 m.p.g. Heathcote Warborne, Lymington, Hants. Tel.: Lymington 378. [67

ARDUN HEAD CONVERSION UNIT, magneto unit, V8 30 Ford. Towse, 234, Promenade, Blackpool. [68

ALVIS SPEED TWENTY, 1934. Cash offered for instruction manual. Goodacre, 20, Park Road North, Bedford. [69

URGENT. Rear hubs for TA M.G., in new condition. 11, Stockland Road, Birmingham, 23. [70

1935-36 M.G. 2-seater sports body (8 h.p.). Anything considered. Write, condition, price and particulars to 121, Southbank Road, Coundon, Coventry. [71

FRAZER-NASH 12-H.P. ANZANI 2-seater. Buy, or exchange Alvis TJ 12/50. Willcock, Sidney Sussex, Cambridge. Tel.: 5027. [72

LUCAS P.100 HEADLAMP, late-type Bentley 3-litre rockers. Collier, Redbourn. [73

CAMSHAFT for Wolseley Nine, 1935. Gedney-16, Brookfield Road, Ipswich. [114

ANY SPORTS BODY to drop on Riley Nine chassis. Also handbook, 1937 Riley Nine Monaco. Ashcroft, 21, Albury Drive, Pinner, Middlesex. [115

"MOTOR SPORT," February and October, 1935; February, 1937, June, 1941. Yates, 746, Bury Road, Bolton. [117

19-in. KNOCK-ON WHEELS, 70-mm. hubs, with tyres, for 2-litre Lagonda. For sale: 16-in. wheels and tyres as above. Dean, 2, The Green, Feltham, Middlesex. [118

CAR OR CHASSIS, good (bad?) enough for boy learners in school grounds. Must be cheap. Woolley, Lord Williams's School, Thame. [119

FIAT SALOON, 1931, 514 engine. Fair condition but not necessarily complete if sufficient to repair "con.-rod through crankcase" debacle. Must be reasonably priced. Martin, 44, St. John's Road, Newbury Park, Ilford, Essex. Tel.: Seven Kings 8639. [172

ALVIS "12/50" OR "12/60" 4-seater tourer. Reasonable price and condition. Box No. 4103, MOTOR SPORT, 15, City Road, E.C.1. [199

FOR 1934 RILEY 9-H.P. FALCON. Complete radiator, windscreen frame, N/S front wing, fan blade. Twynham's, Market Harboro. [187

WANTED—*continued*

BUGATTI RADIATOR, Type 35 or 40. Chambers, 44, Alcester Road, Bromsgrove. [116

SOMETHING NASTY in the woodshed. Once potent 2/3 wheeler. Cheap. Bell, 44, Eastlands Road, Rugby. [188

RACING OR SPORTS CAR CHASSIS. Rudge wheels, with or without body. particulars and price. Cammins, 2, Warbon Avenue, Peterborough. [189

CROWN-WHEEL AND PINION, Morris 10/4, 1934. Ratio 9/47. Condition and price to: Hulme, 141, Kineton Green Road, Birmingham, 27. [190

HEALEY SILVERSTONE 15 in. road wheel, close ratio gearbox. Anything useful. Brearley, Elm Row, Galashiels. [191

UP TO £175 offered for 4-seater drophead, Cabriolet, or saloon. Not more than 12-h.p. First-class condition more important than age. No dealers. Box No. 4127, MOTOR SPORT, 15, City Road, E.C.1. [192

FOUR (OR THREE) WHEELED CAR not over 12-h.p. Price under £120. Roberts, 6, Ovesdon Avenue, Harrow, Middlesex. Tel.: Field End 9380. [193

JOWETT, 1922, dynamo for Lucas Magdyno L.D.4.S. or Brolt, Rotax Dynamo/Distributor. 6, Acre Lane, Carshalton, Surrey. [194

FIAT. MAYFAIR GARAGES, LTD., offer highest spot cash for all model Fiat cars. Send or tel. for buyer to call. Mayfair Garages, Ltd., Balderton Street (opposite Selfridges' clock), Mayfair, W.1. Tel.: Mayfair 3104/5. Open 9-6, Saturdays 9-12. [195

STANDARD CYLINDER HEAD (cast iron) for six-cylinder model. Underwood, Landermere, Thorpe-le-Soken, Essex. [148

MANUAL GEARBOX with clutch assembly for Riley 1½-litre, 1937. Engine Series "F." Box almost complete for 1934 "Nine" for sale. Collett, The Mill Inn, Withington, Cheltenham, Glos. [127

CYLINDER HEAD. New or good secondhand required for 1933. Standard Twenty fitted S.S.1. Urgently. Condition and price to: Trelawny, St. Martin, Helston, Cornwall. [142

CHASSIS, complete, suitable 105-b.h.p. motor. Also Riley Nine four carburetters with manifold, exhaust (or Dixon) camshafts, 4-branch exhaust. Box No. 4117, MOTOR SPORT, 15, City Road, E.C.1. [279

SPORTS CAR REQUIRED, 9/12 h.p. Up to £260. Newbold, 9, Frederick Street, Rugby. [525

P-TYPE M.G., anything considered. For sale: 1935 12/4 Riley Falcon. Exchange Riley for M.G. or purchase M.G. for cash. Box No. 4111, MOTOR SPORT, 15, City Road, E.C.1. [273

WHEELS—One or two, good condition, 19-in. for VA-type M.G. Barnes, 4, Kingsbury Square, Aylesbury. Tel.: Aylesbury 466. [262

AUSTIN NIPPY gearbox, Vauxhall easy-clean 17-in. wheel. Taylor, Snow Lea, Longwood, Huddersfield. [263

ALVIS 12/50 CROWN-WHEEL and pinion, complete axle or differential assembly, highest ratio possible. Routledge, Scholes, Leeds. [264

LOW H.P. SPORTS car. Riley, J2 M.G., Amilcar, Vernon Derby, etc. Maximum £150. Midlands area. 94, Bedale Road, Nottingham. [265

RILEY NINE BROOKLANDS C.R. GEARBOX, with gear-lever extension. G. Walker, The Beeches, Allerton Hill, Leeds, 7. [266

MG, TYPE M OR JS, complete engine suitable for reconditioning. Cheap. J. Graham, 73, Westmorland Road, Urmston, Manchester. [267

ONE OR TWO WOOD or metal airscrews (propellers), preferably about 42 in. diameter. Douglas Drone type o.k. Plant, Farfield, Hatfield, Doncaster. [268

CYLINDER BLOCK or complete engine for 1934 Singer 12.9 (6-cylinder), o.h.v. Reasonable price please. 108, Morden Hall Road, Morden, Surrey. [270

FORD (OR AUSTIN) SPECIAL, suitable road. Mechanically sound but appearance unimportant. Maximum £125. Webster, 33, Philbeach Gardens, London, S.W.5. [271

TWO-SEATER SINGER Le Mans or similar sports car wanted. Storey, 120, St. George's Park Avenue, Westcliff-on-Sea, Essex. [368

CITROEN 7.5 CLOVER LEAF. Various spares, fan. Urgent. All letters answered. Hollymount, Bridge of Weir, Renfrewshire. [341

S.V. 1½-LITRE ANZANI ENGINE. Complete or parts. Price and particulars. Grice, Monk Fryston, Yorks. [303

SIMMONS would be obliged by particulars of any old Continental sports cars. Rolls-Royce, Rovers, Invictas, XK120s, or D.B. Astons for sale. All replies, please, with full particulars, to Head Office, 12, Rex Place, Park Lane, W.1. Tel.: Grosvenor 2635. [523

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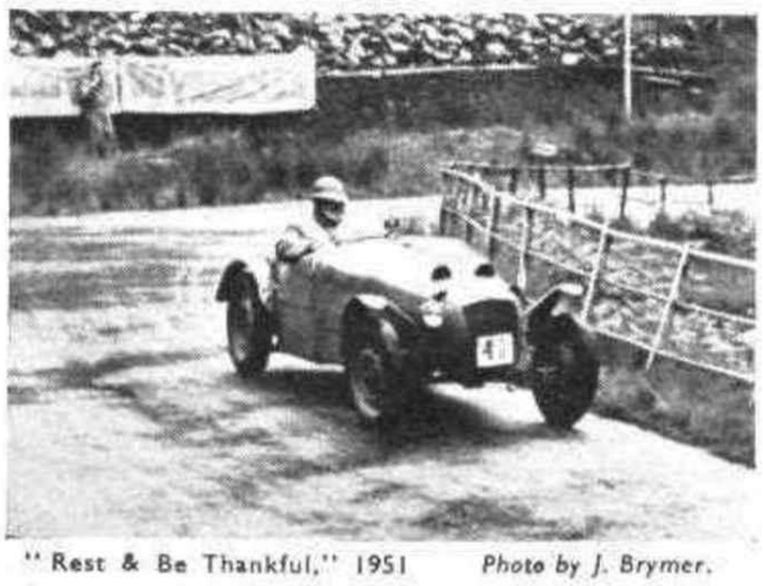
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JUNE	1ST	FERSFIELD, Race 6. Mr. R. R. Rayner	MARK X
	★1ST	BO'NESS INTERNATIONAL HILL-CLIMB, Class 3.	MARK V
JULY	★1ST	REST & BE THANKFUL INTERNAT. HILL-CLIMB, Class 5.	MARK V
	1ST	B.A.R.C. HILL-CLIMB, Specials Class, Mr. Parrott. GREAT AUCLUM, 1,172-c.c. Formula Award. Also 2nd, 3rd and 4th in Class.	MARK V
AUG.	1ST	LYDSTEP, Class, Mr. L. J. Drew.	MARK V
	1ST	SILVERSTONE 500-c.c. NON-PRODUCTION CAR RACE. Mr. K. W. Smith (Smith J.A.P., fitted Special Buckler Multi-Tubular Frame).	
OCT.	1ST	B.A.R.C. HILL-CLIMB, B.T.D.	MARK V
	1ST	750 M.C. SPRINT, 1,300-c.c. Sports Class. Mr. M. C. Parrott.	MARK V
		FERSFIELD RELAY RACE. Mr. R. R. Rayner, Member Winning 1,500-c.c. Team.	MARK X

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