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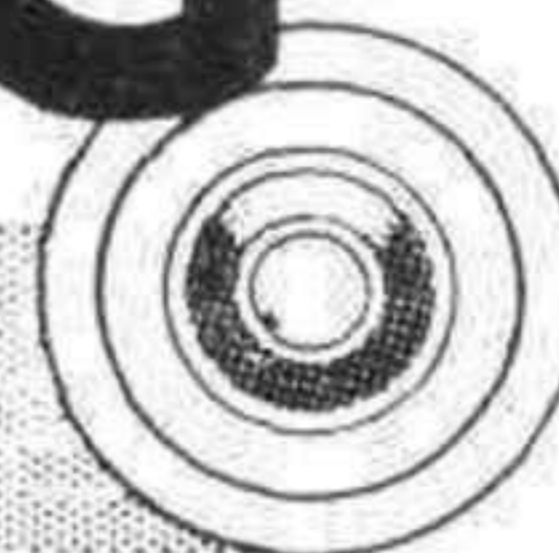
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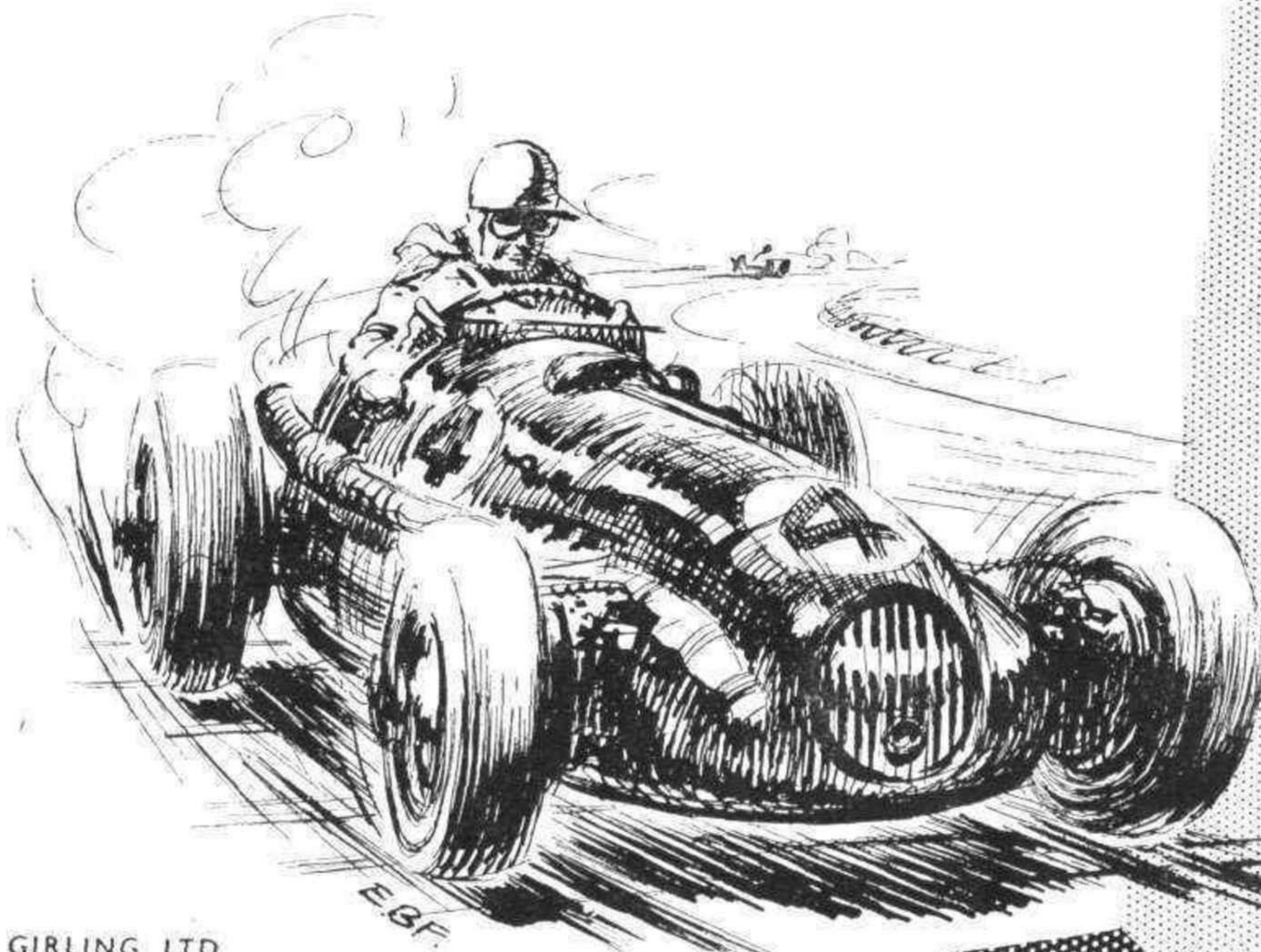
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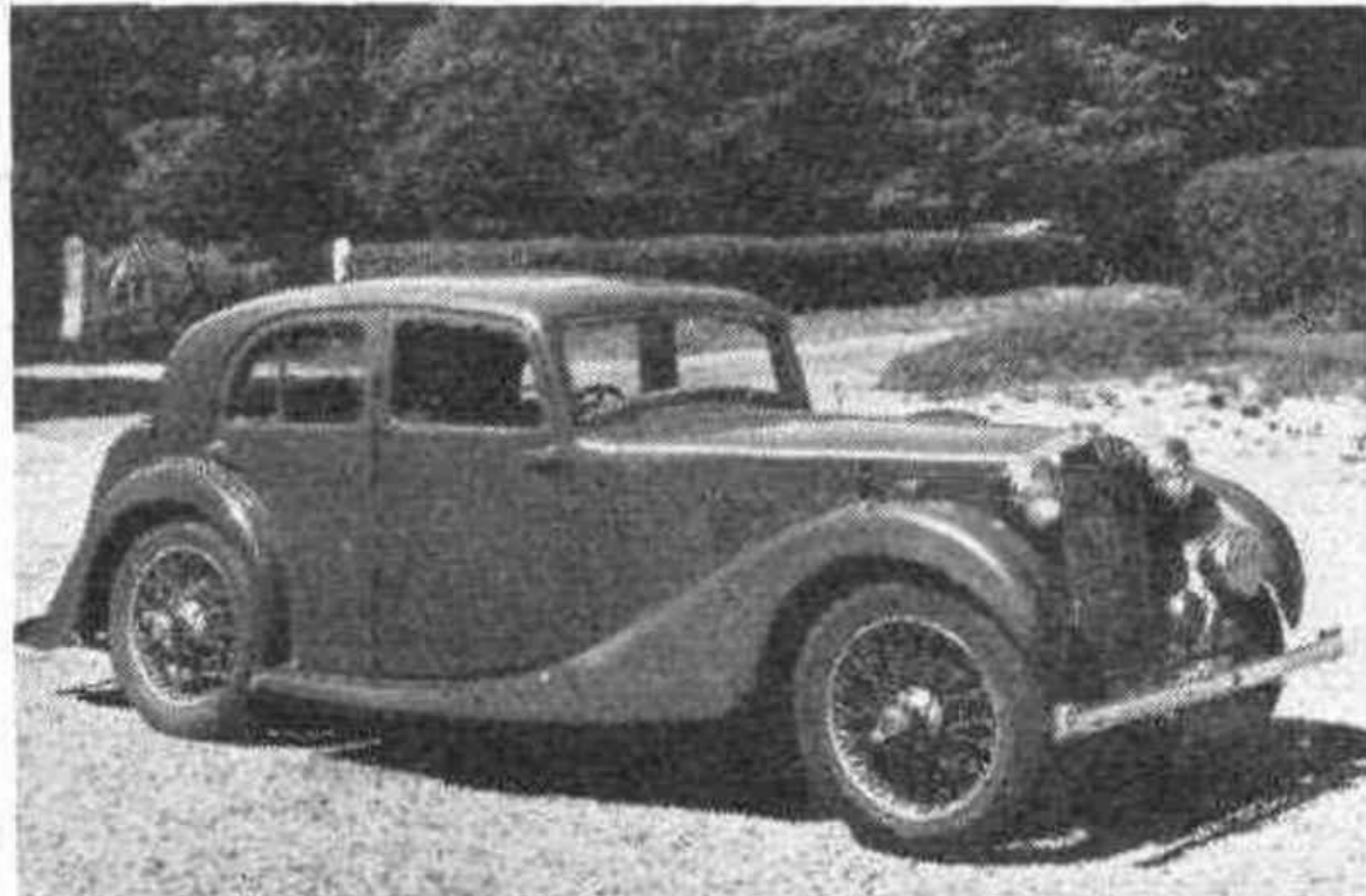
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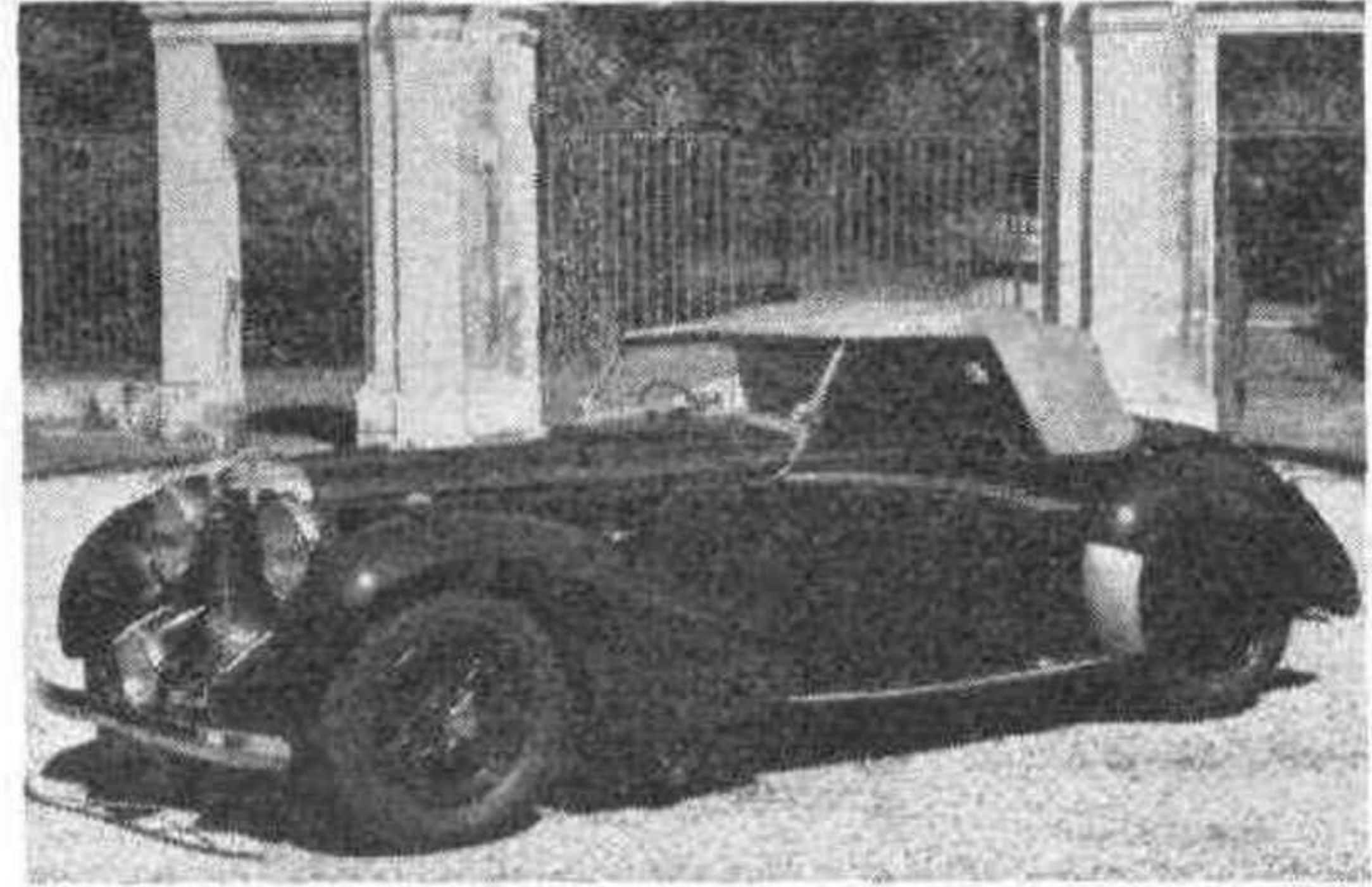
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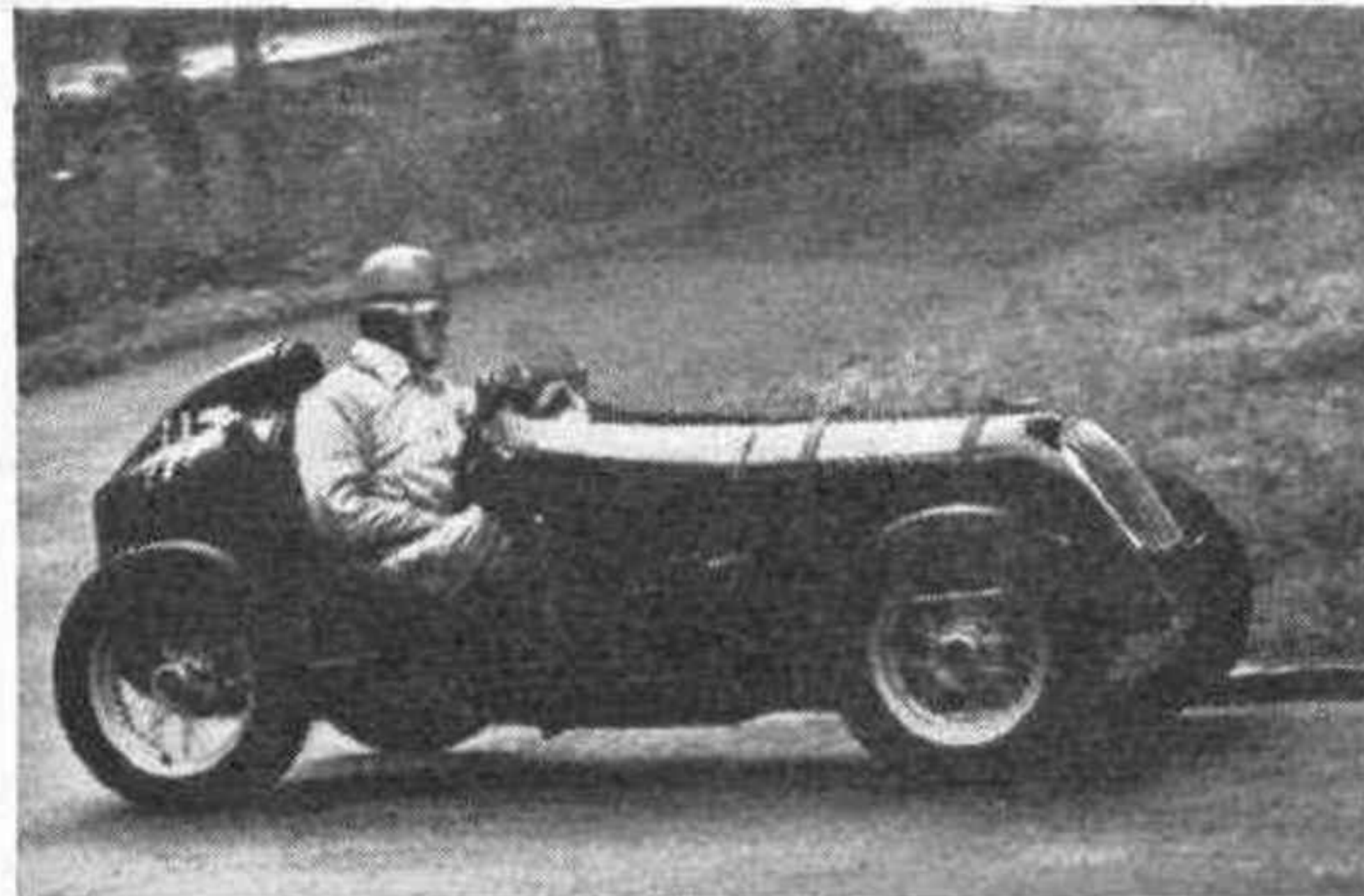
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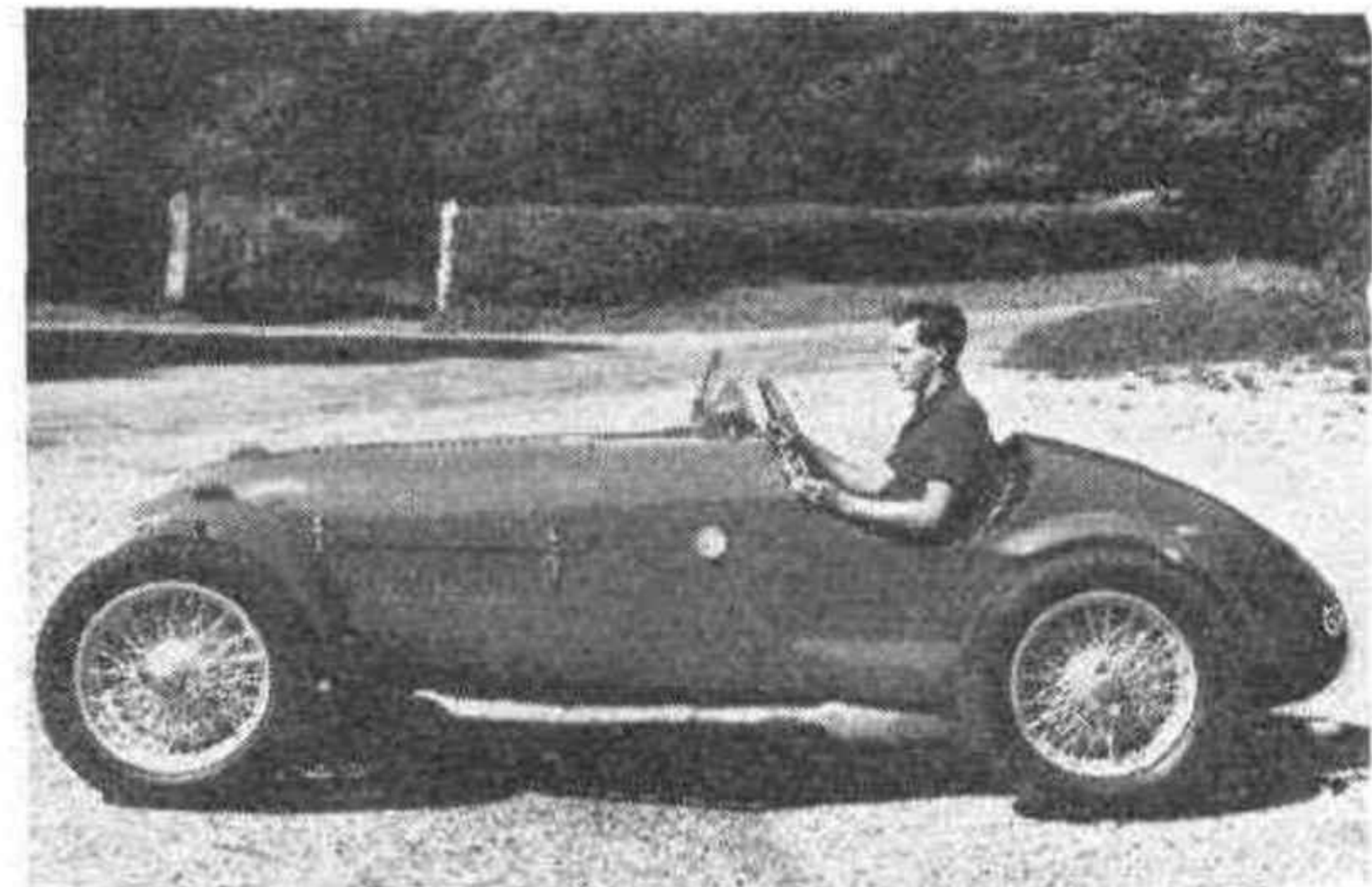
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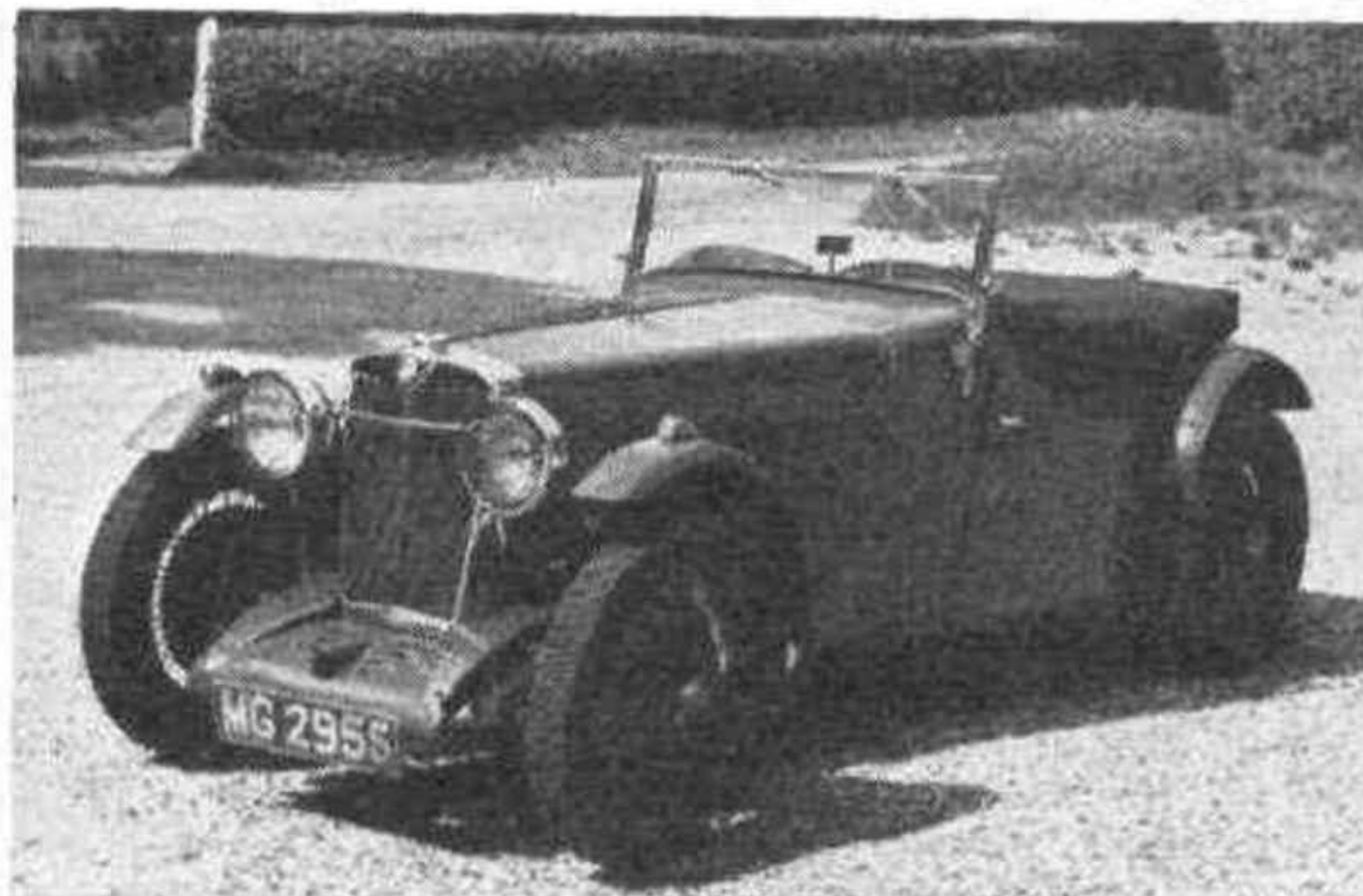
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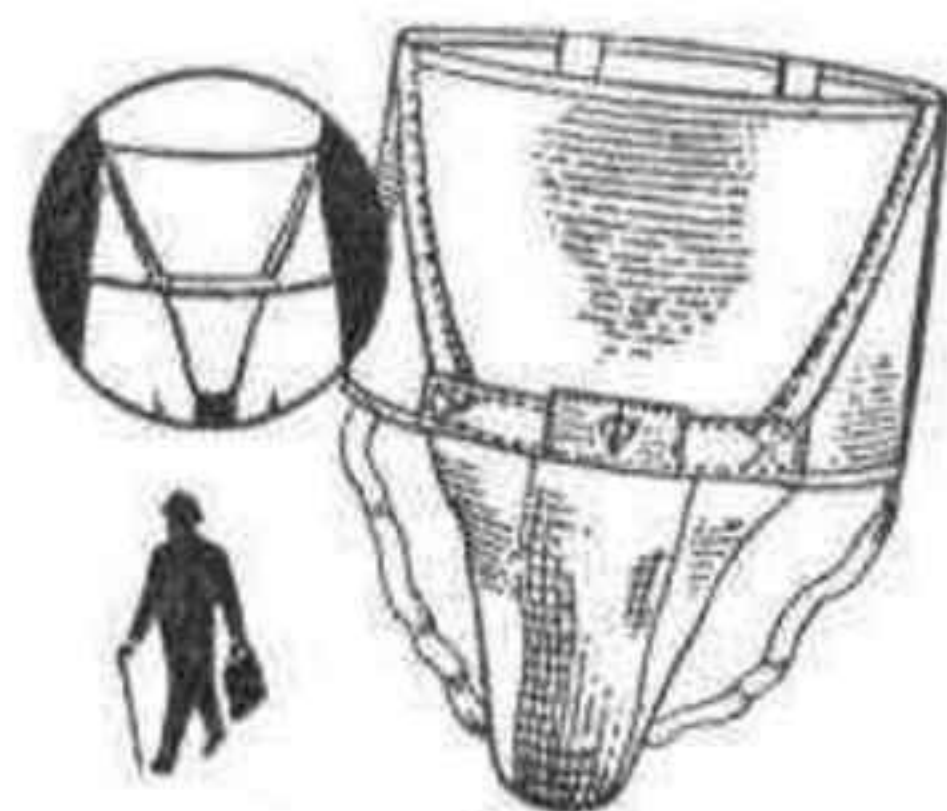
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MATTERS OF MOMENT

ROAD POLICY

Politics should not have a prominent part in a motoring paper and in *MOTOR SPORT* they don't. But better, safer roads are the concern of us all. It is significant that one railway accident caused the Government to authorise the expenditure of over £17 million on installing automatic train control. This is very right and proper, but the comparative expenditure of a mere £3½ million to remove "black spots" over a road system more than 30,000 miles greater than the rail system concerned, gives the motorist some idea of how he or she is being made the scapegoat for accidents while the Road Fund revenue he or she contributes is savagely "raided."

We cannot do better than quote the British Road Federation on this vexed subject. The editorial in their last month's Bulletin read as follows:—

"The vagaries of the Government's attitude towards road expenditure—it cannot be called a policy—have been amply demonstrated by recent events. In April, information elicited from the Minister of Transport showed that grants for road maintenance for the current financial year would be over four per cent. below those for last year, which meant that, allowing for increased costs, actual work would be cut by 15 per cent. This reduction followed a statement by Lord Leathers, Secretary of State for the Co-ordination of Fuel and Power, last summer that 'any economy below the present level is a delusion.' Now Lord Leathers has announced that the Government has decided to allocate £1 million extra for roadwork this year which will go 'some way' to restoring the cut on maintenance. Also, Mr. James Stuart, Secretary of State for Scotland, has stated that a further £1 million, to be spread over three years, will be spent on roads in the Highlands. Whilst these increases must be welcomed—and they do indicate that the Government disagrees with the view of the Select Committee on Estimates that the condition of the roads is not being jeopardised by the present low level of expenditure—they are trivial by comparison with what is necessary.

"The argument advanced by the Government for not spending money on roads is the need to restrict capital investment. If this is tenable it should apply to all forms of transport. With the railways, however, the picture is vastly different. The cost of major development schemes, of over £100,000 each, authorised or in progress, totals more than £42 million. The corresponding total for road schemes is a little over £3 million, and of this all but £1,200,000 is for one project only, the Neath Bridge scheme which should have

been completed two years ago. Yet over three-quarters of all transport and travel is by road.

"The situation is the same over expenditure on safety measures. A statement by the Minister of Transport indicates that there will be no opposition to the British Transport Commission spending over £17 million on installing automatic train control, a device which would have saved 399 lives had it existed since 1912—ten lives a year. It is to be applied to 5,320 route miles of main lines and this is equivalent to £3,250 per mile. At this rate there is justification

for spending nearly £27 million on the 8,250 miles of trunk roads alone. As it is, the total expenditure authorised by the Government for the improvement of 'black spots' on the 184,000 miles of roads throughout the country is a mere £3½ million.

"It is right that the Government should allow capital development of the railways. But it is of no use the Government at the same time producing a false argument for not permitting adequate maintenance and development of roads.

"Last year the Government sponsored an issue of £120 million of British Transport Commission guaranteed stock and the suggestion has now been revived that there should be a Road Loan on somewhat similar lines, interest and amortisation charges being met from motor taxation. A loan of the required magnitude would enable the cost of all the necessary large-scale road and bridge works to be spread over a considerable period.

"The suggestion is sound. It is a way out of the alleged difficulties which the Government says stand in the way of adequate and proper road expenditure. It will also enable the Government to pursue a realistic road policy without loss of face."

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Front cover picture: WORKS CAR.—Ron Flockhart qualified for a works Connaught at Charterhall and drove it into third place in the Formula II race.

CHARTERHALL

The racing at Scotland's Charterhall circuit put emphasis on a number of things. The practice prang of Parnell's B.R.M., following Wharton's Albi crash, makes it seem as if these unhappy cars recognise their shortcomings better than Mr. Owen does, and are sportingly determined to erase themselves and so end their inglorious career. Wharton's subsequent Formule Libre victory was a hollow one, without opposition, but, coupled with his victory in the Formula II race, it does confirm our opinion that Wharton is Britain's best all-round driver, second only to Hawthorn. While on this subject, Flockhart and Gould maintained their growing reputation, and Rolt did splendidly to finish ahead of the works Connaughts in the

Continued on page 490

CHARTERHALL

Wharton Wins Both His Races

THE Scottish International, run partly in rain, produced attractive, accident-free racing on the interesting if bumpy two-mile Charterhall airfield circuit. The racing was organised by the Winfield Joint Committee and sponsored by the *Daily Record* and *Newcastle Journal*.

In practice Farina lapped in the Thinwall Ferrari in 1 min. 21.8 sec., Parnell, trying hard in the B.R.M., had a wheel lock-on and the resultant skid ended in a nasty accident, from which Parnell fortunately emerged unhurt. The car was badly damaged and the B.R.M. *equipe* was forced to engage in more of the familiar all-night work to put Parnell's engine into Wharton's car, Wharton's engine having pulled a bearing stud. Farina was in trouble, too, with the big Ferrari, leaving the Formule Libre 100-Mile Race an open issue.

Rain fell heavily on the Saturday morning, but this did not prevent the racing commencing smartly on time.

The up-to-1,200-c.c. supercharged and 1,500-c.c. unsupercharged sports cars lined up for a 20-mile scratch race, starting Le Mans fashion. Cliff Davis led all the way in the Cooper-M.G., which has a compression-ratio of 10.6 to 1. H. Gould, continuing his Thruxton promise, stuck close behind in his Cooper-M.G. and on lap two Tyrer, in his Supermotor with high-compression 1,400 Fiat engine, shot past Ted Lund's alloy-bonnet M.G. going into the back-leg S-bend, to take third place. Davis increased his lead over Gould on laps five and six, but the gap closed thereafter, Gould leaving his anchorage later than Davis at the corners. In the end Davis led Gould home by a mere 0.4 sec., after a lap at 67.04 m.p.h., his average for the race being 64.65 m.p.h. Beauman brought his T.T. Riley home third, having taken Lionel Leonard's M.G., driven by Blakey, on the "S." Hacking had a bouncy ride in his Cooper-M.G., Blackburn duelled with Bain's TD M.G. until his Jupiter spun, Jackson crunched in his Cooper-Rover's gears.

A similar race for blown 1½-litre and unblown 2½-litre sports cars followed, Davis now driving his Cooper-Bristol, with 9 to 1 compression-ratio. He led from the start, but thereafter Walton drew right away, in his narrow-bodied Cooper-Bristol, which lapped the back-markers and won from Davis by 25.6 sec., at 71.73 m.p.h., after a best lap at 74.38 m.p.h. Behind Davis ran a gaggle of Le Mans Replica Frazer-Nashes, Kenneth leading Currie and Melvin, until, on lap five, Melvin went past Currie. This lasted until lap eight (the race was over 10 laps) when Kenneth fell back two places, the trio finishing thus, ahead of Gibbon's 2½-litre Rover special. Tyrer's Supermotor was distinctly off colour, perhaps because this was its first wet race.

After a lunch interval the big sports cars had a 40-mile race. In practice Ian Stewart's Ecurie Ecosse Type C Jaguar had been fastest, but now, on the wet course, it looked pretty hectic, and after three laps Reg Parnell in a works DB3(S) Aston Martin was in the lead. He pulled farther and farther away from the bigger Jaguar, to win by 36.2 sec. at 72.07 m.p.h., after a lap at 73.77 m.p.h., his controlled tail slides through the Paddock S-bend delightful to behold. Jimmy Stewart's Jaguar was third, Walton's game Cooper-Bristol fourth. Dickson drove an Austin Healey 100 but, if nicely suspended, it wasn't fast.

The 100-mile Formula II race promised excitement, for the three works Connaughts were running and Moss had his Cooper-Alta, now with a normal Cooper F2 chassis. The Connaughts comprised a new, unpainted 7 ft. 6 in.-wheelbase car with fuel injection and Ferrari-shape nose cowl, driven by Coombs, the ex-Lyons 7 ft. 6 in. car with carburettors, driven, in the absence of McAlpine through illness, by Salvadori, and the original 7 ft. 1 in.-wheelbase Connaught, with fuel injection, driven by young Flockhart. Besides these there were privately-entered Connaughts to be handled by Rolt and Ian Stewart, the Cooper-Bristols of Wharton, Gerard, the Border Reivers, Ecurie Ecosse, Gould's Garage and the sports version of J. H. Walton, Nurse's H.W.M., Brandon in a Cooper 1.100, etc.

Moss displayed enormous acceleration, taking Wharton after the first corner, but on the next lap the Alta severed an oil pipe and Stirling's race was over. Thereafter Wharton led in impeccable style, his Cooper-Bristol comfortably ahead of all opposition. He won "in a canter" at 79.45 m.p.h. For 17 of the 50 laps Rolt lay second in the Walker Connaught, but the car for once was off-colour, with a leaky carburettor float (it has had a hard but successful season), and Salvadori came by. Three laps later Gerard, driving his usual fearless race in the Cooper-

Bristol, also passed Rolt and Flockhart, signalled from the S-bend by his pit crew, a girl-friend keeping the lap chart, was knocking off a second or more every lap, until, on lap 31, he took Rolt. He then set about catching Gerard, a task accomplished successfully after a fine tussle, on lap 39. The electric Flockhart then proceeded to close up, during the remaining ten laps, to within two seconds of his team-mate, but neither could get within sight of the calm, purposeful Wharton. Coombs had brake trouble in the new Connaught. The Walton Cooper-Bristol went remarkably well for a sports-car, holding Brandon's twin-banger racing car at bay. Fastest lap, 83.7 m.p.h., was shared by Wharton, Salvadori and Flockhart.

A heart-stopping Formula III race saw Moss win, at 76.47 m.p.h., but only after a battle which Stirling seldom has to fight. Brandon led away, was passed by Moss, with Leston third, but Parker then got past Brandon and Moss. Stirling led again only to go wide at the S-bend and let both Parker and Gerard through. Leston had dropped back somewhat, so Moss was third. He fought hard but Gerard was truly on form, his Cooper lapping at 79.12 m.p.h., fastest lap in the race. Stirling pushed Gerard and Parker all he knew how, until Gerard's engine gave up, and Moss got ahead of Parker, coming in 17 sec. in front with, Leston, who afterwards flew home in an Auster, in third place, ahead of Charles Headland. Alas, one car shed a wheel and a spectator was injured—500s do this far too frequently.

This absorbing day's racing concluded with the 100-mile Formule Libre race. Raymond Mays attended the B.R.M. *equipe* in a Bentley Continental, Berthon in a Ford Zephyr, while Farina arrived in Vandervell's 4½ Bentley.

The Connaught team again swapped about, Fairman driving the car Flockhart had driven in the F2 race. Lap one saw Farina comfortably ahead in the Thinwall Ferrari, Moss in second place in his F2 Cooper-Alta and Wharton, going at prodigious speed up to the corners, in the B.R.M. For the next four laps the leaders were Farina, Wharton, Moss. Then, on lap six, Rolt, his Connaught on form again, took Moss.

Farina was drawing away from the B.R.M. until the Ferrari's engine went ragged, whereupon Wharton closed right up and as Farina pulled into his pit, the B.R.M. flashed into the lead on lap 14. Rolt was now second, the Connaught cornering more steadily than Moss' Cooper, which he was hurling into the bends. Gaze's 3-litre Maserati retired early with what looked like a leaking tank.

Farina appeared for a lap sometime later, but the Thinwall Special was obviously too lacking in working cylinders to continue. It would have won easily had it run properly and one is left wondering what had occurred between Silverstone and Charterhall to cause this change of fortune. We hope to see this Formule Libre B.R.M./Ferrari duel rejoined at Goodwood on September 26th.

The B.R.M. continued to go very well indeed, so that Wharton set a new lap record of 1 min. 24 sec. (85.71 m.p.h.), beating Farina's old record by 0.4 sec.

It sounded, perhaps, slightly ragged a few laps from the end, but won with a lap in hand. Rolt held a splendid second place, his privately-owned carburettor-Connaught beating the works entries, of which Salvadori's spun on lap one and was not seen again, but Coombs' was driven nicely into third place, only to suffer severe loss of power, so that Salvadori (now in Fairman's car) took this position on lap 40, holding it to the end. Moss' Cooper-Alta was passed by Coombs' Connaught after 18 laps and went sick after 25 laps; it resumed after a long pit-stop and we witnessed the pathetic sight of Stirling circulating slowly with one hand lifting his helmet so that he could listen to the engine's changed note. The Ecurie Ecosse Cooper-Bristol was fourth, two laps behind, and McBain's Border Reivers Cooper-Bristol fifth after a stern duel with Somervail's old 1½-litre E.R.A. from the same stable. We had expected great things of Flockhart's 2-litre E.R.A., but it started with its second-best Zoller, the oil-feed valve of which became dirty, so that more lubricant was passed than was good for the plugs, the car retiring after four laps when in seventh place.

* * *

The *Newcastle Journal* entered into the spirit of the meeting with a well-illustrated "Charterhall Special" edition. This is a good idea, even if the articles are intended for the public rather than for the knowledgeable. One amusing error had crept in—when the name of the Thinwall Special was discussed as follows: "That is an odd and intriguing name, and one wonders continually what it conceals in affecting to reveal; something to do, possibly, with the thickness and metallurgy of the cylinder block casting." We only hope Mr. Vandervell has by now sent the writer concerned, William Poulton, a set of Thinwall bearings for his journalistic transport!

* * *

A smell of "boot-polish" fuel was noticeable after certain cars had gone by!

THE EDITOR LOOKS AT AMERICAN RACING

I DO not as a rule take much notice of American racing, not because I despise it but because I find it too complex to comprehend easily. In the first place, it requires knowledge of a special language to understand it. For where else but in the U.S.A. do they speak of "crewmen," "second spot," "a driver pitting" (i.e., coming into his pit), "rookies" (inexperienced drivers), "lidlifter," "drag strips," "ponderous bruisers," "souping dept.," "hot-rods," "jalopy" and the rest of it? Moreover, American races are complicated in form, what with AAA Stock Car races, NASCAR Grand Nationals, Midwest Sprints, MRA Roadster races, Eastern Midgets, Midwest Midgets, Championship car races, Big Car races, etc., etc. So I normally take notice only of the classic Indianapolis 500-Mile Race and the important Pan-American sports-car road race. All the other stuff is excellent racing, but special to the Stars and Stripes, although on the way to Le Mans I noticed lurid posters which indicated that those remarkable stock-car races, in which you remove the glass from a rusty closed jalopy, strap yourself into your seat, and bump and bore your way through the smashes and pile-ups which are part and parcel of this sport, are spreading to Europe. It can be said of this form of auto racing that as well as being exciting for the more cast-iron spectators it is inexpensive for the participants—instead of bothering about Formula III and 750 and 1,172 Formulae young America has racing for an expenditure of less than £20, racing these stripped pre-1939 jalopies on quarter-mile dirt tracks, such as those sponsored by the San Diego Racing Association, where, I am given to understand, 1934 V8 Fords with locked rear-ends lap within two seconds of the midgets. And are a good deal less expensive to maintain than horses or women, I'm told!

Indianapolis is real racing of the highest order, albeit extremely specialised. This year speeds were generally lower than in 1952, William Vukovich winning at 128.74 m.p.h. (0.18 m.p.h. less than Ruttman's record average last year). He drove without relief in the Fuel Injection Special, leading for all save five laps, on a day of torrid heat which caused many drivers to collapse from heat-prostration and one to succumb, although in this case fumes of fire-extinguisher liquid were, I think, a contributory cause. Vukovich's race ran as follows:—

First lap : 133.097 m.p.h.
 50 miles : 133.06 m.p.h.
 48 laps : fuel and change all tyres in 56 sec.
 150 miles : 130.713 m.p.h.
 225 miles : 131.738 m.p.h.
 113 laps : fuel and change all tyres in 50 sec.
 171 laps : fuel and change all tyres in 56 sec.
 400 miles (yellow flag had slowed field for 6 min. 50 sec.):
 129.206 m.p.h.
 Won at : 128.74 m.p.h.

In Europe racing is only possible financially because of plentiful starting money and advertising payments from the fuel, oil and accessory firms, but in the States the prize alone should suffice. Where else, for example, would Vukovich—who hails from California not Moscow—have won over £33,000 in cash as race and lap prize money, the Ford pace car, the Borg-Warner Trophy, the L. Strass Company Trophy, the John Hobbs Trophy, the Robert Bowes Memorial Trophy, the Cummins Engine Company Trophy, the Wynn Oil Company's Rex Mays Memorial Watch (and diamond stick pins for each member of the crew), free meals for a year at the Wheeler Catering Company in Indianapolis, a registered cocker spaniel, a complete set of tools for himself and his mechanic, and a victory kiss from film star Jane Greer?

Incidentally, Vukovich seems to be a steady guy, for not only did he ease up 50 laps from the end of the "500," saving his car and not troubling to go for the race record, but in a *Speed Age* interview he said he had no intention of continuing dirt-track racing, but would return to Indianapolis in 1954. He led by 200 points for the National Championship after this year's "500."

Prize money in lieu of starting money is probably an essential at Indianapolis, for the advertising value of the race in respect of selling cars is no doubt negligible—if I tell you that the first six cars home this year were the Fuel Injection Special, a Springfield Welding Clay Smith Special, a Bardahl Special, a Grancor Piston Pin Special, a Hinkle Special and a Sumar Special, would that mean

anything at all to you in relation to stock American automobiles?

It may not always be like this, for this year Studebaker and Chrysler had their engines in Indianapolis cars. The Studebaker-Agajanian was out because the starter coupling sheared and push-starts are barred at the "brickyard," and although the Chrysler-Wolcotts at first lapped at 136.9 m.p.h., they gradually lost speed for some unexplained reason, nor did the Chrysler-Belanger ever get going properly. Maybe there is something about the V8 inclined-o.h.v. Chrysler engine which doesn't like sustained high r.p.m. We who have seen Sydney Allard change back to Cadillac for his sports/racing Allards and witnessed Briggs Cunningham's spectacular retirement at Silverstone read of this Indianapolis defection and are left wondering. Yet the writing on the bricks suggests more stock engines next year.

Indianapolis, run at a faster average than our old, lamented B.R.D.C. 500-Mile Race over a slower track, is nowadays a tremendous technical problem and one from which useful lessons no doubt filter (if through a thick element) to the U.S. industry.

The main problem is keeping tyres in one piece. Roger Huntington, S.A.E., *Speed Age's* talented Technical Editor, makes the significant point that although the winner's average speed has increased by only about 2½ m.p.h. in the last three years, in 1951 only two sets of tyres were consumed by the leader, in 1952 three sets, but this year Vukovich needed four sets, although the final change was, I think, somewhat precautionary.

This tyre problem is having a most interesting effect on the design of the cars themselves. Off-set transmissions to get a low c. of g. ease the load on the off-side rear tyre through Indianapolis' 110/120-m.p.h. turns, whereas a centre-propeller-shaft car takes the corners with the near-side front tyre scarcely on the bricks and something like 150 lb. more weight on the off-side wheels than in the newer jobs, the off-side rear tyre taking a terrible load. The use of a beam front axle on the Series 500 Kurtis is another means of combatting a high tyre consumption—it was borrowed by Cunningham for the CR 5 Le Mans car.

Front-wheel drive has been killed by tyre wear; the f.w.d. Novi, the only front-driver, required six stops for tyre changes, finishing 11th.

Firestone have not been slow to meet the problem with a new racing tyre. For the back wheels it is usual to have 8-in. section tyres, with 7.1-in. front tyres. The new Firestone uses the same 40 lb./sq. in. pressure but has an extra tread groove, a wider tread surface and is constructed of improved high-temperature rubber compounds. The driver reaction in some quarters this year was that the new tyres cause more drag and kill the top few hundred r.p.m. Firestone countered by saying that their new racing tyre had reduced wheel spin by 50 per cent., hence lower tachometer readings. It is to be expected that these new Firestones will be universal wheel-wear at Indianapolis in 1954 and no doubt soon afterwards stock Firestone covers will be better still in consequence. Incidentally, tyre temperatures were running over 300 deg. F. this year and a set of covers lasted about 110 miles until the oil and rubber got bedded into the bricks, reducing spin and permitting Vukovich to do 160 miles on a set.

The unblown Meyer-Drake 270 engine came out exceedingly well at Indianapolis. It saw the light about 1933 and was running up to 6,000 r.p.m. this year, or at a piston speed of around 4,500 ft. per minute. This was pretty staggering and left blown jobs and 1953 V8s well behind. Yet the only big 1953 mod. to the Meyer-Drake was a new forged crankshaft in place of a crank machined from the solid. Nitro-methane fuel made no real contribution to high placings, in spite of rumours which have drifted over the mill-pond—incidentally, "mill pond" isn't far wrong, for as I write this the aviation world is thrilled with a crossing by a B.47 in 4 hr. 46 min.

So much for Indianapolis, a race I should very much like to see, as the sole remaining long-distance track race, which naturally appeals to one who has distinct leanings towards Brooklands racing of the 'twenties.

Another aspect of American racing is that of amateur-built "hot rods." I no longer scoff at hot-rodders' claims. Their astounding stock-base projectiles are extremely fast, both acceleratively and in respect of all-out speed, over short distances. They go as fast or faster in 1953 on two souped-up, stroked stock motors as

[Continued on page 487]

CONTINENTAL REPORTS

CIRCUIT OF AIX-LES-BAINS

AIX-LES-BAINS, July 26th

WITH no works Ferraris entered for the fifth Circuit du Lac at the ideal holiday resort of Aix-les-Bains, the first reaction was that the race would not hold much interest, but by the time that practice was finished it was very obvious to everyone that their absence was really a good thing. Twelve cars were entered and of these only the Osca of Chiron was absent, it still being at the factory for an overhaul, the other eleven consisted of the Gordini trio, Trintignant, Schell and Behra, the three H.W.M.s of Macklin, Collins and Cabantous, the Ferrari of Rosier, Bayol's Osca, John Fitch driving Alan Brown's Cooper-Bristol and Graffenried and Marimon with A6G Maseratis, the last-named with a works car in place of his own blue and yellow machine.

On a short circuit such as Aix, only 2 kms. 410 to the lap, the times were exceedingly close during practice and there was only 6 sec. between the fastest, Trintignant, and the slowest, Macklin. The well-surfaced circuit, roughly triangular in shape, runs along the edge of the Bourget Lake, overlooked by mountains that form the beginning of the Alpine range and both for practice and race day summer was really at its height, a blazing sun causing most people to dive into the lake as soon as activities were over. The form of the race was that peculiar speciality of the French, two heats in which everyone takes part and the addition of the times to give the General Classification. Each heat was over 50 laps of the circuit, with a break in between the two to allow very hot drivers to cool down and cars to be mended if necessary. The line-up for the first heat was on practice-lap times, with Trintignant, Schell and Marimon in the front row, and to anyone knowing the capabilities of drivers and machines, their skill and reliability, any one of the eleven could prove to be the winner. Had the Ferrari team been present the result would almost have been certain, but the very mixed field of semi-professionals provided an interesting situation for the outcome could not be guaranteed.

Marimon led away, soon to be overtaken by Schell and then Trintignant, followed by Behra, Bayol, Graffenried and the rest, with Fitch bringing up the rear. There was not much space to spare amongst the leaders and Schell soon received a dent in his tail that was the shape of a Maserati nose and a little while later Cabantous came round with his tail pushed in, again by Marimon's Maserati. After only five laps Schell had to stop and have a misfire cured, leaving Trintignant and Marimon to fight for the lead, which they did until the 14th lap when they both disappeared. Earlier, Graffenried's Maserati had spewed all its oil out making things very slippery, and trying to catch the Gordini the Argentinian spun on one of the hairpins. Only a few hundred yards farther on Trintignant dropped a valve, the engine spat back and caught the carburettors on fire and he was out. Behra, in third place till now, went by into the lead and Bayol, who was following, stopped to give his fire extinguisher to the driver of the burning Gordini and then carried on in second place. Rosier ran a steady third and the rest gradually fell farther and farther back, with Macklin leading them. After losing a number of laps Schell joined in again with great zest, but ten laps before the end the Gordini went woolly again, as did the Cooper of Fitch and Collins' H.W.M. What had started as a cut-throat dice had developed into a dreary procession and Behra had little difficulty in winning the first heat, from Bayol and Rosier. As the winner started off on his last lap Graffenried came out of the paddock, did a searing lap and was then flagged off with the rest, the object being to qualify as a finisher. While preparations were made for the second heat it was interesting to reflect on the reactions of drivers when they hit the stream of oil deposited by Graffenried's Maserati early in the race. From a position overlooking the long left-hand curve past the start, where the oil began, most of the cars were sideways on as they hit it the first time. The second time round only Trintignant and Behra took avoiding action, altering their line into the corner so that they could run round the outside of the slippery section. Marimon continued to motor straight over the oil without being affected in the least, while Macklin endeavoured to keep on the inside of it, taking quantities of straw off the bales with his hub-caps. Rosier, Bayol and Fitch made not the slightest attempt to avoid it, merely slowing down and driving on the same line. After watching Trintignant for a number of laps Marimon "caught-on" and changed his line through the curve.

The field lined up for the start of the second heat, with the exception of Marimon and Trintignant, and took up grid positions in accordance with the order of finishing the first heat. Collins was troubled by having a clutch that would not free so the H.W.M. mechanics, and "patron" Heath, pushed the car as the flag fell and after three or four goes Collins managed to "clonk" it into gear and motor off after the rest. From the front line Bayol on his neat little Osca, took the lead from Rosier and Behra, but soon Rosier dropped back, letting Behra and Graffenried past, but Graffenried did not last long and stopped at the pits with the Maserati feeling rather sick. Bayol was driving remarkably well, the Osca so quiet that its speed was deceptive, and he and Behra kept up a neck-and-neck struggle for the lead. Behind, Macklin was having a real go and holding on to Rosier, while Collins lasted only five laps. Fitch was still going awfully slowly, the Bristol engine misfiring badly, which did not help, and Schell's Gordini had not really recovered itself. For 18 laps the Osca and the leading Gordini kept station and Rosier began to draw away from Macklin as the H.W.M.s brakes got tired. On lap 19 Behra dropped to third place and the next lap stopped altogether with the Gordini's engine broken, and a few laps later Schell also came to rest with mechanical trouble. Bayol was now quite untroubled and circulated with beautiful regularity, the Osca humming quietly away to itself the while, being so quiet that as it rounded the paddock curve tyre squeal drowned the exhaust note. Both he and Rosier lapped Macklin, who was now third, twice, and as the Ferrari came by for the second time the H.W.M. driver seemed to wake up and hung on to Rosier for a number of laps, until the Frenchman was signalled to ease up and let the H.W.M. go, with the result that they both slowed up and Rosier settled back into his normal gait, ahead of the green car. With the sun continuing to blaze down upon the circuit and the vendors of liquid refreshment continuing to produce more and more blocks of ice to keep the bottles cool, Bayol reeled off the 50 laps of heat two and finished nearly a lap ahead of Rosier, to win his first Formula II race, for his second place in heat one added to the first in heat two made him undisputed winner of the General Classification.

Apart from recording his first major victory, Elie Bayol also marked up the first victory for the Formula II Osca, a victory that was long overdue, for these neat little cars, built by the Maserati brothers, have always appeared to possess great possibilities. First introduced at the end of last season, two cars have been built, Bayol having the first and Chiron the second, but neither driver being in today's top class, one being too new and the other being too old, the six-cylinder Osca has never really been given a proper chance. Frequently, however, both of them have shown their capabilities, but not for long, as at Monza last year, when Bayol was the only one to record a practice time approaching the works Ferraris and Maseratis. With its twin-cam six-cylinder engine, four-speed gearbox in unit with the differential, de Dion rear axle and double wishbone front suspension, the whole layout of the Formula II Osca is most impressive for its neatness and lack of unnecessary frills and weight, while its quiet manner of going tends to give an impression of slowness, until lap times are correlated to driver-ability, when it is soon realised that in the hands of a top-flight driver and with factory backing it could be a menace to the Ferraris and Maseratis.

Results :

CIRCUIT DU LAC, Aix-les-Bains (July 26th)—Two Heats—Blazing Hot

Heat 1 : 50 Laps—120 Kilometres :

1st :	J. Behra (Gordini)	...	1 hr. 11 min. 33.8 sec.	...	101.029 k.p.h.
2nd :	E. Bayol (Osca)	...	1 hr. 11 min. 56.5 sec.		
3rd :	L. Rosier (Ferrari)	...	1 hr. 12 min. 38.2 sec.		
4th :	L. Macklin (H.W.M.)	...	...	2 laps behind	
5th :	P. Collins (H.W.M.)	...	...	3 " "	
6th :	Y. Cabantous (H.W.M.)	...	...	3 " "	
7th :	H. Schell (Gordini)	...	...	4 " "	
8th :	J. Fitch (Cooper)	...	...	4 " "	

Heat 2 : 50 Laps—120 Kilometres :

1st :	E. Bayol (Osca)	...	1 hr. 10 min. 48.7 sec.	...	102.097 k.p.h.
2nd :	L. Rosier (Ferrari)	...	1 hr. 12 min. 16.9 sec.		
3rd :	L. Macklin (H.W.M.)	...	...	2 laps behind	
4th :	J. Fitch (Cooper)	...	...	3 " "	
5th :	Y. Cabantous (H.W.M.)	...	...	6 " "	

General Classification by addition of times :

1st :	E. Bayol (Osca)	...	2 hr. 22 min. 45.2 sec.		
2nd :	L. Rosier (Ferrari)	...	2 hr. 24 min. 55.1 sec.		
3rd :	L. Macklin (H.W.M.)	...	...	4 laps behind	
4th :	J. Fitch (Cooper)	...	...	7 " "	
5th :	Y. Cabantous (H.W.M.)	...	...	9 " "	

Fastest lap of meeting : H. Schell (Gordini), 1 min. 20.3 sec.—108.048 k.p.h.

Circuit of Sables d'Olonne

THE French holiday season being at its height, organisers and local council are quick to see that a motor-race figures in the activities of the more popular watering places, and Sables d'Olonne, on the Atlantic coast, is one of those places. With a heat wave at its peak the whole town was overflowing with humanity, not all of whom, unfortunately, took very kindly to motor-racing, preferring buckets and spades, or beach balls. However, the Automobile Club de la Vendée had made big efforts and lengthened and improved the circuit from last year. This was the third Grand Prix to be run at Sables d'Olonne and as at Aix-les-Bains, a few weeks earlier, the entry consisted of private owners and the smaller works teams, in fact the entry was almost identical. Trintignant, Schell and Behra were on the Gordini six-cylinders, Collins, Macklin and Cabantous on H.W.M.s, Bayol and Chiron with their Oscas, the latter new and shiny fresh from a factory overhaul, Rosier with his four-cylinder Ferrari, Moss with his Cooper-Alta, Claes and his yellow Connaught and Pilette with a 4CLT Maserati with the engine converted to 2-litres and unsupercharged. Following the Aix-les-Bains lead the event was run in two heats, each of 45 laps of the 2.9 kilometre circuit, in which everyone took part, the General Classification being decided by adding the times for the two races.

With no works Ferraris or Maseratis present the race was another very open one, which could be won by almost any of the competitors, and once again, as at Aix, the whole event took on an entirely different character from the usual Italian demonstration meetings. Practice saw the three Gordinis monopolise the times, though Bayol with his Osca was right on their tail, followed by Moss and Rosier with equal times and Chiron just behind, only 2 sec. covering the difference between all these drivers. Although Schell made the fastest practice time it was Trintignant, followed by Behra, who led away on the first lap of the first heat, with Bayol just behind them. Schell got past the Osca and the three Gordinis looked as though they would monopolise the race, if they did not blow up, for Trintignant and Behra had drawn quite a way ahead and Schell was keeping the rest of the field at bay. Moss began to speed up, his Alta engine going very well, and he got into fourth place ahead of the two Oscas, but then he lost second gear in his pre-selector box and they both overtook him, Bayol leading Chiron. Before half-distance Trintignant's Gordini broke, and almost at the same time Schell stopped to make adjustments, which left Behra way out on his own, with Chiron now in second place ahead of Bayol, the two Oscas running quietly and smoothly and Moss was now back in fourth place ahead of Rosier. The H.W.M.s were having minor troubles as was Claes' Connaught, while the modified Maserati of Pilette could hardly drag itself round the course. With 15 laps to go Bayol had an oil pipe split and at the same time was cut in the face by flying grit and decided a brief stop at his pit was due and this let Moss up into third place, which spurred him on to greater efforts and before another 10 laps had passed he had caught Chiron and taken second place, but then his gearbox decided first gear should have a rest and while he was struggling round in third and top both Chiron and Rosier overtook him. With Behra out on his own they finished in that order after 45 laps of heat one.

A 40 minute break before the second heat allowed Moss' gearbox to receive attention, Trintignant's transmission to be repaired and Rosier's water system to be stopped up, as well as getting the other competitors ready for another 45 laps, all that is with the exception of Claes and Pilette, whose cars were both beyond another attempt. Lining up on the grid in the order of finishing the previous heat, with non-finishers at the back, it was Behra who led away followed by Schell, Chiron and Moss, the last now with all the gears functioning. For the first eight laps everyone had a real go at motor-racing and although Behra was leading all the time, he had a seething bunch worrying at his heels, consisting of Moss, Chiron, Rosier, Bayol, Trintignant and Macklin, the H.W.M. going as never before. These six shuffled and reshuffled behind the leading Gordini until the Cooper gearbox played its tricks again and Bayol's temporarily repaired oil pipe split again. By lap 10 Behra was still leading with Trintignant and Rosier almost side by side chasing him, then came Chiron driving remarkably swiftly and Macklin now dropping back a bit due to failing brakes. By half-distance Behra seemed all set to win the second heat, though Rosier and Trintignant had not yet decided who was to be second. Moss had dropped farther and farther back, being lapped by all the field with the exception of Collins, these two circulating together to amuse themselves. With

11 laps to go Behra relaxed his attention for a fleeting moment, the Gordini spun and his rear axle was bent against the kerb and he limped back to his pit to retire, having literally thrown away the race. Trintignant now pressed on a bit and got away from Rosier and finished heat two comfortably in the lead, the Ferrari being second and Chiron, still driving splendidly for an old man, in third place. The only other finishers were Cabantous, Moss and Collins, two, three and three laps behind, respectively.

When the results of the two races were juggled together to find out the General Classification, the ludicrous situation resulted whereby no Gordini figured in the list, even though they had won both heats. As so often happens in races of unknown quantity, it was Rosier who was the winner, by reason of a third and second place. Chiron was next with a second and third but a greater total time than Rosier, and to complete the absurdity of the situation Moss was third, with a fourth and fifth place, showing that in these French races it pays to keep going, however slowly. Without a doubt the Cooper-Alta has the makings of an ideal car for these type of races, having not too much weight and a sufficiency of power, though the power range could be usefully extended lower down the rev-range, while something more reliable in the way of gearboxes seems called for. Watching on one of the slower corners it was interesting to note how Rosier's Ferrari and the two Oscas accelerated much better at low speed than the other competitors, the Gordinis needed lots of r.p.m., while the Alta engine and the H.W.M. engines seemed to take their time in getting up to a point where the power came in with a rush. On driving styles, too, it was interesting for the less spectacular drivers had the power churning out immediately they finished the radius of the corner, whereas other drivers, who were working away on the steering wheel and controlling slides due to entering the corner too fast, were travelling as much as 20 or 30 yards farther on before they could effectively put the throttle wide open. Once again the Oscas were very impressive, and apart from being very stable on the corner, their acceleration was beautifully smooth and the carburation wonderfully clean all the way up the rev-range.

Results :

CIRCUIT OF SABLES D'OLONNE (August 9th)—Two Heats—Blazing Hot

Heat 1 : 45 Laps—133 Kilometres :

1st :	J. Behra (Gordini) ...	1 hr. 5 min. 58.4 sec. ...	120.822 k.p.h.
2nd :	L. Chiron (Osca) ...	1 hr. 6 min. 26.6 sec.	
3rd :	L. Rosier (Ferrari) ...	1 hr. 6 min. 31.5 sec.	
4th :	S. Moss (Cooper) ...	1 hr. 7 min. 1.6 sec.	
5th :	H. Schell (Gordini) ...	1 lap behind	
6th :	Y. Cabantous (H.W.M.) ...	2 laps behind	

Heat 2 : 45 Laps—133 Kilometres :

1st :	M. Trintignant (Gordini) ...	1 hr. 6 min. 18.6 sec. ...	120.126 k.p.h.
2nd :	L. Rosier (Ferrari) ...	1 hr. 6 min. 24.6 sec.	
3rd :	L. Chiron (Osca) ...	1 hr. 6 min. 56.9 sec.	
4th :	Y. Cabantous (H.W.M.) ...	2 laps behind	
5th :	S. Moss (Cooper) ...	3	
6th :	P. Collins (H.W.M.) ...	3	

General Classification by addition of times—90 Laps :

1st :	L. Rosier (Ferrari) ...	2 hr. 12 min. 56.1 sec.	
2nd :	L. Chiron (Osca) ...	2 hr. 13 min. 23.5 sec.	
3rd :	S. Moss (Cooper) ...	87 laps	
4th :	Y. Cabantous (H.W.M.) ...	86 ..	
5th :	P. Collins (H.W.M.) ...	78 ..	

No others finished both heats.

AVUSRENNEN (July 12th)

Held on the banked Autobahn circuit, the Avus races attracted a large entry in spite of the difficulties in crossing the Russian Zone. John Cooper drove the streamline record-breaking car and had little difficulty in winning the Formula III event, the Avus track suiting the car admirably. In the Formula II race the entry comprised purely "private owners" and Alan Brown scared off into the lead in his Cooper-Bristol, only to spin off at the first corner. Swaters, driving the Belgian-owned four-cylinder Ferrari, brand new from a factory overhaul, had little difficulty in winning.

Results :

FORMULA II :

1st :	J. Swaters (Ferrari) ...	1 hr. 5 min. 3.3 sec. ...	183.4 k.p.h.
2nd :	H. Klenk (Veritas) ...	1 hr. 7 min. 45.8 sec. ...	183.6 ..
3rd :	T. Helfrich (Veritas) ...	1 hr. 7 min. 59.2 sec. ...	183.0 ..

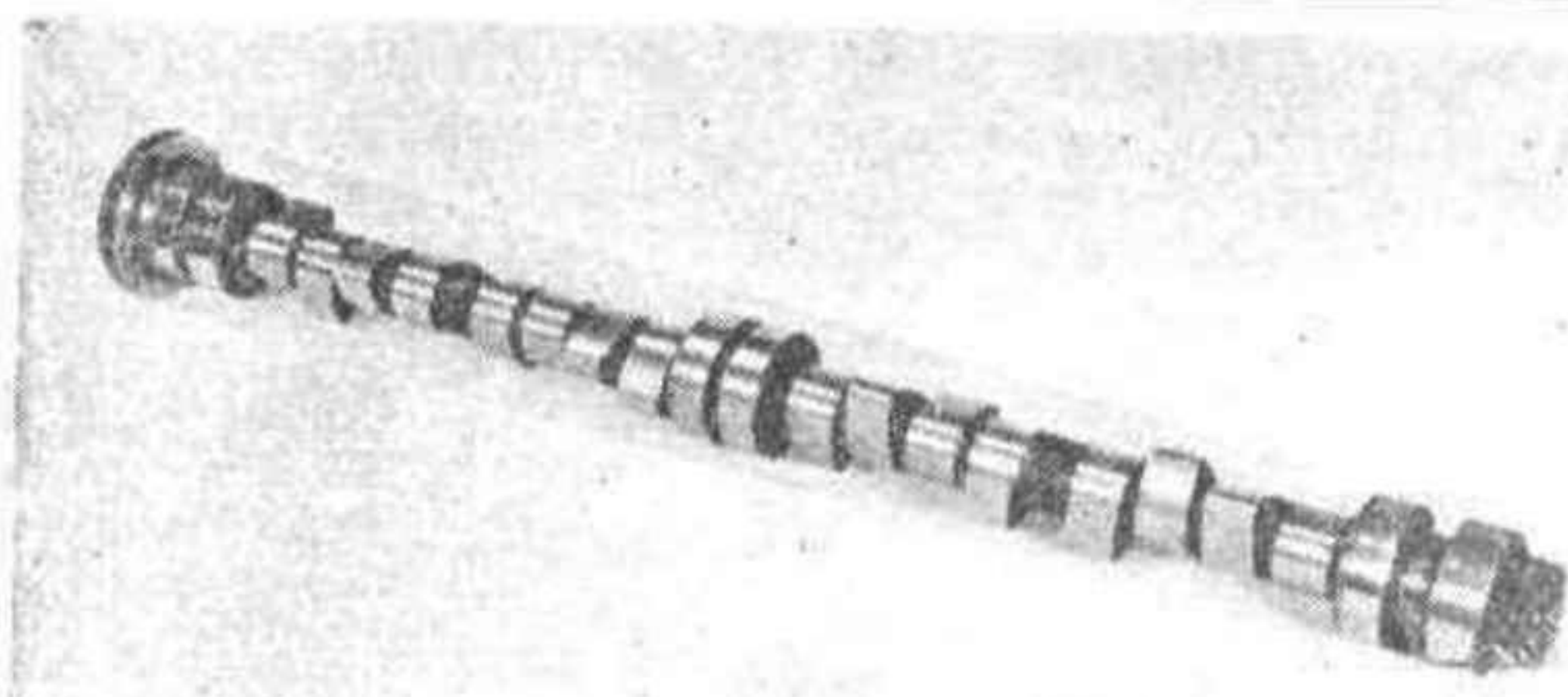
Fastest lap : H. Klenk (Veritas), 2 min. 31.9 sec.—196.9 k.p.h. (new record).

FORMULA III :

1st :	J. Cooper (Cooper) ...	49 min. 13.5 sec. ...	150.6 k.p.h.
2nd :	R. Nuckey (Cooper) ...	50 min. 1.1 sec. ...	194.2 ..
3rd :	K. Kuhlke (Cooper) ...	52 min. 5.5 sec. ...	143.4 ..

VUE DES ALPES HILL-CLIMB (Full Results)

1st :	J. M. Fangio (2,000-c.c. Maserati) ...	4 min. 46.4 sec. (<i>New record</i>)	
2nd :	K. Wharton (2,000-c.c. E.R.A.) ...	4 min. 47.0 sec.	
3rd :	E. de Graffenried (Maserati) ...	4 min. 50.7 sec.	
4th :	W. Daetwyler (4,500-c.c. Alfa-Romeo) ..	4 min. 50.8 sec.	
5th :	H. Stuck (2,000-c.c. A.F.M.) ...	5 min. 5.6 sec.	
6th :	H. Ruesch (4,100-c.c. Ferrari) ...	5 min. 12.6 sec. (<i>Fastest sports</i>)	
7th :	E. Palaccio (2,900-c.c. Pegaso, s/c.) ...	5 min. 18.3 sec.	



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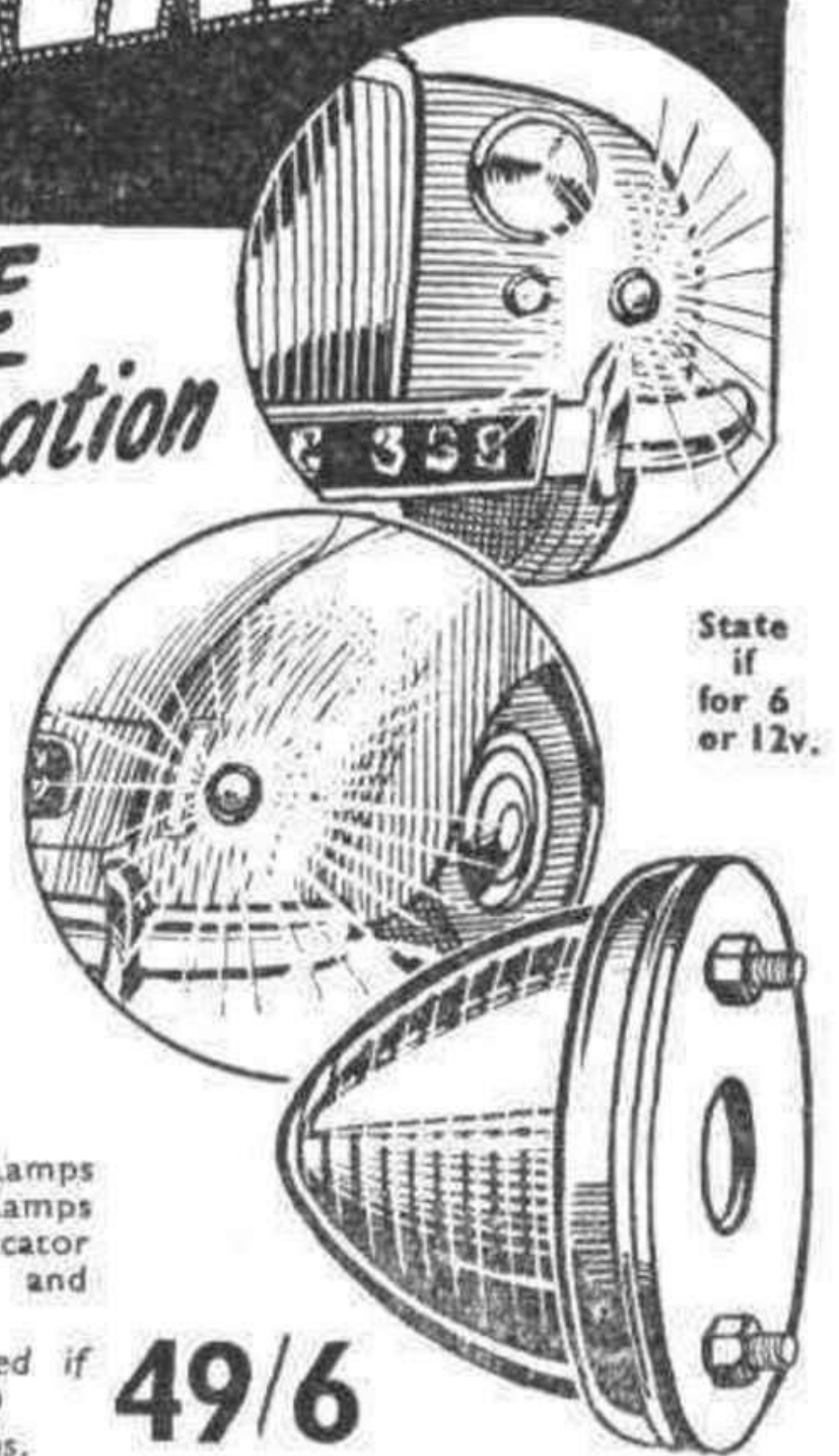
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CHAIN CHATTER

by

"CARROZZINO"



I CANNOT resist the temptation to say "I told you so" to the organisers of the German G.P. Early in the year in these columns I made some pungent remarks about the inadvisability of holding the G.P. at Schotten, which is a highly dangerous course for standard racing machines, let alone works machines, and in making those observations I was not alone. The D.M.V. insisted on using Schotten, with the result that after the practice periods all the works teams refused to ride on the grounds of too much danger. The trouble with the Schotten course is that it is too narrow and has too many trees lining the route. This sit-down strike by Norton, A.J.S., Guzzi and Gilera, caused a bit of an uproar, as can be imagined, for the International rules say that a rider once having signed the entry form must start, unless very good reason is given as to why he shouldn't. If an individual rider had refused to start because he thought the circuit too dangerous he would have been liable to heavy penalties for a breach of contract and could even have been suspended from racing. When four works teams scratch in unison the F.I.M. were set a pretty problem and the result was that the 350-c.c. and 500-c.c. classes at Schotten were scrubbed from the World Championship series and only the 125 and 250-c.c. races were counted for points. All this made the German G.P. a little farcical and one hopes that next year this situation will not be allowed to arise again.

In many respects the F.I.M. themselves are to blame, for that body has to give permission for a course to be used and presumably someone went and had a look at Schotten before sanctioning its use for the Grand Prix. A pity they didn't take a rider with them, for they would have soon been told that it was impossible for works 500s. It was already agreed that it was too narrow for sidecars and they were banned. In the 125-c.c. event Ubbiali won with an M.V., while Haas walked away with the 250-c.c. event on the powerful little N.S.U. twin. The 350-c.c. race, not counting as a championship event, was won by Bandirola on the new four-cylinder M.V., which is a scaled-down version of the proved 500-c.c. model, and while he had no serious opposition it was an excellent proving-ground for the machine. The works B.M.W.s were competing in the 500-c.c. class, but with all the "foreign" withdrawals they had no opposition and Zeller was victorious.

In direct contrast to the German meeting, the French G.P. at Rouen went off perfectly, with the exception that both Amm and Doran damaged themselves in spills. Used for the first time for motor-cycles, the Rouen circuit proved very popular and pleased riders immensely as it was one on which riding skill paid dividends. Anderson continued the flight of the 350-c.c. Guzzi which is playing havoc with the English teams in this class, while Duke showed his superiority in winning the 500-c.c. class with the Gilera Four. The sidecar race was rather disappointing as the B.M.W.s did not enter and Oliver and Smith had no opposition; they played games between themselves, with victory going to Oliver. What was rather surprising, in view of the excellent entry for this round of the World Championship, was the very poor spectator attendance, it being so small that the crowd could almost be counted by eye. In large countries such as France or Germany, the location of a race plays an important part in its success, for only the very keen travel from one end of the country to the other to watch the racing, so that organisers must try to pick on a circuit that is in a heavily populated and sporting district. In addition, of course, they have to pick on the most suitable circuit from the riders' point of view, and in the French and German events we had two examples of mistakes. The Germans chose a bad circuit that is in the heart of a very enthusiastic part of their country and should have had 500,000 spectators had things gone right, while the French chose a magnificent circuit in a disinterested part of France, with the result that they were lucky to get 5,000 spectators.

The more one thinks about the events counting for the World Championship, the plainer it becomes that there is still a great deal to be desired. After the French race the works circus trekked off to Ireland for the Ulster G.P., held this year on the Dundrod circuit, in place of the usual Clady circuit. To many people this caused heartburn, but only from sentimental reasons, for Dundrod is an

excellent road circuit. In addition to this change the Ulster organisers broke new ground by holding a sidecar event in their meeting. After the F.I.M. recommendation forbidding the running of 125-c.c. machines on the circuit at the same time as larger machines, the Irish, in typical manner, ran the eight 125-c.c. entries in a race on their own on the Thursday of Ulster week, and then combined the 250-c.c. and 350-c.c. machines together in the afternoon. Apart from the absurdity of letting 20-year-old British 250-c.c. machines run at the same time as the latest 350-c.c. works bicycles, there was the even more serious effect that this arrangement had on Moto-Guzzi. They are in the running for the 250 and 350-c.c. championships, having been using their two regular riders Anderson and Lorenzetti. At the Ulster they were prevented from continuing their programme and had to decide to let their two main runners ride in one class or the other and they chose the 250. This meant that they had to conscript two mediocre riders to start in the 350-c.c. class, whereas, normally, Anderson and Lorenzetti would have done both races and been well in the running both times. Once again, a ludicrous situation, running a meeting but preventing riders from competing.

The German N.S.U.s continued to dominate the 250-c.c. class, this time Armstrong being the winner, while the 350-c.c. race was won by New Zealander Ken Mudford riding a works Norton in place of Amm, who was still laid up after crashing in the French G.P. The sidecar race produced a rather disappointing entry of only eight runners, Oliver and Smith being the only two works riders again. This time it was Smith's turn for a win, as Oliver retired on the very last lap with mechanical trouble, having been in the lead as they started the last seven miles. The 500-c.c. race looked like being another win for Duke on the Gilera and at the time of his refuelling stop he had a minute lead over Kavannagh on the Norton, but, on restarting, his clutch gave trouble and this allowed the Norton rider to get past and score their first win since the T.T. Although the Gilera team is potentially much stronger than Nortons', being faster, more powerful, and having the cream of the riders, Nortons' keep plugging away and are never too far behind, so that one slight error by the Italian *equipe* and the Birmingham single is in the running.

Reverting for a moment to national events, the recent meeting at Blandford run by the A.C.U. decided who was to be the British Champion. Now this was really quite absurd, for deciding a national championship on one meeting alone is quite pointless. Just to show how much of a farce it is, Fergus Anderson rode there and won the 250 and 350-c.c. events, thus becoming British Champion in both of those categories. He rides in England about once a year and lives in Italy, yet by making an effort and travelling overnight from the French G.P. he was able to become British Champion just like that. It really is time that the A.C.U. tried to learn a little from other countries and run a British Championship in a normal manner, with a series of events throughout the season to count points. There is enough national racing to justify it and such a scheme would tend to add a little more interest to the long succession of dreary aerodrome races that take place week after week, with no difference in character between one or another. If the B.M.C.R.C. Silverstone meetings, Blandford, Thruxton, Eppynt, Scarborough, Snetterton and Crystal Palace meetings all counted for the British Championship, we then might get a result that makes some sense. Furthermore, this year, as seems inevitable, the A.C.U. event was held the day after an important Continental event, with the resultant omissions in the entry lists. One day it is to be hoped that we can organise an event at a time and place that will not be hampered by Continental opposition so that everyone will be free to compete.

THE 12 HOURS OF PESCARA (August 16th)

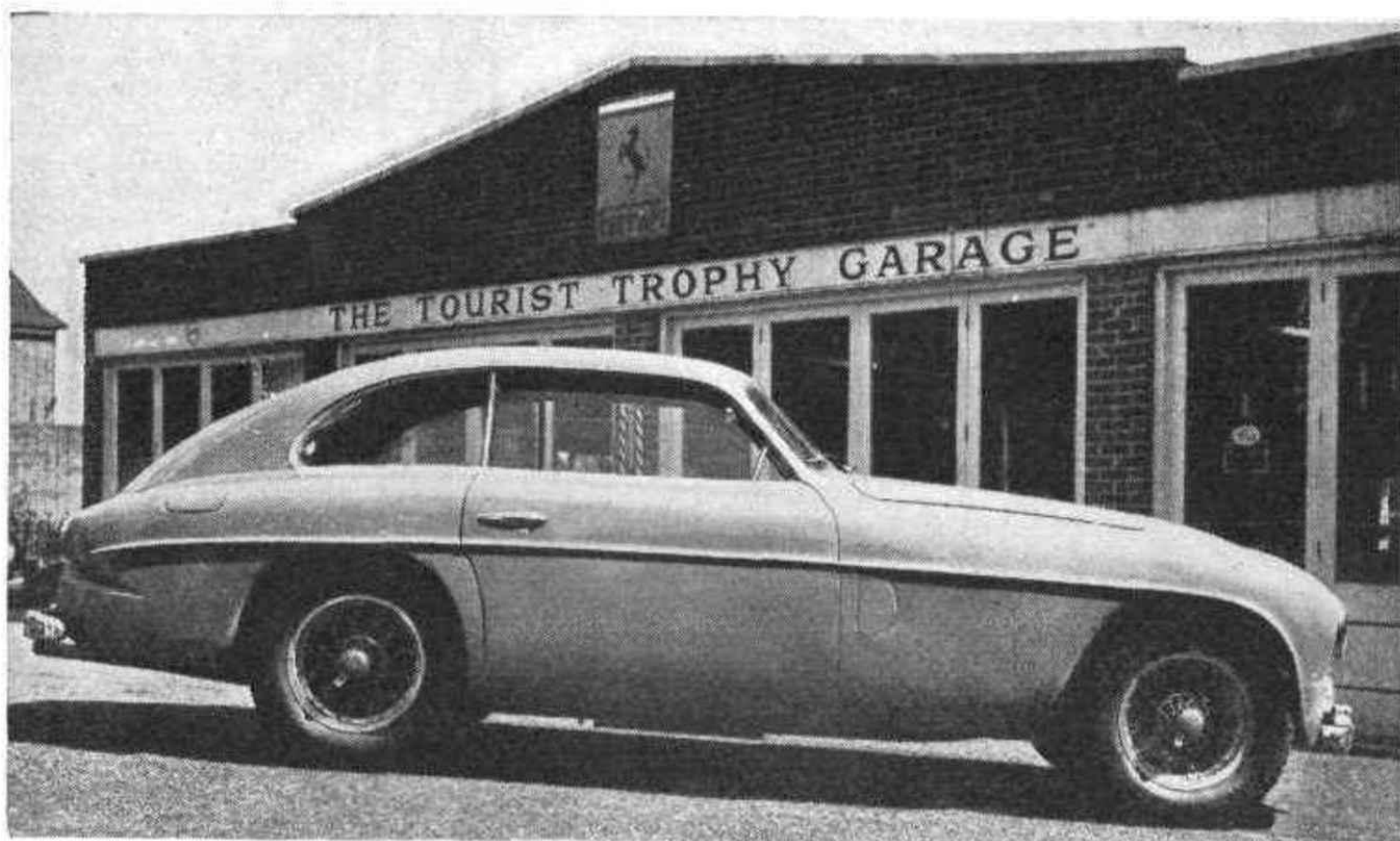
Putting the two new boys together in a 4½-litre coupé, Ferrari had the satisfaction of seeing them win the 12-hour sports-car race at Pescara, on the Adriatic coast. The two drivers concerned were 24-year-old Hawthorn and 25-year-old Maglioli, and between them they piloted the Ferrari to victory, way ahead of all opposition. Among the 40 competitors were P. Whitehead (Jaguar) and Gaze (Aston Martin), but neither was able to challenge the Ferrari, though Villorosi-P. Marzotto, also Ferrari-mounted, led at half-distance, later to retire with a broken rear axle.

Results :

1st :	J. M. Hawthorn/U. Maglioli (4½-litre Ferrari),	1,542.6 kms. ...	128.5 k.p.h.
2nd :	Mancini/Dal Cin (2-litre Maserati) ...	1,385.5 kms.	
3rd :	E. Sterzi/F. Cortese (2-litre Ferrari) ...	1,353.9 kms.	
	Fastest lap :	U. Maglioli (Ferrari), 10 min. 35.8 sec.—	144.385 k.p.h.

Mike Hawthorn's Personal Transport

A Description and Road Impressions of his 2.5-litre Tipo 212 Inter Ferrari Saloon



IN SURREY.—The Hawthorn Tipo 212 Inter Ferrari saloon outside his father's T.T. Garage at Farnham.

A CHANCE occurred recently to try out a Carrozzeria-bodied 2.5-litre Ferrari saloon, actually last year's model, which the Modena concern have lent to Mike Hawthorn for his personal transport. Needless to say, an opportunity like this does not have to be proffered twice, and a meeting with the proud temporary owner and his potent vehicle was quickly arranged.

The first impression of the car is of its extremely low build and austere business-like contours, chromium plate being refreshingly absent. The design conforms to standard Ferrari practice, the chassis being a cruciform structure of electrically welded oval tubing. The front suspension is independent, using double wishbones with a transverse leaf spring, while the rear is by the normal $\frac{1}{2}$ -elliptics. Houdaille dampers are used all round. Braking is taken care of by single leading shoes, actuated by the Lockheed system with one master cylinder. The under-bonnet view of any of the more expensive Continentals never fails to impress and this particular example is no exception.

The engine is a 60-deg. V12 with twin camshafts above each bank of cylinders. The camshaft covers, incidentally, are fitted with twin plastic lifter knobs, which seems such a simple and effective idea but is so rarely seen. Each bank of cylinders has its own coil and distributor, while three twin-choke Webers look after the carburation. A six-branch exhaust is used for each bank, leading into a single pipe which runs underneath the car on either side.

The high-pressure lubrication system (the makers state minimum pressure as 98 lb. per sq. in.!) uses gear-type pumps and a thermostatically-controlled oil cooler, while the light alloy finned sump contains seven litres of lubricant.

The gearbox, which is controlled from a short centrally-placed lever, has five forward speeds and one reverse. Considering that the box also incorporates its own pressure pump for lubrication, I suppose that there is some excuse for the large amount of room it occupies between driver and passenger.

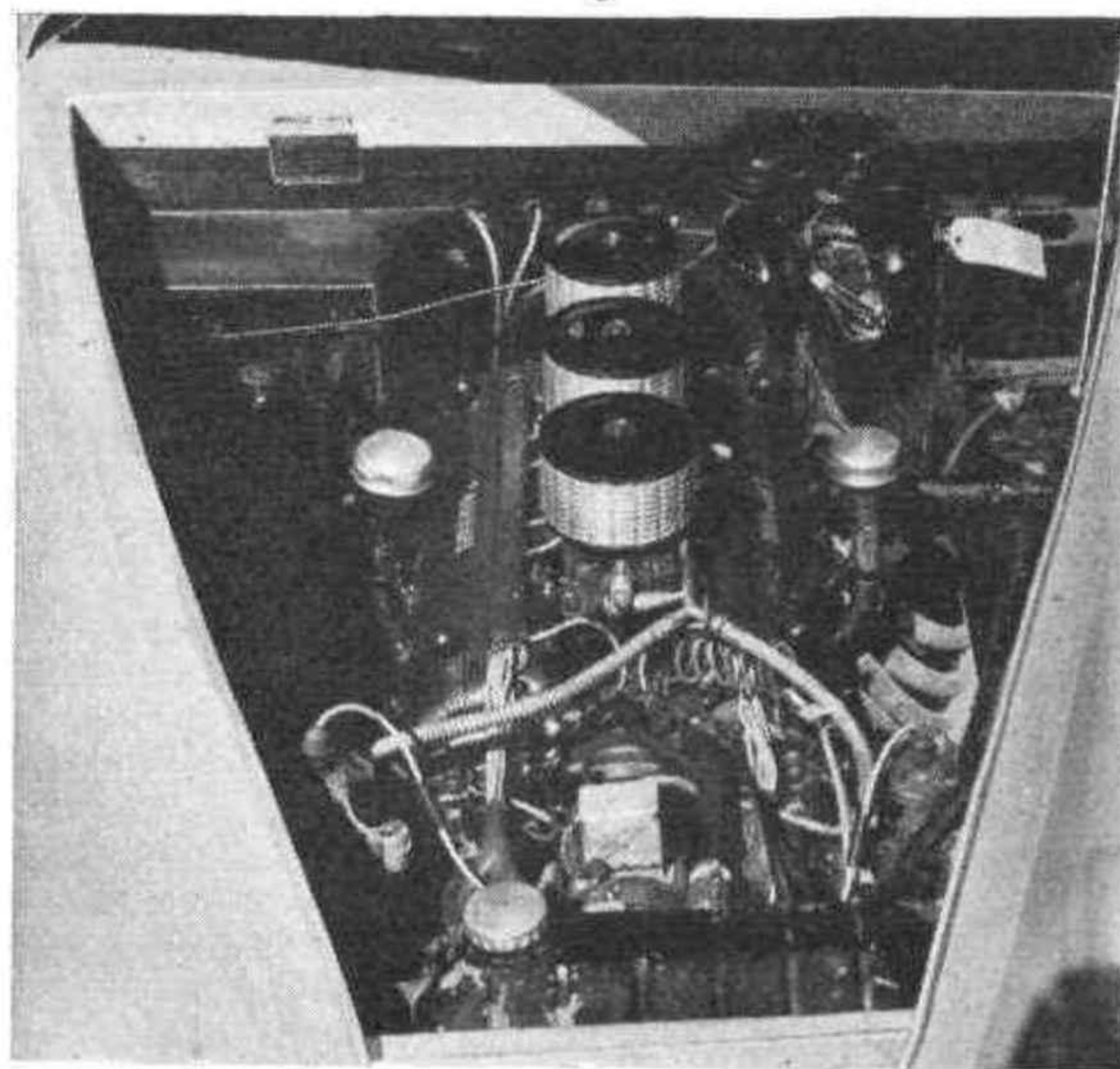
The cockpit is all that one expects from a car of this nature. The instrumentation consists merely of two large indicators, one each side of the steering column, the left-hand dial showing r.p.m. from 0-8,500 and the right-hand dial kilometres per hour from 0-240. Contained within these two dials are small gauges showing water temperature and oil pressure in one and fuel contents, with a small clock below it, in the other. In the centre of the dash are a starter button (which has a dynamo-charge warning light cunningly incorporated), combined ignition and headlamp switch, and a choke. Below the main dash on a sub-panel are four small switches for side-lights, interior light, spot-lights and windscreen wipers. The dip-switch is mounted on the steering column and is perfectly placed for the headlamp flicking beloved on the Continent. *En passant*, the headlights are the latest Marchals and give an astounding light, far in advance of anything I have ever previously driven behind.

One of those intriguing average speed meters is an extra fitment, but unfortunately this was not working, Mike asserting that it depressed him!

A three-spoke light alloy steering wheel is fitted on the right-hand side, the rim being of polished wood in the Bugatti tradition. The front seats are cloth covered, adjustable both fore and aft and in back-rest angle, so that an excellent driving position results.

To start up, one merely switches on and gives the starter button a quick jab, when the engine immediately responds with an exciting growl very similar to the 4.1 "America." Choke is never needed, apparently, even in winter, which shows the very "unfussy" nature of the power unit. A light pressure on the single-plate clutch allows first gear to be engaged, and, unless one is very careful with the throttle, the getaway is accompanied by two well-defined black marks. Actually, if one tries, it is possible to leave rubber behind in all the gears, including fifth! A complaint could perhaps be levelled at the gearbox, which is definitely tricky until one gets used to it, and in spite of third and fourth being synchromesh, selection can be accompanied by anything but the silence of which the handbook boasts!

Superlative acceleration through the gears, which seems to about equal that of a Le Mans Frazer-Nash, allied to a remarkable docility,



ENGINE-ROOM of the Hawthorn Ferrari, showing accessible fillers, and air cleaners on the triple Weber carburetors.



THREE-QUARTER FRONT VIEW of the 2½-litre V12 Ferrari.

make the Ferrari an extremely useful car in traffic. As my first experience of the vehicle was in London, this came as a very pleasant and unexpected surprise! It is possible to let the speed drop to about 10 m.p.h. in top and then to accelerate hard with complete smoothness and without protest from the engine. This flexibility is, I think, due to the 12 cylinders running on a lowish compression ratio, and a propeller-shaft torsion bearing.

The high-speed performance is in keeping with the urge shown lower down the speed scale, and is all one hopes for from a manufacturer of this distinction. The suspension, although harsh by modern roller-coaster standards, really comes into its own at the higher velocities. That 120 k.p.h. (74½ m.p.h.) showed on the clock along a narrow and bumpy (but straight!) country lane is perhaps all I need say on the subject. A short run to an aerodrome concluded the fun and games. Although it was not possible to find out the real top speed, as at no time was the maximum of 7,000 r.p.m. through the gears approached, the car comfortably exceeded 160 k.p.h. (over 99 m.p.h.) on several occasions. I should say that it would reach 125 m.p.h. given a decent run, which indicates that some "breathing on" has been carried out by Modena.

Throughout the test, wind noise was entirely absent, the engine note and tyre whine being therefore the more pronounced, but by no means unpleasantly so. The whine from the Pirelli "Corsa" tyres, incidentally, is nearly always present, but seems complementary to the nature of the car. On fast bends slight understeer is apparent, which enables the full enjoyment to be derived from drifting the car, which may, of course, be driven using a racing technique if the road permits. Braking from high speeds is good but not sensational, the best point perhaps being the absence of fade due to racing linings and copious light-alloy fins on the drums.

PETER ASTON, OF MINTEX

Mr. Peter Aston, the Mintex Racing Manager, comes as a relatively young manager into the sport of motor racing. Being one of those fortunate (or unfortunate) people whose hobby is also his job, he attends every meeting he can.

Born in 1924 at Croydon, most of his experience comes from Coventry, where he has lived since 1937. He left the Coventry Technical College in 1940 to join the family business of building and civil engineering contractors. Joining the R.A.F. in 1942 he served as an engine fitter until 1943, when he enlisted in the Army as a Churchill tank driving instructor.

Rejoining the family business again at the end of the war in 1945 for another three years, he left in 1948 to join the Mintex sales staff of British Belting & Asbestos at Birmingham. In 1950 he started in the racing business seriously as Assistant Racing Manager, and was promoted to his present position in March, 1952. For driving both here and abroad he uses a Standard Vanguard.

THE TIPO 212 INTER FERRARI

Engine: 60-deg. V12 twin camshaft, using two valves per cylinder and a seven-bearing crank. Light alloy head and block, shrunk cast-iron liners. Bore 68 mm., stroke 58.8 mm. Swept volume 2,562.51 c.c. Compression ratio: 8 to 1. B.H.P. at 6,500 r.p.m.: 120.

Timing: Inlet opens 20 deg. b.t.d.c., closes 55 deg. a.t.d.c.
Exhaust opens 60 deg. b.t.d.c., closes 15 deg. a.t.d.c.

Ignition: Twin coil, twin distributors.

Fuel: Premium grade, twin pumps.

Carburettors: Three twin-choke Type 36 DCF Webers.
Sump capacity: Seven litres.

Gearbox: Five forward speeds, one reverse. Pressure oil pump and filter. Gear ratios: 1st, 3.157 to 1; 2nd, 1.1946 to 1; 3rd, 1.403 to 1; 4th, 1 to 1; 5th, 0.914 to 1; reverse, 4.058 to 1; 3rd and 4th synchromesh.

Chassis: Wheelbase, 2.6 metres. Track, 1.278 metres (front), 1.250 metres (rear). Height, 1.7 metres.

Suspension: Front: Double wishbone single transverse leaf spring. Two Houdaille dampers.

Rear: Quarter-elliptic springs. Two Houdaille dampers.

Weight: 971 kilos (empty).

Brakes: Single leading shoe, Lockheed operation.

Body: Superleggera by Carrozzeria Touring.

Tyres: 640 by 15 Pirelli "Corsa."

Fuel tank: 105 litres capacity.

Speeds in gears (from handbook):

1st	...	36 m.p.h. at 6,500 r.p.m.
2nd	...	58 " " " "
3rd	...	81 " " " "
4th	...	113 " " " "
5th	...	124 " " " "

Fuel consumption (driving fairly hard): Approx. 18 m.p.g.

Price: Approx. £4,000.

Although it might perhaps be regarded as sacrilege to criticise such an elegant vehicle, I do feel that the rather poor internal fittings and complete lack of head room in the rear seats calls for comment, considering the initial cost of the car. The seats are almost entirely cloth covered and slight wear and tear is apparent, while anyone unfortunate enough to sit in the rear seats has to lean forward between the driver and front passenger to avoid concussion. However, the accent has obviously been laid on the functional aspect and these are but small criticisms compared to the car's many outstanding features. Certainly the combinations of light blue-grey exterior and dark blue interior trimming looks very pretty indeed. Regretfully I handed the Ferrari back to its anxious driver. Michael is certainly a very lucky fellow to have such a delectable piece of transport, but no one deserves it more or can put it to better use.—J. CROSSLEY.

HERTS COUNTY HILL-CLIMB

The Herts County Automobile and Aero Club announces that once again it has a speed venue in its home county. A new hill-climb course has been found and the opening meeting will take place on October 3rd.

The course is situated in the Westbrook Hay estate near Hemel Hempstead on the main Hemel to Berkhamsted road (A41). The timed length will be 500 yards and the road surface is tarmac. From the start on a gradient of 1 in 8 the road takes a fast left-hand sweep to come to a right-angled bend also to the left. From there the road sweeps to the right to the finishing line. The overall gradient is 1 in 11.

There will be classes for saloon, sports and racing cars. This venue is situated only 22 miles from the centre of London.

The October meeting will be a closed invitation event, and at the time of writing the following clubs have accepted invitations: Bugatti O.C., North London Enthusiasts C.C., Falcon M.C., Half-Litre Club, and the Vintage Sports Car Club.

Hon. Secretary: D. A. Wilcocks, The Cottage, Faircross Way, St. Albans, Herts.

CONTINENTAL NOTES

By the Continental Correspondent.

SCUDERIA LANCIA

On the Tuesday following the German G.P. the Scuderia Lancia arrived at the Nurburgring to carry out some testing on their latest sports cars, and at the same time gain some knowledge for the 1,000-kilometre race over the same circuit. They had with them three of the new open two-seater "Spyder" cars, of the type that Gonzalez and Bonetto had used in the recent Portugal sports-car race. These cars follow the general lines of the Le Mans coupés, having identical front suspension with trailing arms and transverse leaf-spring mounted high above the wheel centre line, and vast inboard brakes with universally jointed shafts coupling them to the wheels in the manner of f.w.d.

At the rear, however, the i.r.s. of the coupés gives way to de Dion on the open cars, with a similar layout to Ferraris, which is to say the de Dion tube is located by a central slide and double-radius arms on each side. As on the i.r.s. cars the suspension medium of a transverse leaf-spring is retained, together with long thin telescopic shock-absorbers. The gearbox is in unit with the differential housing and inboard brakes are again used, reducing unsprung weight to an absolute minimum. The chassis frame is of the small-diameter tube "space-frame" variety, with the tubes forming a box around the engine compartment, the power unit being lowered down into place through the opening in the top. Having right-hand control, the cockpit has the regulation door on the right and here the weakness in the "space-frame," due to this door, is provided for by a stressed skin construction of aluminium panelling some 10 in. wide.

The engine of these cars is 2.9 litres and is the pure racing wide-angle six-cylinder in Vee formation, having two sparking plugs per cylinder fired by coil ignition, each inlet camshaft having a six-cylinder distributor mounted at its rear end. In the centre of the Vee, three Weber 42DCF4 carburettors are mounted, fed by an air box incorporated in the detachable bonnet top. With the type of frame used, the body is naturally all-enveloping, but kept to very small dimensions and the fuel tank is mounted just in front of the rear axle with a filler rising vertically into the headrest behind the driving seat. A lid in the tail gives access to the spare wheel and battery. These latest cars have engines using, for the first time, Vandervell bearings and one of the tests being carried out was to discover the wearing properties of this type of big-end in the Lancia engine. The three cars were continually driven round the circuit alternately by Taruffi, Bonetto, Manzon, Castellotti, Piodi and Palmeri, and at various times both Taruffi and Bonetto lapped in 10 minutes 43 seconds, which compares favourably with the previous Sunday's Grand Prix times, for on the works Maserati Bonetto clocked 10 minutes 40 seconds.

The whole of the Scuderia Lancia equipment, cars, spares, wheels, tools, mechanics, and so on, arrived in what must surely be the last word in transport. On a vast six-wheeled Lancia diesel chassis, with the driving cab about eight feet ahead of the front wheels, the firm had had built an all-metal van body large enough to take four of the coupé cars with ease in two tiers. Operated by compressed air from a built-in compressor, a hydraulic lift at the back of the lorry lifts the cars to either the first or second floor level and they can then be driven into the vast interior. When all the cars are loaded the lift mechanism is folded up by hydraulic rams and packs away flat against the rear of the body, the large double doors then being closed behind it. Capable of averaging over 30 m.p.h. on a transcontinental run, this Lancia cruises at 55 m.p.h. and can be taken over mountain passes with ease for it has the usual Lancia steering lock. The cab is like a very spacious living room, with all amenities for day-and-night non-stop motoring. Finished in blue and white, with "Scuderia Lancia" written along each side it seems obvious that such equipment is not justified by mere sports-car racing—and yet no one will say officially that the 1954 Grand Prix team is under construction!

TAZIO NUVOLARI

While it is with regret that I have to record the death at the age of 61 of Tazio Nuvolari, it is with a certain degree of relief that I received the news, for it has long been a source of chagrin that the greatest driver the world has ever known was desperately ill in a

nursing home in Italy, passing away the last years of a life of fantasy in slow suffering decline.

From 1920-1939 the name of Nuvolari featured prominently in the results lists of motor racing, and even in motor-cycle racing for the first 10 of those years, and his list of 72 wins in car races is a sure testimonial to his ability. While this dark, wiry little man had a driving style that was unique, it was more his ability to achieve the impossible that earned him the title of "il maestro." It is unlikely that any driver will ever approach Nuvolari's record, and if he does, he certainly will not improve on the legendary nature of the exploits of "Nivola," to give him his Italian nickname. Even in his earliest days he created a stir by winning motor-cycle and car races on the same days and when he took to car racing seriously, in 1930, his legendary aspect grew apace. Winner of the Mille Miglia, Le Mans and the Targa Florio he made his name with the British public when he drove an M.G. Magnette to victory in the 1933 Ulster T.T. He had never before seen a preselector gearbox, his travelling mechanic spoke no Italian and he was up against stern opposition, but he won nevertheless. In 1935 he drove an Alfa-Romeo, outdated in speed and handling, against full teams of Auto-Union and Mercedes-Benz at the Nurburgring, the Germans' home ground, and beat the lot of them. The same year he took records at 212 m.p.h. on a narrow Autostrada with the monstrous bi-motore Alfa-Romeo that most people viewed as an uncontrollable menace. In 1936 he went to America and won the Vanderbilt Cup on a cinder-type surface that was home-from-home to the Yanks. Nuvolari took one look, saw how the corners should be broadsided and romped away with the race. When Alfa-Romeo finally succumbed to the German onslaught Nuvolari was offered an Auto-Union, at a time when that firm had "out-science" itself and built a rear-engined car that many drivers of orthodox cars viewed with misgivings. A brief try, with his tongue in his cheek, and Nuvolari won the 1938 Italian G.P. and Donington G.P. at the very time when Mercedes-Benz were apparently unbeatable and had the most powerful team; rather like Ferrari last year. By this time Nuvolari was 46 and only the war stopped him racing; he actually won the last race Auto-Union ever competed in, the Budapest G.P. on September 3rd, 1939.



Tazio Nuvolari in an Auto-Union.

During the war he suffered badly from ill-health and when he reappeared in a Maserati in 1946 he was a very sick man. He refused to give up and kept appearing at infrequent intervals, but was clearly too ill to ever regain his pre-war form. His one final effort, and a glorious one, was when he drove an 1,100-c.c. Cisitalia in the Mille Miglia in 1947, finishing second in pouring rain, having led most of the way in a drive that was typical "Nivola," a drive that apart from his finishing position was astounding in its perfect madness. After that the great little man was finished, with the exception of a small National Italian race, which he won with an Abarth. A few weeks ago the World's Greatest Driver passed into a paralytic coma from which he never recovered.

In writing this obituary I clearly recall the last occasion when I saw Tazio Nuvolari, it was at Monza in 1950 when he started the sidecar race of the G.P. des Nations, standing on a little platform on the edge of the track, just to my left. He was dressed in a cream suit and wearing a Panama hat, that iron jaw still jutting out as it did when he was driving. Tazio Nuvolari may be dead, but his memory will live as long as Grand Prix racing, and longer, for his exploits are legendary and that is surely the ultimate. To attain fame in life so great that it passes into legend in death, none could wish for more.

—D. S. J.

XVITH Grosser Preis Von Deutschland

NURBURGRING, August 2nd.

A PART from being the eighth round in the World Championship, the German Grand Prix is a special event in itself, for it is held on the fabulous Nurburgring circuit with its multitude of gradients and corners throughout its lap of 22 kilometres. At most Grand Prix events the circuit is merely the scene upon which the rival teams and drivers battle against each other for honours, but at Nurburgring a driver must first of all do battle with the circuit, endeavouring to learn and conquer as many of its twists and turns as possible, and then the matter of personal or team rivalry can be attended to. It is true to say that to be successful on the Nurburgring a driver must first of all like the circuit and have an inner determination to beat it at all costs, or otherwise he will either finish in the hedge or make deplorably slow times. Fortunately Nurburgring is not a dangerous circuit, even though the average speed is high, and though many people get caught out by its tricky corners and come to grief, there is seldom any damage done, for the whole route is bordered on both sides by comparatively soft hedges and grassy banks.

Being a Championship event, everyone was there, or nearly everyone, the only notable omission being the H.W.M. team, who, though they were placed second and third in the Eifelrennen meeting earlier in the year, were refused admission to the Grand Prix, their places being taken by various German-owned two-seater Veritas sports cars. Ferrari entered their usual team of Ascari, Farina, Hawthorn and Villoresi with the regular four-cylinder cars, and were opposed by Maserati with Fangio, Gonzalez, Bonetto and Marimon. Unfortunately the plump Gonzalez could not drive as he had crashed a sports Lancia in Portugal the week before and was not fit, this appearing to put a bit of a damper on the Maserati team. The Maseratis were the same six-cylinders that ran at Silverstone, supported by Graffenried with the Platé-owned car, while Ferrari were supported by the private cars of Rosier, Ecurie Francorchamps, driven by Swaters, and Kurt Adloff driving the Ecurie Espadon car driven last year by Fischer. Connaught Engineering were running three works cars, with MacAlpine, Bira and Salvadori as drivers, Claes driving his own yellow car, and Gordini entered his three regulars, Trintignant, Schell and Behra with the hard-worked six-cylinder cars. Normal Cooper-Bristols were driven by Brown and Nuckey, Moss had his Alta engine and an E.N.V. gearbox in a normal Cooper Formula II chassis, while Glockler was loaned the Bob Chase Cooper with de Dion rear end, now fitted with a Bristol engine and gearbox in place of the touring 1,900 Alfa unit. To complete the list there was a collection of assorted Veritas and B.M.W.-engined cars, including one from the Eastern Zone of Berlin, now named an E.M.W.

Cold weather and rain marred the first two practice periods and discouraged most people from doing more than the necessary qualifying laps, and on the first day only one Maserati appeared, while Ferrari had five cars out, practised, covered them up with water-proofs and sat back to watch. In between showers Hawthorn tried out a 4½-litre open two-seater, in readiness for the forthcoming 1,000-kilometre sports-car race. On this day no Gordinis appeared, nor did the Coopers of Moss and Glockler, though Brown and Nuckey suffered the rain. Friday was again wet, though dry periods allowed some fastish lappery, but it was not until Saturday morning when conditions were perfect that the starting-grid times really took shape. On a long lap such as the Nurburgring the battle for starting positions can be viewed in seconds rather than split seconds, and Ascari showed his mastery over all by being 3.9 sec. faster than Fangio, with Farina only 0.4 sec. behind, followed by Hawthorn another 8.5 sec. to the bad. These four formed the front row and behind came Trintignant, Villoresi and Bonetto, but only the first two had any hope of keeping the front row in sight. The fastest English car was the Cooper-Alta of Moss, 48.5 sec. behind Ascari, while Salvadori led the Connaughts being 9.2 sec. behind Moss. Ascari's time was 9 min. 59.8 sec., the fastest yet recorded for a Formula II car, and, while brilliant, it must be remembered that the out-and-out record for the circuit is still held by Hermann Lang with the 1939 Mercedes-Benz, with a lap in 9 min. 53 sec. Altogether 33 cars came to the starting line, the notable absentees being the fourth Maserati—it having been offered rather late in the day to Lang and Pietsch, but both turned it down as there was insufficient time to accustom themselves to a very potent piece of machinery—and Glockler's borrowed Cooper, looking rather nice in a coat of silver paint but minus a con-rod, a big-end bolt having broken before he could do the necessary qualifying laps.

The race was to be run over 18 laps of the circuit and every driver on the starting line was fully aware that it was going to be a matter of endurance as well as racing. It was Fangio who led away, the Maserati out-accelerating Ascari's Ferrari, and as the field streamed round the Sudkerve, preparatory to coming up the return leg past the back of the pits, Ascari and Fangio had already made a slight gap between themselves and the rest of the entry. It took the "maestro" less than half a lap to get past the Maserati and when they returned to the starting area a little over 10 minutes later, to complete the first lap, Ascari was a clear 10 sec. in front. Fangio followed, but to everyone's joy Hawthorn was right on his tail, just as at Reims, and 16 sec. later Farina came by and then the rest of the field, already strung out, in the order Villoresi, Bonetto, Graffenried, Schell, Behra and Hermann, a promising new German driver of a single-seater Veritas owned by Hans Klenk, the Mercedes-Benz team driver. Salvadori's Connaught was the first British car to appear but he came into his pit and retired with his water and oil mixed together. MacAlpine also came in to change an oiled plug, and long after the tail end of the field had gone by Trintignant limped in with the sound of a broken crown-wheel and pinion, while Stuck did not complete a lap. Ascari was obviously quite uncatchable, his mastery of the Nurburgring being superb, and he steadily increased his lead by around 10 sec. per lap, so that he started on his fifth lap with 37 sec. lead over Hawthorn, who was now leading Fangio by a mere length, with Farina always 16 sec. behind. Last year Ascari completed a "hat trick" on the Nurburgring, a thing never before achieved, and he now looked all set for a fourth successive win. As the minutes ticked by while he went round on his fifth lap all eyes turned to the brow of the Tiergarten hill that leads onto the plateau where the starting area is situated. It was just a matter of seeing how much more he had gained on the Hawthorn-Fangio duel, everyone thought, when three cars appeared over the brow in a bunch, two Ferraris and a Maserati, and one of the Ferraris was heading for its pit, with the driver waving his arm. It was Ascari and there was no wheel or hubnut on the off-side front hub—he was motoring on three wheels and a brake drum! Not daring to apply the brakes for fear of locking the front drum and wearing away the elektron, he coasted into the pit area and rolled past to come to rest at the very end of the long line of pits, Ferraris being in the first one, unfortunately. Keeping the engine running, he calmly waited while a mechanic rushed the length of the pit area with a "quick-lift" jack, which was thrust under the front, Ascari then reversing back to his own pit while the mechanic steered the jack. The brake drum was given a quick check over, a hubnut borrowed from Platé, another wheel put on and, after losing 4 min. 12 sec., Ascari rejoined the race amid the cheers of the crowd. While all this had been going on Hawthorn was now driving all he knew to keep the lead, but for some unaccountable reason Farina now began to go like the wind and made up more than 10 sec. on the leaders in one lap, so that after Ascari had gone and the leaders appeared again, Hawthorn and Fangio were still within touching distance but Farina was only 3 sec. behind, and the end of the next lap saw the three cars go by in a bunch and as they started lap eight the order was Farina, Fangio, Hawthorn. Farina was now driving superbly and it almost seemed that he was inspired by Ascari's misfortune as he outpaced Fangio by as much as 10 sec. a lap. Hawthorn began to tire and, feeling that the others were pressing on in a rather dangerous manner, wisely eased up, letting Fangio get as much as a half-minute lead. This urgent battle for the lead, and Ascari's missing-wheel episode rather overshadowed the rest of the field, in which some spirited driving was going on. Villoresi was all on his own, not being able to keep up with the leaders, but outpacing the followers, while Schell had been driving brilliantly and had caught and passed Graffenried's Maserati, only to have the Gordini head gasket blow. Last year Harry Schell was regarded as rather a comic turn, not really justifying a place in the Gordini team, but since the beginning of this season he has made remarkable progress, getting better and better with each race. Marimon was not showing up too well on this difficult circuit, and was delayed by a punctured rear tyre, while Behra, having worked his way up to sixth place, retired with a broken gear-change. After fitting the new wheel Ascari restarted in ninth place a long way behind Graffenried, but he needed less than a lap to catch him and Schell's retirement at the same time put him into seventh place on the next lap, and on the eighth lap he set a new record for Formula II cars with a time of 9 min. 57.1 sec. and was now after Bonetto for fifth place. This he managed on the next lap, but he was still a long, long way behind

Villoresi, who was holding fourth position. Farina, in his inspired flight into first place, equalled Ascari's record lap and at the end of lap nine Ferraris did a complicated shuffle. Ascari finished his ninth lap in fifth place while Villoresi was halfway round his 10th lap, and at that point Alberto stopped at his pit and got out. Farina, Fangio and Hawthorn completed their 10th lap in that order, now spaced out, and Villoresi completed his 10th lap in fourth position, stopped at the pits, gave the engine a fierce blip on the throttle. Ascari jumped in before the revs. died and was away, now in fourth place and not too far behind the leaders. Villoresi got into Ascari's car and set off a few seconds later, now in 13th place and about to start the car's 10th lap, having already completed that lap in his own car. On the 12th lap Ascari set another new record in 9 min. 56 sec. dead, a speed of 137.78 k.p.h., getting remarkably close to Lang's all-time high of 138.5 k.p.h. As lap 14 was completed by the leaders Farina had 48 sec. over Fangio, who in turn had 42 sec. over Hawthorn, while Ascari now had Hawthorn in sight, but as he came up the return road at the back of the pits he slowed down to gesticulate to his pit, and as he started off an ominous cloud of blue smoke rose from the cockpit. He was a long time completing that lap, and Bonetto passed into fourth place, and when the Italian champion at last appeared it was to drive into his pit and stop for good, the Ferrari engine had weakened under the strain of the last lap record. Having driven over a kilometre and through three or four bends on three wheels at a speed higher than some people were doing on four wheels, rejoined the race and set up two lap records and got back within sight of being in the first three, fate had reached out and said "Enough." As Ascari packed his helmet and goggles into his little blue case, donned his sports-jacket and walked slowly away to return to his hotel, the sympathy of everyone went with him, for today he had tried like never before, tried and failed, but he took with him the Formula II lap record, a record for unblown 2-litre cars that will probably stand for all time, with the introduction of the new Formula next year.

He was not alone in ill-fortune, for others farther down the field were having their troubles, Moss was running well in tenth place, being the first British car, and then lost a place due to having to refuel, while Hermann was still in the running, showing good possibilities but also handicapped by having to refuel. Brown had worked his way up to the head of the tail-enders when his rear suspension began to fall to bits and he stopped to effect a repair at the same time that Nuckey was mending a rear shock-absorber on his Cooper-Bristol. Bira had retired his Connaught with a broken rocker, and MacAlpine in the remaining team car had a radius-arm anchor pin shear off, so that the rear axle was only held in place by the centre de Dion pivot. Determined to finish at all costs, he stopped to have some soft plugs fitted and toured round the last four laps with all four wheels steering. Marimon struggled along in seventh place until the 14th lap and then came to rest out on the circuit, having had a disappointing race, while Rosier in his usual manner was quietly going round in the middle of the field, moving up a place as each car fell by the wayside; on this lap Fangio lost both his tail-pipes, but continued unabated. Towards the end Moss put on a spurt and caught the Belgian Ferrari, and moved up into sixth place when Ascari finally packed in, and Villoresi, in the car with the tattered brake drum, worked his way up to eighth place by the finish. Farina, in the lead, did not ease up at all and finished over a minute in front of Fangio, who was still half a minute in front of Hawthorn, while a long way back, almost a lap from the leader, came Bonetto in fourth place and the last one not to be lapped by the winner. Graffenried was coasting into corners with no brakes, but holding fifth place, then came Moss, Swaters, Villoresi, Hermann, Rosier and the rest. Poor Brown, covering the last few laps with his rear suspension flopping about in an alarming manner, but determined to finish, had his engine blow up when within less than half a lap from the finish.

What had started off as a race true to current form had turned into one of drama and fantasy, notable for praiseworthy efforts of endurance from the fastest to the slowest runner. As remarked at the beginning of this report, a race on the Nurburgring is more than a race, it is an open battle between each driver and the circuit.

Results :

XVI GROSSER PRIES VON DEUTSCHLAND (August 2nd)
18 Laps—410.58 Kilometres

1st :	G. Farina (Ferrari 4-cyl.)	...	3 hr. 2 min. 25 sec.	...	135.0 k.p.h.
2nd :	J. M. Fangio (Maserati 6-cyl.)	...	3 hr. 3 min. 29 sec.	...	134.0 ..
3rd :	J. M. Hawthorn (Ferrari 4-cyl.)	...	3 hr. 4 min. 8 sec.	...	133.6 ..
4th :	F. Bonetto (Maserati 6-cyl.)	...	3 hr. 11 min. 31 sec.	...	128.8 ..
5th :	E. de Graffenried (Maserati 6-cyl.)	...	...	...	1 lap behind
6th :	S. Moss (Cooper-Alta 4-cyl.)	...	1 ..	..	..
7th :	J. Swaters (Ferrari 4-cyl.)	...	1 ..	..	..
8th :	L. Villoresi (Ferrari 4-cyl.)	...	1 ..	..	..
9th :	H. Hermann (Veritas 6-cyl.)	...	1 ..	..	..
10th :	L. Rosier (Ferrari 4-cyl.)	...	1 ..	..	..

11th :	R. Nuckey (Cooper-Bristol 6-cyl.)	...	2 laps behind
12th :	T. Helfrich (Veritas-B.M.W.)	...	2
13th :	K. MacAlpine (Connaught 4-cyl.)	...	2
14th :	R. Kraus (B.M.W. Special)	...	2
15th :	E. Klodwig (B.M.W. Special)	...	3
16th :	W. Seidel (Veritas-B.M.W.)	...	4

Retired : Stuck (A.F.M.), lap 1; A. Lang (Veritas), lap 1; Loof (Veritas), lap 1; Bauer (Veritas), lap 2; Salvadori (Connaught), lap 2; Trintignant (Gordini), lap 2; Bechem (A.F.M.), lap 3; Adloff (Ferrari), lap 4; Schell (Gordini), lap 7; Bira (Connaught), lap 7; Behra (Gordini), lap 8; Heeks (A.F.M.), lap 9; Barth (E.M.W.), lap 12; Claes (Connaught), lap 13; Marimon (Maserati), lap 14; Ascari (Ferrari), lap 16; Brown (Cooper), lap 16.

Fastest lap : A. Ascari (Ferrari), 9 min. 56 sec.—137.78 k.p.h. (record—Formula II).

NURBURGRING SPORTS-CAR RACES

Before the Grand Prix was held a number of sports-car races took place, the only one of any real interest being the International class 1,100 c.c. to 1,500 c.c. In this were two Kieft-M.G.s entered by the Monkey Stable and driven by Alan Brown and Keen, but they were nothing like fast enough to cope with the works Porsches of Hermann and Glockler, or the works Borgwards of Bechem and Helfrich. Hermann, who has already been tried by Mercedes-Benz as a "cadet" driver for next year, ran away with the race in the open two-seater Porsche 1,500, followed by the two four-cylinder Borgwards and Glockler, until lap four, when the last named retired. Keen led the two Kiefts, having a slight battle with Rosenhammer in an E.M.W. from East Berlin, but what the English car gained on the corners it lost on the straight, the Russian car being so much faster. Brown was having similar trouble farther back, engaged in a tussle with Seidel in a 1,500-c.c. Veritas-B.M.W. that was much faster than the Kieft-M.G. on the fast sections of the course. Although the race was a procession it was quite instructive and showed clearly the abilities of the works Porsches and Borgwards, which are run in typical German team style and really do go quickly.

Results :

SPORTS CARS, 1,100 c.c.—1,500 c.c.

1st :	H. Hermann (Porsche)	...	1 hr. 18 min. 30.4 sec.	...	122.0 k.p.h.
2nd :	K. Bechem (Borgward)	...	1 hr. 18 min. 56.7 sec.	...	121.4 ..
3rd :	T. Helfrich (Borgward)	...	1 hr. 19 min. 37.0 sec.	...	120.4 ..

Fastest lap : H. Hermann (Porsche) in 11 min. 2.2 sec.—124.0 k.p.h.

NURBURGRING NOTES

A meeting at the Nurburgring has an air of its own, for the Paddock is a stone-paved permanence surrounded by lock-up garages, and with all facilities laid on, so that all the competitors make use of it for preparation and repairs. The result is that after practice one has the opportunity to view all the cars in various stages of assembly and dis-assembly. At most meetings all the 'mechanics' work is done behind the scenes in garages spread about the local town, which are often hard to find, so that the opportunity to view mechanical details otherwise covered with cowling was too good to miss.

Ferraris seemed to have little trouble, being content with routine maintenance and checking the cars over, but while they were fitting new shock-absorbers to some of their cars one was able to appreciate the incredible workmanship put into the building of the petrol and oil tanks, which were of an all-riveted aluminium construction and, in comparison with a Cooper fuel tank that has all the seams welded, they looked works of art, yet both tanks do their job. Whether the weight of rivets is less than the weight of welding rod is a moot point. All the works Ferraris were fitted with the new carburetter layout, with the two double-choke Webers bolted to the chassis frame with flexible connections to the engine. Those cars needing attention underneath were either run up the loading ramps of the O.M. transports, or run onto special portable raised ramps similar to those used by B.R.M.

Maseratis, on the other hand, seemed less well equipped and also had far more trouble. The complete engine and gearbox was removed from Fangio's car on Saturday afternoon by means of a portable crane, and similarly the power unit was taken out of the car Gonzalez should have driven, but which was then a spare. This engine and gearbox was put into Fangio's chassis and prepared for the race while the Gonzalez car was hastily "rough-assembled" and pushed away in a corner. This operation provided an opportunity to see the bare chassis frame, consisting of two large-diameter tubes placed at their widest at the level of the clutch and converging towards the front and rear. Tubing of about 1-in. diameter forms the shape of the body and at the same time converts the chassis into a virtual space-frame with improved torsional rigidity. The engine sits on four "feet" which are rigidly bolted to a tubular sub-frame within the main side-members, and the four-speed gearbox is bolted onto the rear of the crankcase by a normal bell-housing surrounding

the beautifully finished and very "watch-like" clutch, which has a vast number of small-diameter springs. Assembly of these cars is full of little difficulties, one of these being that the starting handle shaft is not detachable from the dog mechanism and has to be inserted through the hole in the radiator before that part is mounted on the chassis. Another one is that when fitting the complete gearbox and central remote control on these new cars, the gate has to be kept lined up with the operating mechanism that connects the left-hand gear-lever with the central gate, as this mechanism is bolted direct to the chassis frame. It is so easy to fit the radiator and find the starting shaft hanging down underneath; in fact, as easy as bolting the gearbox onto the bell-housing and finding the gear-lever ball and socket out of line. One oddity about the six-cylinder Maserati is that when it is all assembled and tightened down the prop.-shaft is seen to be running out of line by about four or five degrees; this, however, is intentional, the engine being set a few inches to the left of the car's centre line. Graffenried's Maserati was having its rear axle ratio changed and this involved removing the complete rear axle and double reduction drive, splitting the casing and changing the crown-wheel and pinion, an interminable job, that the worthy Baron was assisting in himself, getting remarkably oily for a racing driver. In direct contrast to this, Connaughts were changing axle ratios by merely undoing a few Dzus fasteners locating the tail, removing the cover plate from the rear-mounted double reduction gear and inserting another pair of gears, all so simple and quick. This was being done on Bira's car as the Prince felt that without the extra weight of the tail fuel tank he had been pulling in practice the car could pull a slightly higher top gear. The reason he was not going to use the tail fuel tank was the simple one that it had fallen off in practice and he had done nearly half a lap with it trailing on the ground behind. The supporting brackets had sheared, letting the tank and mounting drag on the ground with only the fuel pipe connections holding it in place. After viewing the twin-cam alloy heads of Ferrari, Gordini and Maserati, the cast-iron push-rod Connaught cylinder head came as rather a rude shock, but nevertheless made one appreciative of the power they were obtaining from such mundane pieces.

As last year at this event, the Belgian Ferrari engine was spread all over the floor of its lock-up. It had lost a lot of power and when the block was lifted it was found that all the piston rings had disintegrated into tiny pieces, a source of wonder to the owners, but a sign of over-revving to the Ferrari mechanics. Like de Graffenried, Stirling Moss was busy helping his mechanics do routine maintenance on his brand new Cooper-Alta. This car consisted of a normal Formula II Cooper chassis, fitted with the Alta engine from the Moss-Martin creation that had failed to steer properly, with a preselector gearbox mounted under the driver's knees providing a very simple connection to the operating control which was mounted on the dashboard frame; it also provided the shortest possible prop.-shaft, the two universals being only 1/2 in. apart. The Alta engine was fitted with four S.U. carburettors with long organ-pipe intakes and a Ferrari exhaust system, even to the diameter of the tail pipe. The whole set-up seemed to be working remarkably effectively.

Gordinis were not in too much trouble, but one car was having new valves fitted and provided an opportunity to study the valve gear on these powerful little six-cylinders. The twin overhead camshafts are driven from the front of the crankshaft by a train of gears, the inlet camshaft pinion being of double width, thereby transmitting the drive from the vertical train to the exhaust camshaft as well as turning the inlet shaft. The two camshafts lie close to the centre line of the engine and the valves are operated by very short rockers running on shafts carried in the same bearing blocks as the camshafts. After the head is bolted down the complete camshaft gear is fitted as a unit, being in three separate castings to provide the bearings for the rocker and the camshafts. These aluminium castings are located on the head by tall tubes running up from each sparking plug orifice, the tops of which are threaded and take locking rings to hold the whole lot in place. The valve gear cover is then fitted over the top and further locking rings hold that in place, the plugs being on long extensions as on the Lancia Aprilia.

In the Porsche lock-ups was a very special open two-seater with fully enveloping body and fitted with an experimental o.h.c. engine, still on the same principle as the standard Porsche, but, as on the normal works cars, the power unit is in front of the rear axle instead of behind. The engine was fed by two enormous downdraught double-choke Solex carburettors but further details were well covered up, though the exhaust note was no longer Porsche, having a very healthy and crisp four-cylinder note in place of usual Porsche "bag of nails" sound. This car was only used in practice, the push-rod o.h.v. works cars being used for the race. In the lock-ups of Rennkollektiv E.M.W., or the East German Zone of Berlin's idea of an improved 328 B.M.W., their 1,500-c.c. sports car and 2-litre Formula

II car were being worked on. Mechanically the two were more or less the same, but the sports car had a very efficient-looking all-enveloping streamlined body, while the racing car, using the same type of chassis, had a left-hand drive normal type of body shell with the wheels exposed. The engine was basically 328 B.M.W., but, as with the works Bristols, the ignition drive from the centre of the camshaft was scrapped, and a magneto was mounted on the front of the timing case; no crankshaft damper was fitted, as with the Bristol engines. The front suspension was transformed by having upper and lower wishbones, the transverse leaf spring merely providing the suspension medium, doing no locating of the front assembly. The rear axle was a rigid type, mounted on 1/2-elliptic springs and located laterally by a Panhard rod, while the banjo casing was prevented from rotating about the spring anchorages under braking by a roller and guide mechanism rather similar to a de Dion tube location. Wire spoke wheels were being used on both cars, with normal Rudge-type knock-off hubs.

One of the most intriguing things about the Paddock was the number of standard Porsches mounted on trestles with the complete engine-gearbox unit removed, while spare units stood around in almost every corner. Also standing around the Paddock were two 300SL Mercedes-Benz, one a saloon and the other an open one, being used by the technical staff of that firm, who always attend Nurburgring meetings to watch how other people are tackling the racing problem. Naturally there were no signs of any exciting new 1954 Mercedes-Benz Grand Prix cars, for it is early yet, but the next step from the 300SL to the G.P. car was there a few weeks before. It seems likely that the G.P. Mercedes-Benz will not be racing before next June or July, and my guess is that they will make the Belgian G.P. their first objective, Belgium being close at hand and a very friendly country. Obviously any sort of racing vehicle that one might see now will bear little relation to the eventual racing car, for if they tackle racing as they did in 1934-39 the cars will constantly change as their design department keeps ahead of the events. Looking round the Paddock one was constantly aware that there was little that was new; modifications yes, but the same basic designs as for at least two years now. The four-cylinder Ferrari, at the moment on top of the Formula II world, first appeared in 1951, while the Maserati A6G saw the light of day during the winter following that season, and here we are approaching the end of the 1953 season. Let us hope that the new Formula will see manufacturers taking the science of motor racing more seriously.

G.P. OF PORTUGAL (SPORTS)

(July 26th)

Bonetto and Gonzalez were driving the new open two-seater Lancias, with V6 engines of 2.9 litres. Unfortunately, Gonzalez crashed in practice and, while not seriously hurt, had to return to Italy and was also unable to race again for a few weeks. The only real opposition to Bonetto came from Stirling Moss in a 3 1/2-litre Jaguar XK120C, but after taking the lead at half-distance Bonetto had little difficulty in keeping the Jaguar at bay.

1st :	F. Bonetto (2.9-litre Lancia)	... 2 hr. 2 min. 34.4 sec. ...	133.1 k.p.h.
2nd :	S. Moss (3 1/2-litre Jaguar)	... ..	1 lap behind
3rd :	N. Pinto (Ferrari)	... ..	1 " "
4th :	R. Loyer (Gordini)	... ..	2 laps behind
5th :	M. Real (Ferrari)	... ..	2 " "
6th :	P. Whitehead (Jaguar)	... ..	3 " "

* * *

SPA 24-HOUR RACE—BELGIUM

(July 25th/26th)

Run under the shadow of ill-feeling due to the last minute withdrawal of Jaguar, Aston Martin, Lancia and Gordini, the 24-hour event at Spa was rather a flop. The entry ranged from works 4 1/2-litre Ferrari coupés, a 3.4-litre works Alfa-Romeo and privately-owned Jaguars, down to stock cars. Running factory sports cars and amateur-driven standard saloons proved exceedingly unwise and the whole race was fraught with danger. After the retirement of the Fangio-Sanesi Alfa-Romeo quite early on, and later the Ferrari of Maglioli-Carini, the remaining 4 1/2-litre coupé driven by Farina and Hawthorn had little difficulty in winning.

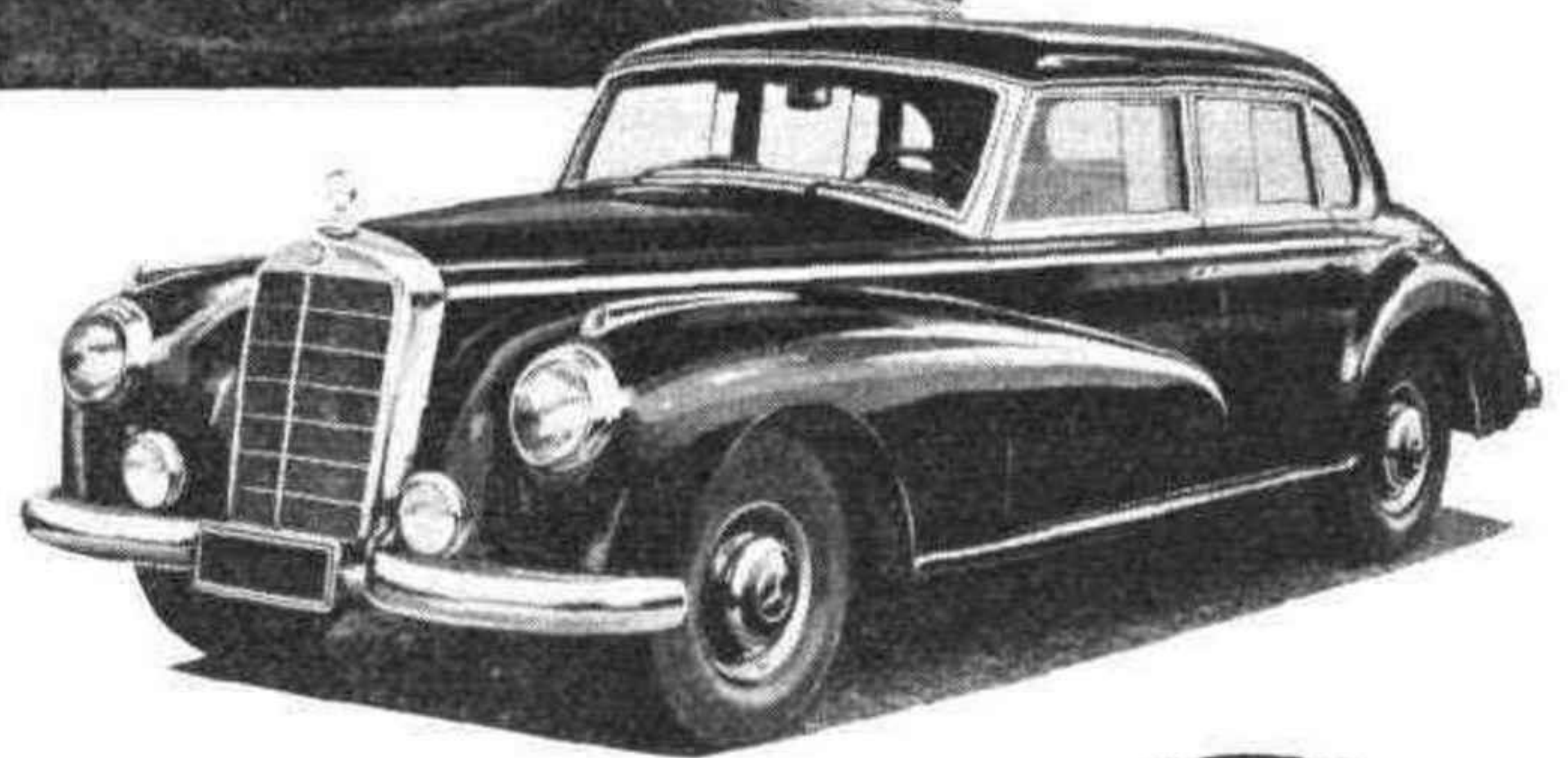
Results :

1st :	G. Farina/J. M. Hawthorn (4 1/2-litre Ferrari)	3,671.2 kms. ...	142.131 k.p.h.
2nd :	J. Scott Douglas/G. Gale (Jaguar XK120C)	3,402.9 kms.	
3rd :	H. Roosdorp/I. Ulmen (Jaguar XK120C)	3,261.7 kms.	



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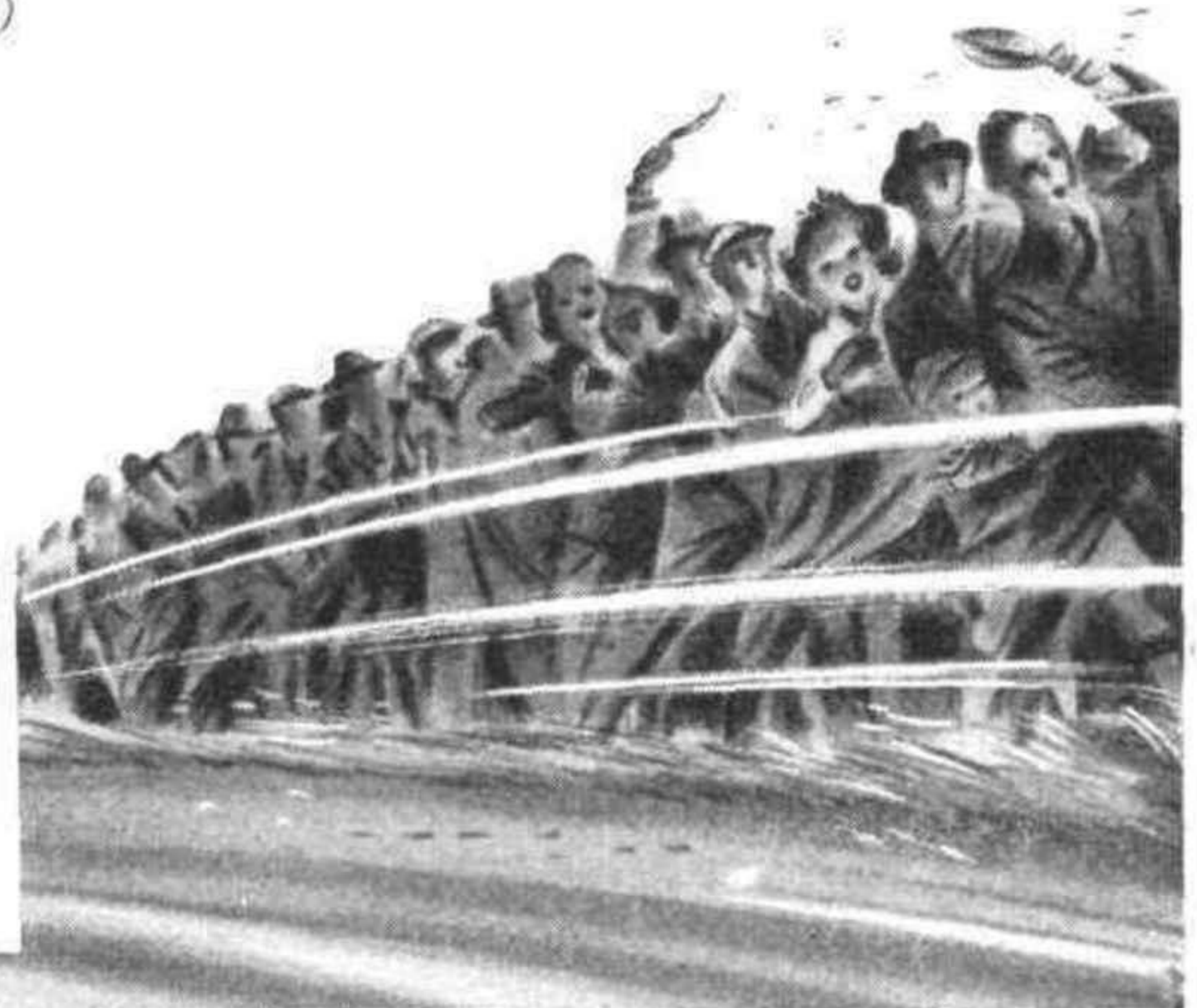
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ON THE GERMAN INVASION

GERMANY has, within the lifetime of many of our readers, twice attempted, unsuccessfully, to invade our shores. Now she is commencing to invade us, not with tanks, troops and aircraft, but by way of trade.

Before I discuss this German invasion, I had better explain that I am not biased one way or the other. My father was blown to pieces by a German shell in 1916, which should, I suppose, render me anti-German, but that was a long time ago and I have never been particularly interested in politics. Moreover, I have a warm admiration for engineering efficiency and German motor manufacturers seem to be less muddle-headed than many of their competitors—witness the racing successes of Mercedes-Benz and Auto-Union in the Grand Prix fixtures immediately before the war (compared with our post-war B.R.M. debacle), the sweeping victories of the new 300SL Mercedes-Benz in last year's sports-car races, and the Volkswagen's systematic invasion of European family-car markets.

German cars did quite well from a sales point of view in this country before the war. Mercedes-Benz always has been warmly respected, from the days of their immortal 33/180, 36/220 (which I sampled at the age of 14 and in which I as near as dammit experienced the magic century for the first time) and 38/250, until the war drove the dignified Types 170, 220, 320, 540 and 540K (etc.) from the Grosvenor Road showrooms. Today, many of their finest models are owned by members of the flourishing Mercedes-Benz Register.

The little two-stroke D.K.W. secured a big following here amongst seekers of simplicity, economy, and room to stretch the legs which was lacking in most of Britain's abbreviated Eights. It may be remarked that as a result of Auto-Union racing demonstrations, a large quantity of D.K.W.s was sold in South Africa before the war—the D.K.W. being one member of the Auto-Union family, completed by Audi, Horch and Wanderer. Laurence Pomeroy, M.S.A.E., the erudite Technical Editor of our respected weekly contemporary *The Motor*, did not scorn a D.K.W. as transport during the petrol-coupon era; it is a design of which nearly 2,000,000 engines have been built.

The astute Aldington brothers discovered the B.M.W. while competing in the Alpine Trials of the mid-nineteen-thirties. The B.M.W. was the only car able to beat the Aldingtons' chain-drive Frazer-Nashes in these tough mountain contests, just as the Porsche wiped up all opposition this year. Instead of crying over a fallen marque and resorting to excuses, the Aldingtons mopped up the spilt milk by arranging to import B.M.W.s to England, realising, I suspect, that as each year went by the old Frazer-Nash was getting more obviously vintage, anyway. The B.M.W. steering was changed to the off side and a badge reading "Frazer-Nash-B.M.W." was inserted in the radiator shell, and very many B.M.W.s issued forth from Isleworth, to the delight of their owners and the Aldingtons. They were cars with beautifully smooth, light steering and very eager six-cylinder engines in light tubular chassis having i.f.s. using a transverse leaf spring which had been inherited in the dim and distant past from the Austin Seven. Today, there is a Register of B.M.W. owners with 170 members and the Type 327/80 is a very nice motor car indeed, well worth contemplation by those who would like a Bristol but do not possess a Bristol-buyer's bank balance.

The Opel became known in this country more as an American than a German car, because it was pressed out in large quantities by General Motors and sold by Pride and Clarke and so was something of a bastard. It had the now fashionable short-stroke engine which resisted wear, soggy Dubonnet-style i.f.s., and a pretty spartan interior, but it was a far from slow hack—ask John Eason Gibson if he remembers the averages he put up in his "Cadet" before the



POST-WAR GERMAN SPORTS CAR.—The Mercedes-Benz 300S, sports version of the post-war 3-litre Type 300 Mercedes-Benz.

war! The Second World War put a stop to sales of German cars in England but this year permission has been granted for £2,000,000 worth of them to be imported, providing Western Germany takes £2,700,000 worth of British cars. This policy is explained as giving our car manufacturers a badly-needed opportunity to get a footing in this particular European market, to establish servicing facilities for tourists using their cars and generally to provide scope for Coventry and Birmingham to sell their products abroad. Germany may well feel that she has just as fine an opportunity in England!

The main arms of this trade invasion are the products of Volkswagen, Borgward-Hansa, Goliath, D.K.W., Porsche and Mercedes-Benz. Of these, Volkswagen, Porsche and Mercedes-Benz have already signified their intention of exhibiting at Earls Court next month.

A significant aspect of the German imports is that each one represents a product possessing outstanding engineering talent. The Volkswagen, built to the design of the great Dr. Ferdinand Porsche for military use, has emerged as a compact family saloon with excellent handling qualities, a low-stressed 1,131-c.c. horizontally-opposed flat-four engine, pulling a top gear ratio as high as 3.5 to 1 and air-cooled to mitigate worry on frosty occasions, torsion-member all-independent suspension, weatherproof synthetic finish, and rear location of the propelling mechanism.

The D.K.W. returns, not as the good but somewhat outdated two-cylinder two-stroke we knew before the war but as a post-war-devised three-cylinder, 896-c.c., full five-seater car of most handsome appearance. Naturally, I have not yet driven one of these new D.K.W.s, but I have heard excellent reports of them.

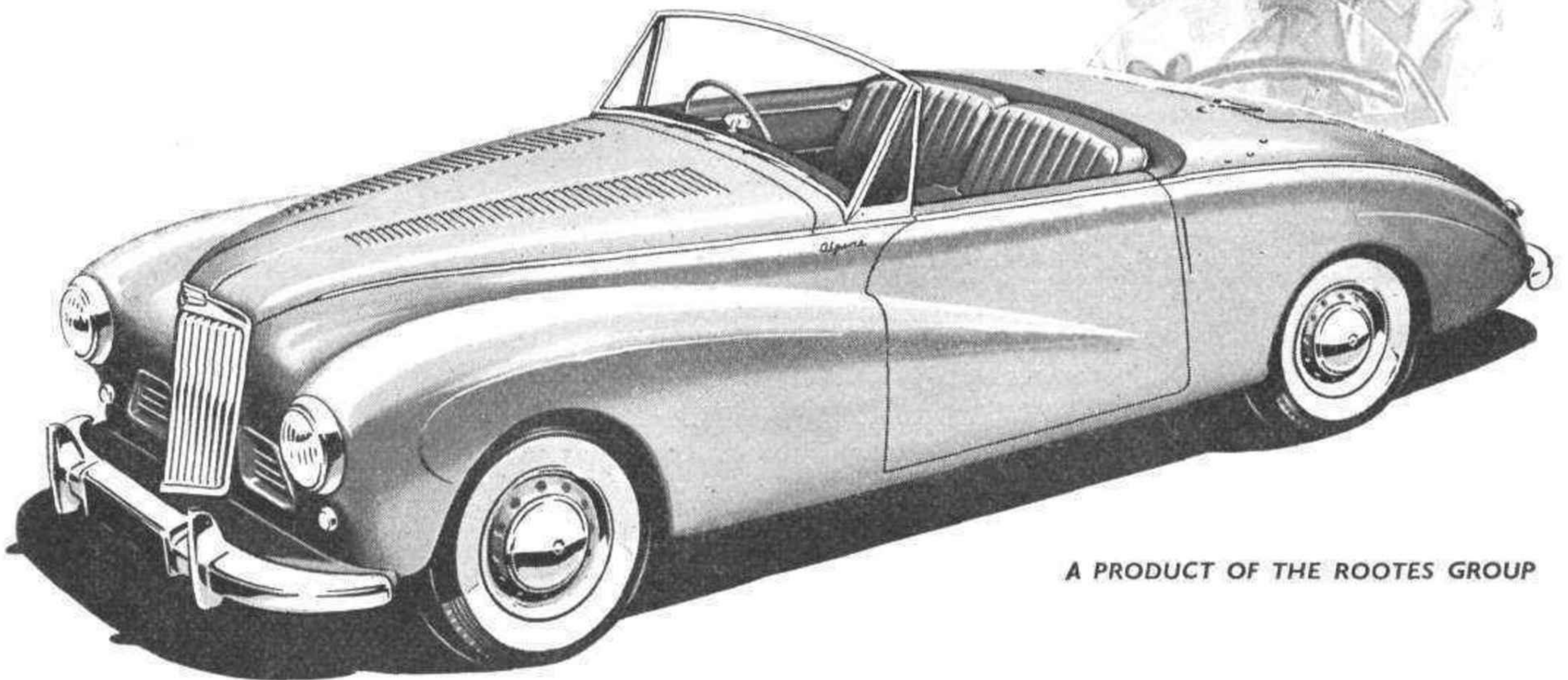
Carr's Motors of Liverpool are dealing in D.K.W.s, and their Mr. Brian G. Wolfson tells me that he went over to Dusseldorf recently and drove the three-pot D.K.W. He says it is a very lively little vehicle with an outstanding synchromesh gearbox, a full five-seater saloon body and very good cornering and roadholding properties. He puts its maximum speed at over 78 m.p.h. and fuel consumption down to 48 m.p.g. under favourable conditions.

The design incorporates the very compact and fascinating three-cylinder two-stroke with dynamotor starter-cum-generator, alloy cylinder head, and a cooling fan for the rear-placed radiator, the fan-shaft running in a long tunnel on the cylinder head with belt-drive from the front of the engine. The gearbox is in unit with the power unit and the drive goes to the front wheels, which are sprung independently by means of a transverse leaf spring, a similar spring being used for the "dead" back axle.

It is expected that this attractive little economy car will sell for

7 WINNERS
- at the very first attempt!

The New
SUNBEAM ALPINE



A PRODUCT OF THE ROOTES GROUP

The Sunbeam Alpine 2-seater won no less than *four* Coupes des Alpes in the perilous and back-breaking International Alpine Trial this year. Miss Sheila Van Damm was also awarded the Coupe des Dames, for which no lady has qualified since 1939. This was a triumphant debut, following officially timed tests at

over 120 m.p.h. Based on the highly successful Sunbeam-Talbot, this great new car, with its glorious lines, indomitable stamina, and really *terrific* performance, is the biggest motoring sensation for years. Now available on the home market—consult your dealer today.

Whitewall tyres and over-riders optional extras.



SUNBEAM ALPINE

SUNBEAM-TALBOT

less than £900, inclusive of duty and purchase tax, which, if this can be achieved, puts the D.K.W. in a similar price class to our Austin A70, Jowett Javelin, 1½-litre M.G. and Morris Six cars.

The Borgward and its companion the Goliath cover, in one range of vehicles soon to be seen at a Kensington showroom, the economy two-stroke engine, smaller than anything in British cars, diesel engines, and medium-size petrol engines in cars incorporating automatic transmission in the largest model, petrol injection being available for the larger of the two-stroke engines.

Porsche represents a very highly-developed sports version of the Volkswagen, able, by reason of an efficient low-drag body of beautiful form and the excellence of its air-cooled, rear-placed, "boxer-motor" power unit, to achieve performance on 1½ litres normally expected only from far-bigger-engined cars. Porsche won the 1½-litre class at Le Mans, formerly the preserve of a British "boxer-motor" car, beat all-comers in the strenuous Alpine Rally this year, and won all the sports-car races at the recent Nurburgring meeting.

Mercedes-Benz, with their 300 and 300S cars, compete at one and the same time for the luxury-car and high-performance markets, and few of us fail to covet this beautifully-made 3-litre single o.h. camshaft commodious saloon, which is capable of exceeding 100 m.p.h., and of handling like a first-class sports car by reason of good weight distribution, all-independent coil-spring suspension (Mercedes having pioneered this type of i.f.s.), and those less-apparent factors which add up to good, safe roadholding.

How do these German-built cars compare with our native products? Import duty naturally places most of them in exotic price classes, and the 300 Mercedes-Benz, Porsche and the sports Borgward which is intended to see off the Porsche (but hasn't yet done so), will appeal only to those who are able to place price last on their list of points to be considered when buying a motor car.

The Volkswagen is a different proposition. The standard saloon costs £649 in this country, plus a few shillings and pence, with duty and purchase tax paid. It cannot compete in price with established small cars like the Austin A30, Ford Anglia, Renault 750 and Morris Minor, but in the medium-size saloon-car field it costs anything from £13 to £74 less than the equivalent British family saloon. If it is less well appointed than these cars, I venture to suggest that it may be found considerably more practical and decidedly more acceptable in respect of "m.p.g.," which has replaced "R.A.C.-h.p." as the financial arbiter in these days of a flat-rate tax. Moreover, the de luxe version, with better interior finish and appointments and the new synchromesh gearbox, costs approximately £739, which is only £16 more expensive than a Morris-Oxford or Standard Vanguard saloon.

In order to get the Volkswagen in some sort of perspective I set down its place amongst similar-class, though larger-engined, English saloons under different performance headings, using reliable standardised figures taken from a contemporary. In doing this I do not think I am being unfair to our national products, because the Volkswagen tested achieved neither the speed nor the economy claimed by many enthusiastic users. I understand that these cars will wind-up to 70 or even 75 m.p.h. (although the makers sagely claim an identical cruising and maximum speed, namely 65 m.p.h., knowing that the "over-square" flat-four engine is geared very well within its limits—for emphasis, 2,500 ft. per min. piston speed equals no less than 144 m.p.h.!) Yet the figure I shall use for speed is only 62.8 m.p.h. Then many owners get over 40 m.p.g. and the used example I drove last year and so greatly enjoyed gave a genuine 38 m.p.g. driven hard; yet I shall set down in the table a figure of 37.1 m.p.g. Moreover, I have been unable to get figures for the Hillman Minx saloon so have used those appertaining to the Hillman Minx Convertible, which I should expect to perform somewhat better. On this basis, here is the result, each column representing order of merit:—

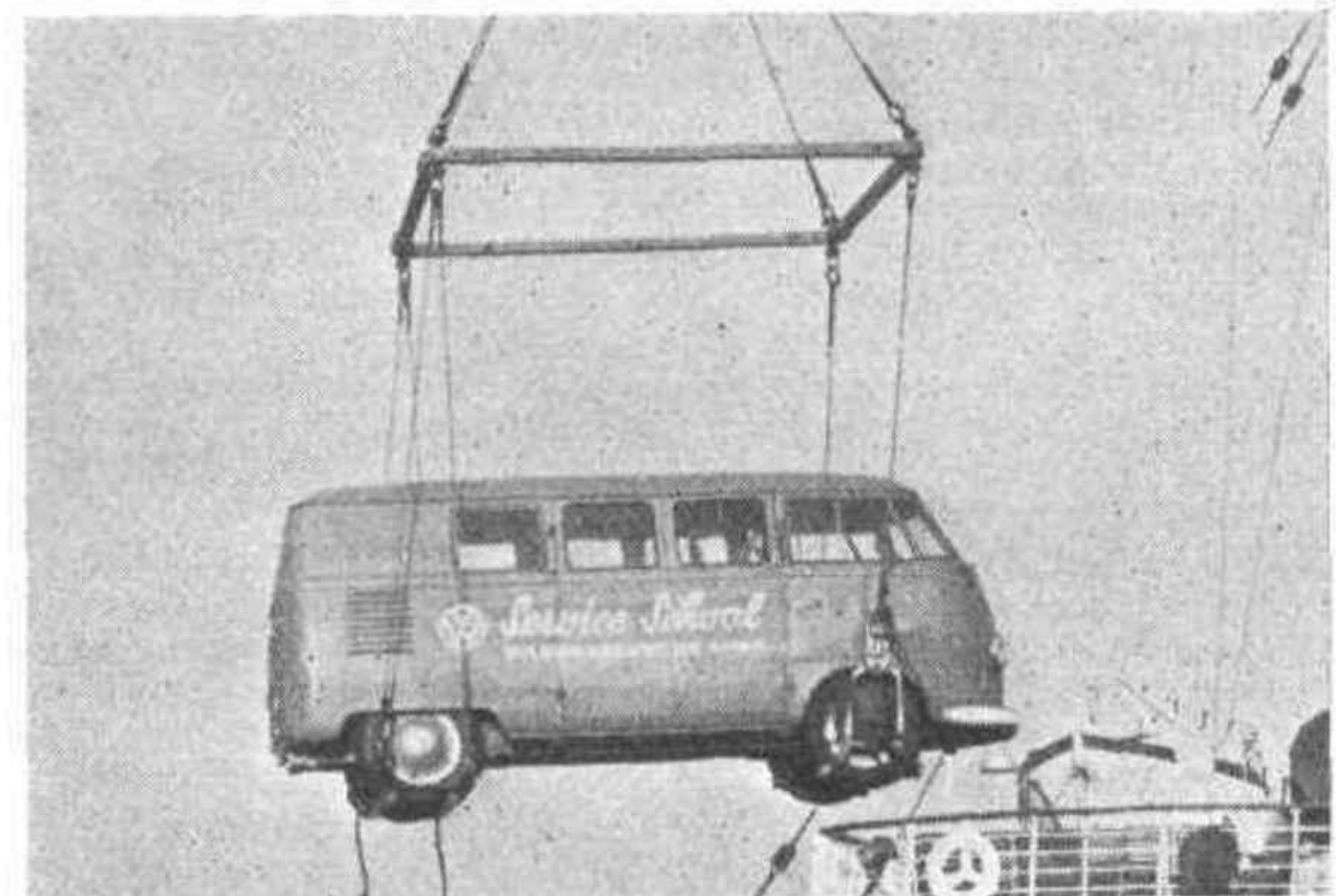


THREE-CYLINDER TWO-STROKE.—The new D.K.W., said to give extremely good economy with a maximum speed of about 78 m.p.h. in five-seater saloon form.

Having set the matter out like this, it will be seen that British cars are capable of at least putting up a straight fight, the excellent handling, long-wearing qualities and practical aspects of the Herren-volk's "People's Car" having to be set against quality of finish and greater space in the interiors of our British medium-sized and priced saloons.

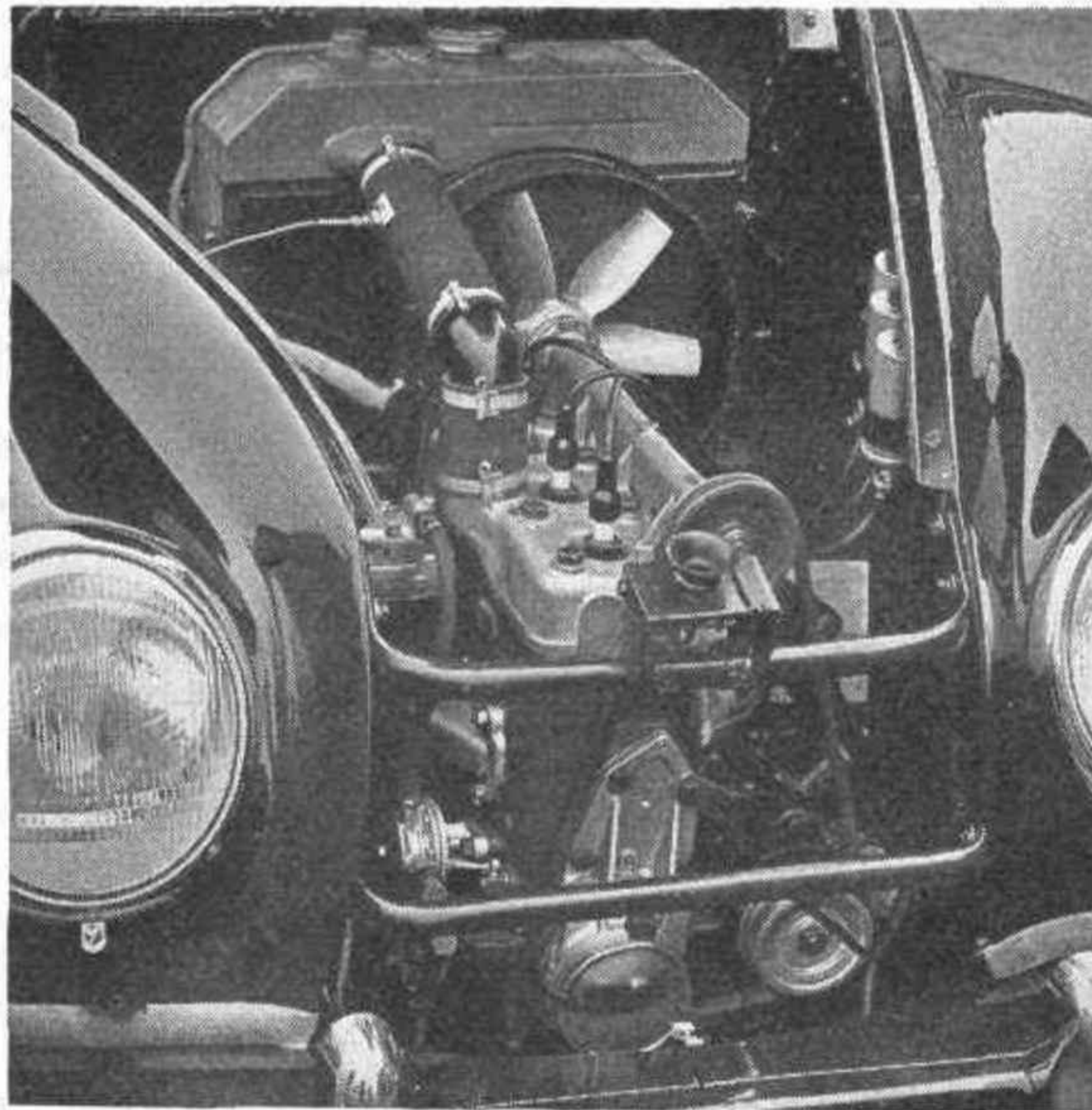
In Europe, where duty does not elevate its price, the car for which so many Germans waited in vain in 1938/9 is now selling like the proverbial hot cake from the big new factory at Wolfsburg. 500,000 Volkswagens have been sold to date and they seem to give every satisfaction. The Fiat 1,100 would appear to have the Volkswagen licked on performance for only very little less economy of fuel, but I should doubt if this very clever new Continental can compete on a purchase-price basis.

The first new-series Volkswagen arrived in England on July 10th and it is an instance of the aforementioned German thoroughness and efficiency that there arrived at Dover, soon afterwards, Herr K. H. Muller of the VW Service and Technical School and his mobile



INVASION LANDING.—The VW Mobile School arriving in England from Germany for the purpose of teaching English mechanics how to work on the German "people's car."

M.P.G.	SPEED (m.p.h.)	ACCELERATION (0-50) (seconds)	UNLADEN WEIGHT (cwt.)	PRICE (nearest £, mit p.t.)
Volkswagen ...	37.1	Standard Vanguard 78.8	Volkswagen ... } 14½	Ford Anglia ... £526
Ford Prefect ...	33.2	Hillman Minx ... 73.2	Ford Prefect ... } 18½	Triumph Mayflower £639
Vauxhall Wyvern ...	30.4	Ford Consul ... 71.8	Triumph Mayflower ... } 19½	Volkswagen ... £649
Hillman Minx ...	30.2	Vauxhall Wyvern ... 71.6	Austin A40 ... } 20½	Austin A40 ... £662
Austin A40 ...	29.9	Austin A40 ... 68.8	Morris-Oxford ... } 21½	Hillman Minx ... } £666
Triumph Mayflower ...	27.5	Morris-Oxford ... 67.3	Vauxhall Wyvern ... } 22½	Ford Consul ... } £702
Standard Vanguard ...	26.5	Triumph Mayflower 63.0	Ford Prefect ... } 23½	Standard Vanguard ... } £723
Ford Consul ...	26.0	Volkswagen ... 62.8	Volkswagen ... } 24½	Morris-Oxford ... }
Morris-Oxford ...	25.7	Ford Prefect ... 61.1	Triumph Mayflower 26.6	



THE ENGINE of the post-war D.K.W. two-stroke.

Service School. This consists of a big van driven by a standard 1,131-c.c. Volkswagen air-cooled engine, pulling standard gear ratios and situated in a cupboard at the back with a few louvres in the van's side to let air into it. Maybe it is painfully slow in places, but it has a far bigger floor area than our similar-sized delivery vans, can be converted into a young 'bus if occasion arises, and does 33 m.p.g. Its function was to tour Britain for the purpose of training mechanics who will have to work on Volkswagens after that genial Irishman, K. J. Dear, has signed on their firms as agents for these German invaders. After a Press function to introduce the Volkswagen, Herr Muller and his VW Travelling Service School set off through the night for Glasgow, where Cameron and Campbell will handle VW sales.

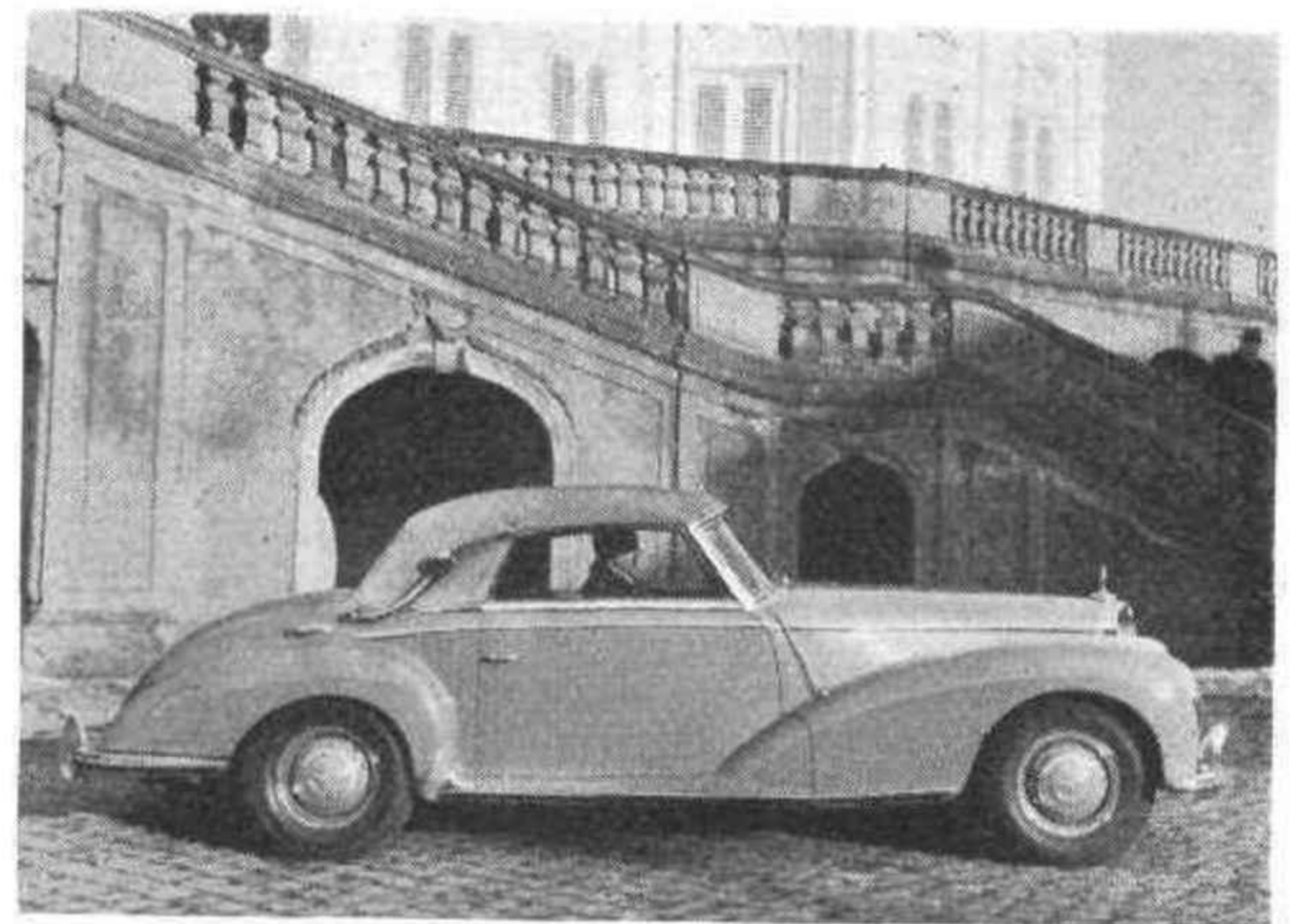
Clearly, VW Motors intend to go flat-out to sell Volkswagen, and to provide satisfactory service for the cars sold, in this country. Already they have opened an office in Regent Street, showrooms in St. James's, have a publicity service operating from Dover Street, and a spares depot in Davies Street, in London's West End, and Mr. Dear has signed up such well-known British dealers as Newton of Huddersfield, Wm. Arnold of Manchester, Croall & Croall of Edinburgh, and the Service Garages of Colchester as Volkswagen agents.

I only hope British manufacturers are getting a similar move on in Western Germany. They need not despair, for a further table will show that, amongst economy vehicles, our cars are running close on the Volkswagen's mechanised boot:—

M.P.G.		SPEED (m.p.h.)		ACCELERATION (0-50) (seconds)		UNLADEN WEIGHT (cwt.)		PRICE (nearest £, mit p.t.)	
Renault 750 ...	43.2	Volkswagen ...	62.8	Volkswagen ...	24.3	Renault 750 ...	12	Ford Anglia ...	£445
Morris Minor ...	39.3	Morris Minor ...	62.3	Renault 750 ...	24.8	Austin A30 ...	13½	Austin A30 ...	£504
Austin A30 ...	38.8	Austin A30 ...	62.2	Morris Minor ...	28.6	Volkswagen ...	14½	Morris Minor ...	£529
Volkswagen ...	37.1	Renault 750 ...	59.5	Austin A30 ...	29.0	Ford Anglia ...		Renault 750 ...	£635
Ford Anglia ...	36.2	Ford Anglia ...	57.2	Ford Anglia ...	38.3	Morris Minor ...	15½	Volkswagen ...	£649

The Goliath GP700, available in saloon and cabriolet forms, has a 688-c.c. two-stroke, two-cylinder, 80 by 74-mm. engine developing 25½ b.h.p. with carburetter and a compression ratio of 6.4 to 1, and 29 b.h.p. with the carburetter replaced by a Bosch injector pump and the compression ratio raised to 7.7 to 1. The centre-tube frame incorporates double transverse-spring i.f.s. and hydraulic four-wheel brakes. The maximum speed is about 62 m.p.h. and fuel consumption is 38 m.p.g. with carburetter, 48 m.p.g. with fuel injection (per agent's literature).

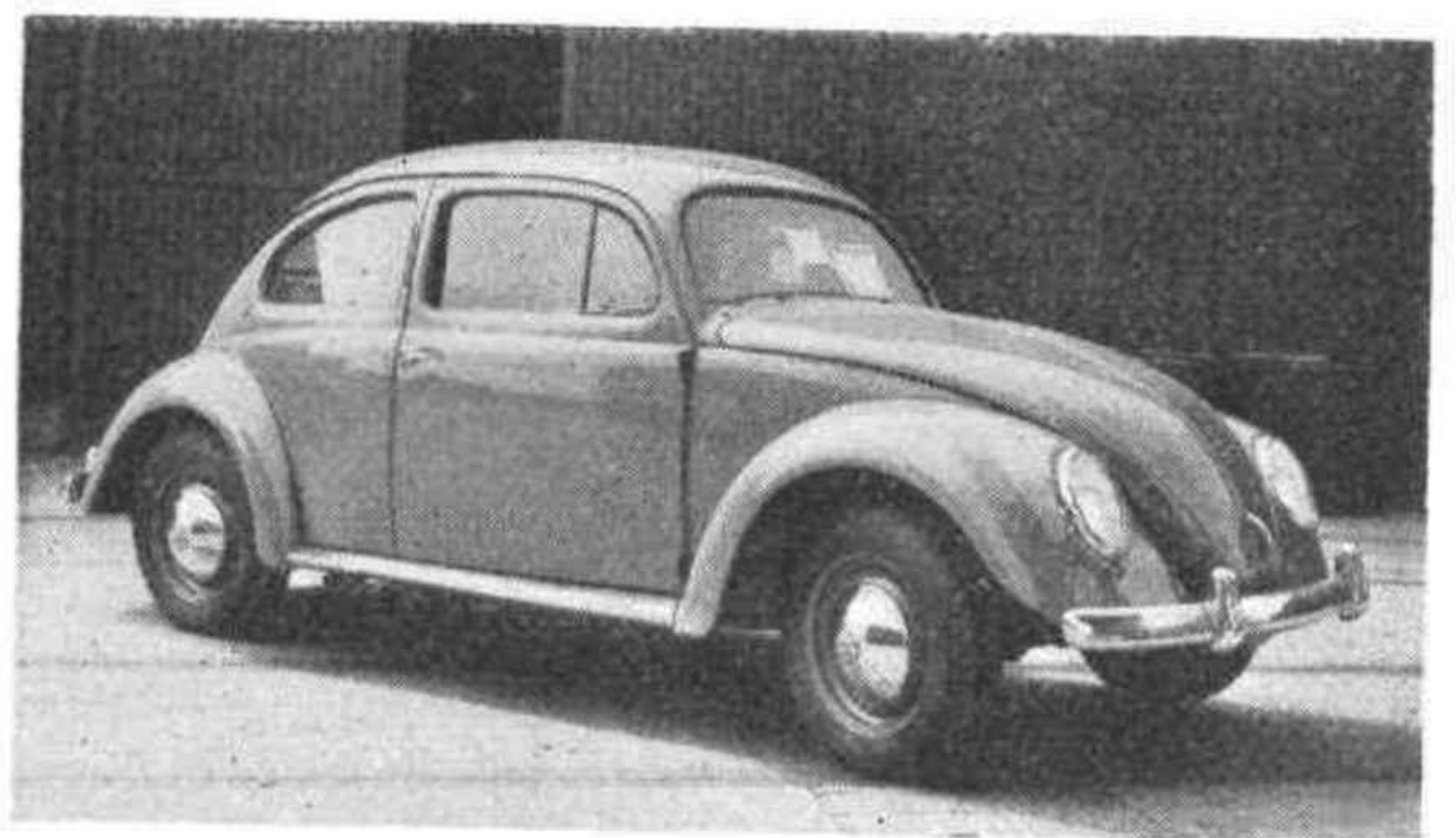
The Borgward-Hansa passenger cars comprise the 1,800 station-wagon, two-door saloon, four-door saloon and convertible. With 1,800-c.c. petrol engine 60 b.h.p., 87 m.p.h. and 32 m.p.g. are claimed



AT THE SIGN OF THE THREE-POINTED STAR.—Mercedès-Benz are exporting more vehicles than any other German concern.

for this Type 1953. The diesel version is of the same size, gives 42 b.h.p., 63 m.p.h. and 44 m.p.g. on inexpensive fuel oil. There is also the 2,400-c.c. Borgward with 78 by 81.5-mm. six-cylinder petrol engine which develops 80 b.h.p. at 4,200 r.p.m. on a compression ratio of 6.9 to 1, and is available with either a three-speed gearbox or hydraulic torque converter transmission.

The Goliath and Borgward-Hansa cars are being handled by Metcalfe and Mundy Ltd., who expect an excellent performance

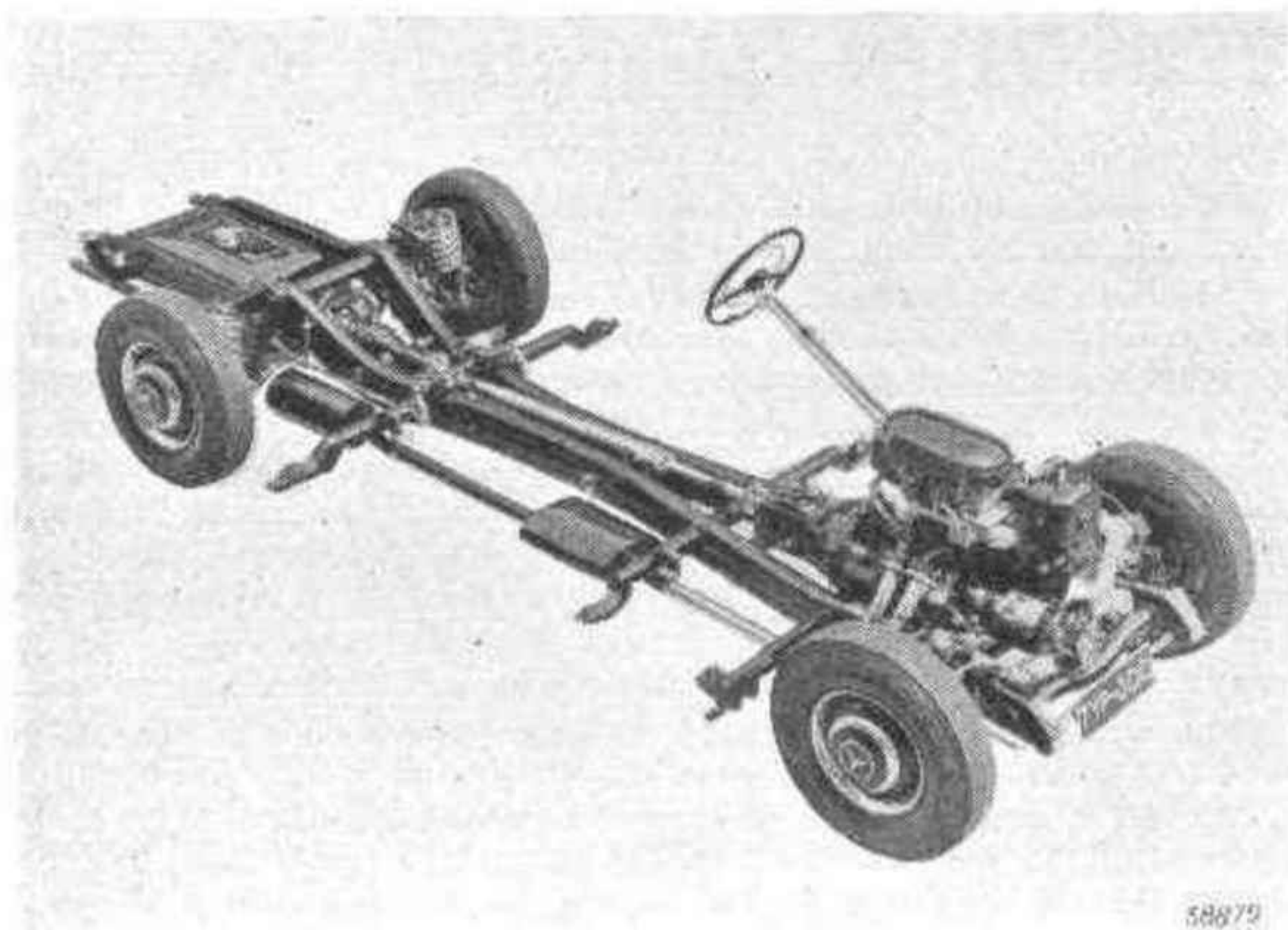


ATTRACTIVE PROPOSITION.—The VW saloon with air-cooled flat-four rear engine and torsional all-independent suspension, which gives nearly 40 m.p.g. and cruises at 65 m.p.h.

from the Hansa 1,800 sports cabriolet, which has a high-efficiency engine with two Solex 32 PBJC carburettors.

The Borgwards range in price in this country from £1,314 to £1,840 and thus compete with such British cars as the A.C., Allard, Alvis, Armstrong-Siddeley, Austin Sheerline, Citroën Six, Daimler Couquet, Healey, Humber Super Snipe, Jaguar Mk. VII, Lea-Francis, 2½-litre Riley and Rover 75, although the 1,800 is really a medium-size car. The sports Borgward, like the Porsche, costs over £2,000, and the standard Type 300 Mercedès-Benz saloon at a shade above £3,300 in this country.

These are high prices, but, as I have said, buyers of such cars are not likely to be influenced over much by this factor. In Europe,



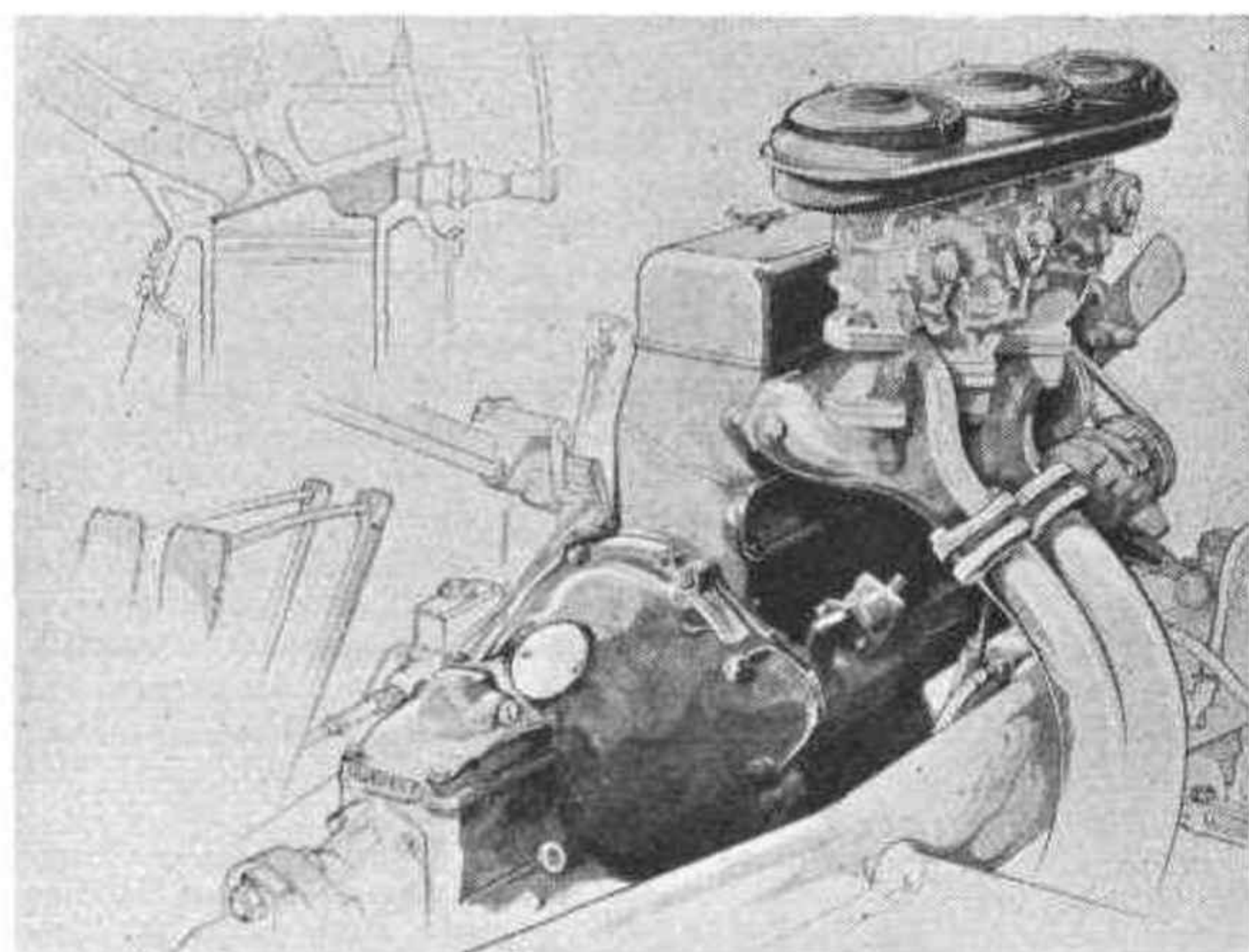
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TEUTONIC EFFICIENCY.—The chassis of the Type 300 Mercedes-Benz, which has all-round independent suspension, a very stiff frame and a 3-litre single o.h.c. six-cylinder engine capable of propelling a big saloon at over 100 m.p.h. The price of the saloon in England is only just over £3,300 with purchase tax and duty paid.

of course, prices are about halved, when the Porsche at around £1,100 is a formidable 100-m.p.h. small car and the luxurious Type 300 Mercedes-Benz costs about the same as a Mk. VII Jaguar does here; it has an almost identical performance, in spite of having one o.h. camshaft instead of the Jaguar's two, a capacity of 2,996 c.c. against 3,442 c.c. and a weight nearly one hundredweight greater.

Even at the price for which the Mercedes-Benz sells when import duty as well as purchase tax has been met, it costs, as far as I have been able to ascertain, over £1,000 less than the standard Mk. VI Bentley saloon and around £3,000 less than a Rolls-Royce Silver Wraith. As representing Germany's idea of a modern 100-m.p.h. luxury saloon its specification and that of the Type 300S sports version are worth quoting:—

	Type 300	Type 300S
Number of Cylinders	6	6
Bore	85 mm.	85 mm.
Stroke	88 mm.	88 mm.
Cubic capacity	2,996 c.c.	2,996 c.c.
Brake h.p.	115 h.p.	150 h.p.
Compression ratio	6.4 to 1	7.5 to 1
Engine speed at 62 m.p.h.	3,300 r.p.m.	3,260 r.p.m.
Wheelbase	120 3/10 in.	114 11/64 in.
Track, front	52 3/4 in.	58 17/64 in.
" rear	60 1/32 in.	60 1/32 in.
Ground clearance	7 7/25 in.	7 1/12 in.
Overall length	194 9/10 in.	181 7/64 in.
Overall width	71 7/10 in.	71 21/32 in.
Overall height	64 in.	59 29/64 in.



SPORTS VERSION.—The engine unit of the Type 300S Mercedes-Benz, which develops 150 h.p. on a compression ratio of 7.5 to 1. Note the inclined o.h. valves, which are operated by a single o.h.c., the triple Solex carburettors and the dual exhaust system common to the Type 300 engine.



CABRIOLET.—The cabriolet D body on the elegant Type 300 Mercedes-Benz chassis. It seats 5-6 persons and exceeds 100 m.p.h.

	Type 300	Type 300S
Unladen kerb weight	3,862 lb.	3,568 3/10 lb.
Rear axle	Hypoid	Hypoid
Total reduction in fourth gear	4.44 to 1	4.125 to 1
Tyres	7.10-15	6.70-15
Turning circle	39 ft.	41 ft.
Tank capacity	15 imp. galls.	16 1/2 imp. galls.
" reserve	1 1/3 imp. galls.	1 1/2 imp. galls.

In conclusion, I have tried to present an unbiased survey of the "arms" with which the German motor industry is about to invade the British market. There is no denying that we have nothing quite like the Volkswagen 60-m.p.h., 40-m.p.g., £650, 1,100 four-seater saloon, with in-built heater and rainproof finish, high-g geared for long wear (up to 40,000 miles before needing a rebore is claimed), air-cooled to combat frost, and with all wheels torsionally-suspended for comfort and pleasure of control. There is no denying that Germany has paid more attention than Britain to air-cooling, rear-



COVETABLE.—The Type 300S Mercedes-Benz roadster, as shown at last year's Paris Salon.

engine location, all-independent wheel suspension, front-wheel drive, the two-stroke cycle, petrol injection and diesel propulsion applied to production cars. The fact that cars incorporating these features are now available in England cannot fail to interest engineers. Whether ordinary motorists will display similar interest to the extent of unfolding their cheque-books and whether wealthy purchasers of high-performance cars will consider the Porsche, sports Borgward Hansa and Mercedes-Benz 300S to the detriment of British sports cars, are two questions which will confront our manufacturers when Earls Court opens its doors next month to dollar and sterling purchasers.—W. B.

WHERE TO SEE THE GERMAN CARS

- D.K.W.: Carr's Motors, 20/22, Hardman Street, Liverpool, 1.
- BORGWARD-HANSA: Metcalfe & Mundy Ltd., 280, Old Brompton Road, London, S.W.5.
- GOLIATH: ditto.
- MERCEDES-BENZ: Mercedes-Benz (Great Britain) Ltd., 111, Grosvenor Road, London, S.W.1.
- VOLKSWAGEN: VW Motors, Ltd., 171, Regent Street, London, W.1.

The National Race Meeting at Thruxton

(August 3rd)

THRUXTON, under the aegis of the Bristol M.C. & L.C.C. and the Wiltshire School of Flying, saw a National Race Meeting held in glorious weather on Bank Holiday, the afternoon's racing being notable for the number of sun-top specials, new lap records and the polished performance of Tony Rolt in Rob Walker's smart blue Connaught.

The new Thruxton airfield circuit has some interesting slow and fast bends, is noticeably bumpy and has the merit that it is longer than most of our club circuits, measuring 2.76 miles to a lap. Before the meeting Ian Stewart held the lap record at 83.14 m.p.h. in an Ecurie Ecosse Type C Jaguar; after the Bank Holiday racing was over Rolt went home with it in his pocket (83.84 m.p.h.), besides £120 in prize money.

The first race was a combined sports-car affair for cars of up to 1,200 c.c. and 1,201-1,500 c.c. It was 15 laps, or 41½ miles in length. Very soon the three leading exponents of 1½-litre club racing were battling in a close procession—Cliff Davis in the Cooper-M.G. Joy 500, Peter Gammon in his lightweight M.G., and Beauman in the ex-Hawthorn T.T. Riley with 9 to 1 compression ratio, the latter watched keenly by "Pa" Hawthorn. Davis led for a considerable distance but his Cooper-M.G. lost speed and the Riley took the lead. Gammon was second, then third, and would have finished in that place if he had not spun on lap nine at Apex Corner, letting C. M. Sears go by in his Tojeiro-M.G. Colin Chapman led the 1,200-c.c. class—which would no doubt have been better supported had the 1,172 boys been informed—in his neat, and neatly conducted, Lotus. Gould drove well in his Cooper-M.G., one damaged front wing flapping in the air for the latter part of the race. I. D. L. Lewis, in the Anzac Motors' Riley Nine, was the second 1,200-c.c. class car home, beating the former lap record by 0.3 m.p.h. (70.9 m.p.h.), and Beauman broke the 1½-litre lap record by 0.34 m.p.h., leaving it at 74.36 m.p.h. J. Riseley-Pritchard in his beautiful replica of an Alfa-Romeo *Disco Volante*, using a Cooper chassis with ex-Hawthorn 1½-litre Riley engine, first had a contretemps resulting in a dented *Disco* and then the car, which in practice had been laying a smoke screen, caught fire. The driver jumped out after steering off the course, and was removed to hospital.

The big sports cars had a race over the same distance, which resulted in a runaway victory for James Stewart in the Ecurie Ecosse Type C Jaguar at 77.07 m.p.h. Currie's Frazer-Nash was second, J. Lawrence in the other blue and white Ecurie Ecosse Jaguar third. The winner lapped at 79.29 m.p.h. but this left Sydney Allard's class lap record untouched. G. P. Shea-Simmons' Ardun-Allard, running on too-soft plugs and apt to boil, retired with a split radiator, many drivers ran out of road, and Bolton, in Walton's fast Frazer-Nash with de Dion rear end, went head-on into the straw at Club Corner. A sports car in the Continental tradition was Walton's Cooper-Bristol, very stark, with metal fairing over the passenger's seat.

The Formula II cars next had a 20-lap, 55-mile race which was won very comfortably by Rolt in the Connaught. He averaged 80.21 m.p.h., lapping at 82.72 m.p.h. For a lap Gould was ahead in a green Cooper-Bristol and he drove with fire for the remainder of the race to finish a creditable second, not so very far behind Rolt. Walton's Cooper-Bristol, converted into a Formula II car since the previous race, was third. The race was not very well supported and Marr's Connaught spun off at Kimpton Bend on the very first lap, staying in the rough until mechanics had sprinted from the Paddock to re-energise it.

The 500-c.c. cars now performed in a 55-mile race, which was less hair-raising than we had expected, although the mechanical death-roll was high. H. J. Coombs in his Staride-Norton led throughout from lap three, to win at 76.24 m.p.h., after a lap, well below the record, at 77.79 m.p.h. The lap-one leader had been T. J. Clarke's C.B.2 but it became very weary, its driver looking in concern over his shoulder at the J.A.P. engine. Thereafter, Westcott's Kieft-Norton moved up behind Coombs, to fall sick in its turn, so that the final order was Coombs, Don Truman's blue Cooper-Norton and W. Nicholson's Kieft-B.S.A. twin.

The last race of the day—this National Meeting featured few but long events—was the 30-lap, 82½-mile, Formule Libre race. Rolt never placed a wheel wrong—or did he raise the dust at the Apex once or twice?—and he won at 82.07 m.p.h., raising the lap record by 0.7 m.p.h. in the process. Behind, his friend Peter Walker had a most stirring drive, taking the left-hand Apex Corner every lap on right-hand lock, the rear wheels of the s/c. Cooper-E.R.A. spinning

and frequently sending up clouds of earth from the grass verge. But, try as he might, Walker never really got in sight of the impeccably-driven Rob Walker Connaught, which snaked viciously after the bumps; James Stewart was third in the Ecurie Ecosse Type C Jaguar, and the remaining three places, sports cars mixed with old racing cars, was typical of an English Formule Libre race. We append a chart of how these first six fared, below. Fairman retired in the under-steering Lea-Francis-engined Turner, Richardson got only as far as the first corner in the R.R.A., where he "took straw," Ecclestone's Cooper-Bristol made a pit-stop and, after chasing Rolt for nine laps, Cliff Davis, in the ex-Straight, ex-Bira, Boyce s/c. 3-litre Maserati, suffered a minor fire when the exhaust system came adrift. Marr in his Formula II Connaught just failed to catch the Ecurie Ecosse Jaguar. The big Bugatti-engined B.H.W. driven by Whiteaway snaked away from the corners but sent out more and more oil-smoke and was about five laps behind as Rolt was flagged in. Bolton's Frazer-Nash Le Mans Replica ran with front wings in place. As Tony drove into the Paddock his wife had a cigarette ready for him and mechanics opened a useful bottle as a very happy Peter Walker joined him. Rolt, his tasks completed, then drove home in his drophead Jaguar XK120.—W. B.

LAP CHART OF FIRST SIX IN FORMULE LIBRE RACE

Lap	First	Second	Third	Fourth	Fifth	Sixth
1	Rolt (Connaught)	F. C. Davis (Maserati)	F. Tuck (4CL Maserati) Walker	J. Stewart (Jaguar)	P. Walker (Cooper-E.R.A.) Ecclestone	Ecclestone (Cooper-Bristol) Marr
2	"	"	"	"	"	(Connaught) Ecclestone
3	"	"	"	"	Marr	"
4	"	"	"	"	"	"
5	"	"	"	"	"	Fairman (Turner)
6	"	"	"	"	"	"
7	"	"	"	"	"	"
8	"	"	"	"	"	"
9	"	"	"	"	"	Bolton (Frazer-Nash)
10	"	Walker	Stewart	Marr	Bolton	J. Lawrence (Jaguar)
11	"	"	"	"	"	"
12	"	"	"	"	"	"
13	"	"	"	"	"	"
14	"	"	"	"	"	C. J. Hamilton (E.R.A.)
15	"	"	"	" (slides at Apex)	"	"
16	"	"	"	"	"	"
17	"	"	"	"	"	"
18	"	"	"	"	"	"
19	"	"	"	"	"	Lawrence
20	"	" (passes B.H.W. outside on the Apex)	"	"	"	"
21	"	"	"	"	"	"
22	"	"	"	"	"	"
23	"	"	"	"	"	"
24	"	" (snakes at Apex)	"	"	"	"
25	"	"	"	"	"	"
26	"	"	"	"	"	"
27	"	"	"	"	"	"
28	"	" (on grass at Apex)	"	"	"	"
29	"	"	"	"	"	"
30	"	"	"	"	"	"

BOYS' BRIGADE

A team of students from the College of Aeronautical and Automobile Engineering, Chelsea, S.W.3, has entered for the 750 Motor Club's six-hour relay race at Silverstone on August 29th.

The team comprises three M.G.s, two TD and one TA types, a Dellow and a Healey Silverstone. The drivers are John Bik, Alan Oliver, David Samson, Peter Posner and Guy Dixon. Team manager is another student, R. N. Eason Gibson, son of John Eason Gibson, the well-known motoring writer and commentator.

The students, all enthusiasts, are using College facilities to prepare their cars, each of which will carry the College crests on its bonnet.

THE SPRINT RETURNS TO BERKSHIRE

S. Lewis-Evans Breaks Great Auclum Hill-Climb Record in blown Cooper 1,100. Class Records Topple.

SPRINTS tend to be overshadowed by races these days, but there was no denying the enjoyment derived by competitors and spectators alike at the Great Auclum Speed Hill-Climb, organised by the Hants & Berks M.C. on August 8th. The event was run off in perfect summer weather, which made the ¼-mile course with its banked bottom corner a truly picturesque venue—the banked corner was put in by Neil W. Gardiner, who loans his private road for the event, to remind him of his Brooklands days, and he motors his Bentley round it to no mean purpose.

The meeting went off very slickly, with three runs for each competitor, for which A. H. S. Fountain, Morin Ness, D. C. E. Johns, Barclay Inglis and P. J. Bateman deserve credit, along with the other officials. Times were announced with commendable promptitude by J. Lowrey.

In the class for unsupercharged sports cars up to 1,300 c.c., G. P. Taylor, in a neat, special-bodied M.G., broke his own class record in winning from Harry Arklay, whose Arklay relies on a Riley Nine engine with two Ford Ten carburettors, Standard Eight i.f.s. and an Austin-base chassis. Third place was taken by Geoff Tapp's blue Buckler. Tapp and G. A. Naylor in a special Lagonda Rapier were amongst the few drivers, at all event of the slower cars, to really use Mr. Gardiner's banking. Tapp was particularly ambitious on all his runs, holding a high line right round the corner, so that the Buckler's rear suspension worked hard as the car regained a level keel. H. Sutcliffe drove a 1,286-c.c. Porsche coupé which managed to beat two Bucklers and the high-g geared Vernon-Balls Crossley, of Ards and Brooklands memory, driven by V. C. Freedman.

The class for unblown sports cars of 1,301-1,800 c.c., and supercharged sports cars of up to 1,300 c.c. (sprints can gain a lot in interest by intelligent sub-division) looked like going to Gerry Ruddock's neat but noisy Lester-M.G. until, in a spirited last run, Geoff Tapp, driving Buckler's own supercharged Buckler, beat the M.G. by 0.12 sec. He was, incidentally, 0.33 sec. faster than the car's constructor, with whom he shared this well-known car, and beat Ron Willis' old B.M.W. class record by a rousing 1.12 sec. The vintage Frazer-Nashes of P. J. Lovell and R. W. Ashley were over-g geared for the Great Auclum course, and R. W. Christmas' blown PB M.G. Midget wasn't quick enough, third place going to Buckler himself.

The 1,801 to 3,000-c.c. unsupercharged and 1,301 to 1,800-c.c. supercharged sports-car class went fair and square to F. B. Copeland's Le Mans Replica Frazer-Nash, in 23.5 sec. W. S. Perkins beat the vintage Bentleys in his B.M.W.-powered H.R.G., which was appreciably quicker than M. P. Moore's blown M.G. Betty Haig was slow in an Austin-Healey 100, troubled by vapour-lock in the fuel lines, in spite of removing the lid of the bonnet-hatch. Her modern mount was beaten by a vintage 4½-litre Bentley which filled the hill, an aged Alfa-Romeo and an early Connaught.

The class for the big sports machinery saw Gordon Parker spin the wheels of his Jaguar almost all the way up to clock 23.27 sec. on his last ascent, a new record by 0.4 sec., from Crook's Frazer-Nash of 1951—foot and mouth disease spelt a miss at Great Auclum last year. The Jaguar has an XK120 Jaguar engine with twin superchargers, a Jaguar back axle on coil springs, and modified Vauxhall i.f.s. W. Coleman was next fastest in Parker's now outmoded Jaguette, also blown, but with a 2½-litre Jaguar engine, which was 1.49 sec. slower. This took second place, and third position was occupied by J. Berry's Bugatti 2.3. Four old Invictas performed, of which J. A. Shutler's low-chassis 4½-litre saloon was by far the most impressive, as well as being decidedly the quickest, its chassis and exhaust pipe scraping along the banking.

The racing-car classes promised fireworks but not a single car came to grief during the meeting, which, at a venue once fraught with incident, suggests a high standard of conductorship. S. Lewis-Evans broke his own class record by 0.83 sec. in winning the 500-c.c. class in his Cooper-Norton from Ken Gregory's J.B.S., which was 0.5 sec. slower. On a determined run W. C. Cuff in the "Hell's Hammers V" Special, its small over-engine fuel tank venting visibly, took third spot.

The V-twin 1,100s made up for the dreamy summer thought during the interval that this course should suit the G.N.s! Indeed, sharing the same Cooper 1,100 with blown J.A.P. engine, S. Lewis-Evans and Ken Gregory fought a stirring duel. Gregory opened with 22.07 sec.,

to which Lewis-Evans replied with 22.05 sec. Gregory replied with 21.7 sec., and Evans was slower, taking 22.24 sec. Possibly this made Ken let up a bit. At all events, he seemed to use one cog too high on his last run, the engine fluffed, and his time fell to 27.81 sec. We waited breathlessly to see whether the J.A.P. really was sick, getting well behind the biggest trees meanwhile! Then Lewis-Evans got away obviously to a healthy start, swung round the banking, clipped through the series of tight upper corners with the precision of a ballet dancer and—returned f.t.d., 21.47 sec. This cracked the old record, held by Eric Brandon's Cooper-J.A.P. 1,000, by 0.73 sec. This record run was noticeably tidy and Lewis-Evans' success well deserved.

Nor were these the only Cooper V-twins to perform. F. B. Lowrey in a Cooper 1,000 clocked 22.47 sec. but spun at the final corner on his second run. D. C. T. Bennett's Cooper 1,000, braked hard for the first bend on a brave run, did 22.9 sec., and D. G. Walker in an unblown Cooper 1,100 was steadier and took 25.32 sec.

The 1,101 to 2,000-c.c. racing-car class was tame in comparison. Copeland's sports Frazer-Nash was adequate to win it, in 23.7 sec., 0.1 sec. too slow to beat the Norris Special's class record of 1950. W. A. Taylor in that delightful sprint car, the Caesar Special, with A.C. Six engine, Frazer-Nash transmission and transverse spring i.f.s., was second, and Tapp brought the blown Buckler, now prone to misfiring, into third place, the car's owner taking 0.36 sec. longer—does age tell? C. J. Hamilton's E.R.A. never got going on this course, and the A.C.-engined Semmence Special did not go at all.

The final class, for racing cars over 2 litres, was notable for the delightful exhaust notes of the several G.P. Bugattis which contested it. Of these, the single-seater 2.3 of J. Berry, with twin rear tyres, i.f.s. and a preselector gearbox, was fastest and again the class record, formerly the property of Butterworth's big A.J.B., fell by 0.6 sec. C. S. Henderson, using all the banking and most of the road as well, flung his beautiful 2.3 G.P. Bugatti, also with twin rear wheels, up the hill to net a courageous second place, beating the Jaguar. J. M. Perkins' 2.3 G.P. Bugatti was a shade slower, but took the V.S.C.C. Award.

Mrs. Eric Giles presented the £25 prize for f.t.d. to S. Lewis-Evans and peace descended on the rural slopes of the Great Auclum estate—until 1954.

Results :

Sports Cars up to 1,300 c.c. Non-s/c. :	
1st : G. P. Taylor (M.G.)	24.30 sec.*
2nd : W. H. Arklay (Arklay)	24.83 "
3rd : G. Tapp (Buckler)	24.94 "
Sports Cars, 1,301-1,800 c.c. Non-s/c.; Up to 1,300 c.c. S/c. :	
1st : G. Tapp (Buckler, s/c.)	23.98 sec.*
2nd : G. Ruddock (Lester-M.G.)	24.10 "
3rd : D. Buckler (Buckler, s/c.)	24.31 "
Sports Cars, 1,801-3,000 c.c. Non-s/c.; 1,301-1,800 c.c. S/c. :	
1st : F. B. Copeland (Frazer-Nash)	23.50 sec.*
2nd : W. S. Perkins (B.M.W.-H.R.G.)	24.71 "
3rd : M. P. Moore (M.G., s/c.)	25.63 "
Sports Cars, 3,001 c.c. upwards Non-s/c.; 1,801 c.c. upwards S/c. :	
1st : G. Parker (Jaguar, s/c.)	23.27 sec.*
2nd : W. Coleman (Jaguette, s/c.)	24.76 "
3rd : J. Berry (Bugatti, s/c.)	25.20 "
Gas-turbine Cars : No entries!	
Racing Cars up to 500 c.c. :	
1st : S. Lewis-Evans (Cooper-Norton)	22.47 sec.*
2nd : K. Gregory (Cooper-Norton)	22.97 "
3rd : W. C. Cuff (Hell's-Hammers V)	23.30 "
Racing Cars, 501-1,100 c.c. :	
1st : S. Lewis-Evans (Cooper 1,100, s/c.)	21.47 sec.*†
2nd : K. Gregory (Cooper 1,100, s/c.)	22.07 "
3rd : F. B. Lowrey (Cooper 1,000)	22.47 "
Racing Cars, 1,101-2,000 c.c. :	
1st : F. B. Copeland (Frazer-Nash)	23.70 sec.
2nd : W. A. Taylor (Caesar-Special)	24.03 "
3rd : G. Tapp (Buckler, s/c.)	24.10 "
Racing Cars, 2,001 c.c. upwards :	
1st : J. Berry (Bugatti, s/c.)	22.90 sec.*
2nd : C. S. Henderson (Bugatti, s/c.)	23.48 "
3rd : G. Parker (Jaguar, s/c.)	23.57 "

* New class record.

† F.T.D.

LONDON RALLY

Over 225 cars are expected to compete in the London M.C.'s London Rally on September 11th/12th. They include a team of works Sunbeam Alpines.

More feathers in the MINTEX cap

...at the Goodwood International
nine-hour race



Our heartiest congratulations to

- 1 Reg. Parnell & E. Thompson **ASTON MARTIN D.B.3S**—78.94 m.p.h.
- 2 P. Collins & P. W. C. Griffith **ASTON MARTIN D.B.3S**—78.66 m.p.h.
- 3 P. N. Whitehead & I. M. M. Stewart **JAGUAR XK.120C**—78.65 m.p.h.

in the General Classification also to

- 1 Bob Gerard and D. A. Clarke **FRAZER-NASH**—74.66 m.p.h.
- 3 J. R. Stoop and P. S. Wilson **FRAZER-NASH**—73.60 m.p.h.
(Subject to official confirmation)

all these cars
were equipped with **MINTEX**
brake liners!

**in the up to 2 litre capacity
class and to FRAZER-NASH
who won the team prize.**

When high performance counts . . .

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MINTEX BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING AND ASBESTOS LTD., CLECKHEATON, YORKSHIRE. ALL MINTEX PRODUCTS ARE OBTAINABLE FROM MINTEX SERVICE DEPOTS AND STOCKISTS THROUGHOUT GREAT BRITAIN AND THE WORLD. B.B.A. ARE ALSO THE MANUFACTURERS OF 'SCANDURA,' THE ORIGINAL P.V.C. FIREPROOF CONVEYOR BELTING.

ASTON MARTINS TROUNCE JAGUARS IN GOODWOOD "NINE HOURS"

XK120C's Engines and Disc Brakes Fail on Punishing Circuit. Frazer-Nash Win Team Prize.

FOR the second time the B.A.R.C. Nine-Hour Race (August 22nd) was a great success, besides being a picturesque spectacle as the Sussex circuit twinkled with fairy lights. Abroad, when they decide to have a long-duration sports-car race it goes on for up to 24 hours, lights being essential by grace of God. In England the hours of darkness are by arrangement of Mr. H. J. Morgan. In this respect the "Nine Hours" is a "circus"; but it is also one of the toughest sports-car races there is. This was proved when Jaguars which ran trouble-free for 24 hours at over 100 m.p.h. at Le Mans retired after averaging around 80 m.p.h. for eight hours at Goodwood, their disc brakes failing, their bearings worn out—and by the heavy consumption of tyres, Dunlop changing some 300 covers, many of which were either burst or with treads completely stripped. All honour to the Aston Martins, captained by John Wyer and driven by Parnell and Thompson and Collins and Griffith, for winning this punishing race for the second year in succession, at 78.94 m.p.h. They used Mintex-lined Girling drum brakes, with Girling automatic adjusters.

The under-2-litre cars had fewer troubles and Frazer-Nash won convincingly. The B.A.R.C. "Nine Hours" maintained its reputation for a race packed with drama at the "eleventh hour" (Jaguar retired about the same time last year), and we hope 1954 will see Continental teams in action on this cruel circuit.

* * *

The Nine-Hours Race should provide a source of discussion for technicians for many weeks to come. Until the closing stages the works XK120C Jaguars led the DB3(S) Aston Martins. But the faster cars, both over and under 2-litres, were consuming prodigious quantities of tyres, in spite of the cool weather. And the Dunlop disc brakes of the Jaguars, so triumphant at Le Mans, proved unsuited to Goodwood's many corners in a 2.4-mile lap. Those on the back of the Whitehead/Stewart car could be seen glowing cherry-red both before and after adjustment, and Hamilton and Moss experienced brake grab, Hamilton charging through the *chicane* wall with all wheels locked on one occasion—with commendable presence of mind Duncan immediately drove back through the hole he had made so as not to lose a lap, before drawing in to his pit.

The official race bulletins record the tyre mortality of the works Jaguar and Aston Martin teams as:—

Moss/Walker Jaguar	...	...	13 wheel changes
Rolt/Hamilton Jaguar	...	...	12 " "
Whitehead/Stewart Jaguar	...	...	10 " "
Parnell/Thompson Aston Martin	...	...	13 " "
Salvadori/Poore Aston Martin	...	...	Retired early
Collins/Griffith Aston Martin	...	...	12 wheel changes

Jaguar were on Dunlop, Aston Martin on Avon (who had a pit-sign "Avon Wishes Good Luck to Aston Martin"), and the score seems mutual! You can call it roughly 55 miles per tyre for the leaders.

In practice, which was mainly wet, Abecassis sprang a surprise by making fastest lap in the H.W.M.-Jaguar, with Schell second fastest in the 2-litre Gordini. In the race Moss and Rolt set the pace for Jaguar, but the H.W.M. sat comfortably in third place until the weight of fuel caused the body to rub away the back tyres; later a broken exhaust timing chain retired the car. The Gordini was very fast and went through the *chicane*, beautifully driven, in true G.P. style, but it consumed vast quantities of plugs—eleven in less than four hours—probably due to broken rings on Nos. 1 and 4 pistons—a pity. The Aston Martins started badly, the Salvadori/Poore car having steering trouble and retiring after only 1 hr. 22 min. with a leaky water joint. Parnell and Collins pressed on, Collins driving like one possessed with a desire to close with Jaguars, his squealing Avons heralding his coming. Burst tyres twice brought him in and also delayed Parnell. But as the Jaguar's brakes grew weaker and their bearings passed more and more oil the Aston Martins closed up, to lead in the last hour, after the Moss and Rolt Jaguars had retired with loss of oil pressure. The final sixty minutes were rendered dramatic as Whitehead (Jaguar) strove, almost brakeless, to catch Griffith in the third Aston Martin, but Whitehead

failed to do this, so that Wyer had the joy of bringing his Aston Martins—winners last year—home first and second.

Of the other over-2-litre class cars, the Austin-Healey, Mann's DB2 and the Meyer DB3 coupé were not quick enough, both Allards retired with broken half-shafts (Page's was returned to the race after literally hours of work, only to break the opposite shaft), and the Ecurie Ecosse Jaguars were not driven quite fast enough to close with the leaders, although they were, perhaps, happier this time to play with drums and relieved not to have spent the very considerable sum of money required to convert to disc brakes.

Apart from tyre changes, the Hamilton Jaguar had to come in after its encounter with the *chicane* to have a wing inspected, Moss was delayed slightly, first by a loose fog-lamp, then through an unfastened bonnet, and oil was added to both the Rolt and Whitehead cars, apart from routine replenishments, as the bearings began to fail, while the Whitehead car required inspection and adjustment of its red-hot brakes. Aston Martin, besides routine replenishments, added brake fluid to Parnell's car, and adjusted the lamps and inspected the foot-brake pedal on Collins' car. But on this difficult circuit 3-litres triumphed over 3½-litres, drum brakes over discs.

In the under-2-litre class Cooper-Bristols opened strongly, Brown leading from Cliff Davies in his Tojeiro. Then an open fuel filler(?) caused a small fire on Davis' car and later he touched the *chicane* wall and buckled a rear wheel. Tyre troubles intervened, John Cooper sending to Surbiton for more as Dunlop's stock became low, and the Frazer-Nashes came up strongly, Gerard leading from Brown, with Stoop's new de Dion-Frazer-Nash, with odd body having the spare wheel in the flat tail, close behind. A ding-dong battle went on, and Coombs' Cooper-Bristol came into the picture. Stoop led from Gerard at half-distance, when Brown's car had lost oil pressure. Towards the end Coombs overturned at St. Mary's but was unhurt. The Gerard/Clarke Le Mans Replica Frazer-Nash won by four laps from the Brown/Currie Cooper-Bristol, with the Stoop/Wilson Frazer-Nash third and on the same lap as Brown. As a matter of comparison the tyre changes of these three had been:

Stoop/Wilson Frazer-Nash	...	5 wheels changed
Gerard/Clarke Frazer-Nash	...	10 " "
Brown/Currie Cooper-Bristol	...	10 " "

The Gordini would undoubtedly have won this class, possibly the race, but for its odd plug trouble. The Porsche lacked speed but kept going, the Kieft was never really healthy, retiring with a blown gasket and ignition trouble, Ruddock's Lester-M.G. lost all its oil pressure, and poor D. M. D. Blakely, using the new twin o.h.c. head on the Singer engine of his Le Mans H.R.G., had every conceivable trouble, culminating in clutch failure. In a race notable for pit-stops you could almost always see the H.R.G. either coming in or going out, its troubles numbering loose exhaust pipe, carburettors needed adjusting, ignition trouble, coil lead fell off twice, loss of water, faulty throttle linkage, broken wing stay, broken oil pipe, jamming throttle linkage, brake wear, loss of oil pressure, blown head-lamp bulb, plugs changed, check distributor, flooding carburetter, and a rattle at the rear end.

Results:

Over 2,000 c.c.:	1st:	Parnell/Thompson (Aston Martin DB3(S)), 712.9 miles, 297 laps, 78.94 m.p.h.
	2nd:	Collins/Griffith (Aston Martin DB3(S)), 295 laps.
	3rd:	Whitehead/Stewart (Jaguar Type C), 295 laps.
Under 2,000 c.c.:	1st:	Gerard/Clarke (Frazer-Nash), 280 laps.
	2nd:	Brown/Currie (Cooper-Bristol), 276 laps.
	3rd:	Stoop/Wilson (Frazer-Nash), 276 laps.

General classification.—1st: Parnell/Thompson (Aston Martin); 2nd: Collins/Griffith (Aston Martin); 3rd: Whitehead/Stewart (Jaguar); 4th: Stewart/Bix (Jaguar); 5th: Lawrence/Curtis (Jaguar); 6th: Gerard/Clarke (Frazer-Nash).

Team Award.—Frazer-Nashes of Stoop, Gerard and Melvin (A.F.N. Ltd.). Retired: Mitchell (Frazer-Nash), wheel studs pulled out; Salvadori (Aston Martin), leaky water joint; Bryde (Allard), broken half-shaft; Ruddock (Lester-M.G.), no oil pressure; Hazelhurst (Kieft), blown gasket; Abecassis (H.W.M.), broken timing chain; Schell (Gordini), blown gasket; Page (Allard), broken half-shaft; Blakely (H.R.G.), clutch trouble; Rolt (Jaguar), no oil pressure; Moss (Jaguar), no oil pressure; Coombs (Cooper-Bristol) overturned.

Now for the T.T. on September 5th

PICTORIAL REVIEW

GERMAN GRAND PRIX, NINE-HOUR GOODWOOD, CHARTERHALL, B.A.R.C. GOODWOOD AND U.S.A.F. MEETING SNETTERTON.

Top : DOUBLE WINNER.—Ken Wharton in his fast Cooper-Bristol, winning the Formula II event at Charterhall. He also drove the B.R.M. to victory in the Formule Libre race.

Bottom : TOJEIRO AGAIN.—Cliff Davis continues his successful season in the Bristol-engined Tojeiro. He is seen here at Goodwood, where he won the MOTOR SPORT Brooklands Memorial Trophy.





HAPPY FARINA meets the Crown Prince of Japan after winning the German Grand Prix for Ferrari after Ascari retired, when comfortably placed. Note the size of the laurel wreath.

FERRARI VICTORY.—Once again Maseratis take second place to Ferrari, this time to Dr. Farina, seen here on the first bend of the very twisty Nurburgring circuit.

LONELY.—The two Kiefts of the Monkey Stable were strangers amidst the Porsches, Borgwards, Veritas, etc. However, M. Keen came fifth in the 100-mile 1½-litre class. He is seen here on the back straight behind an E.M.W.

TYPICAL section of the German circuit approaching the Schwalberchalcorg (swallow-tail) bend. Villorosi (Ferrari) is leading a Cooper.

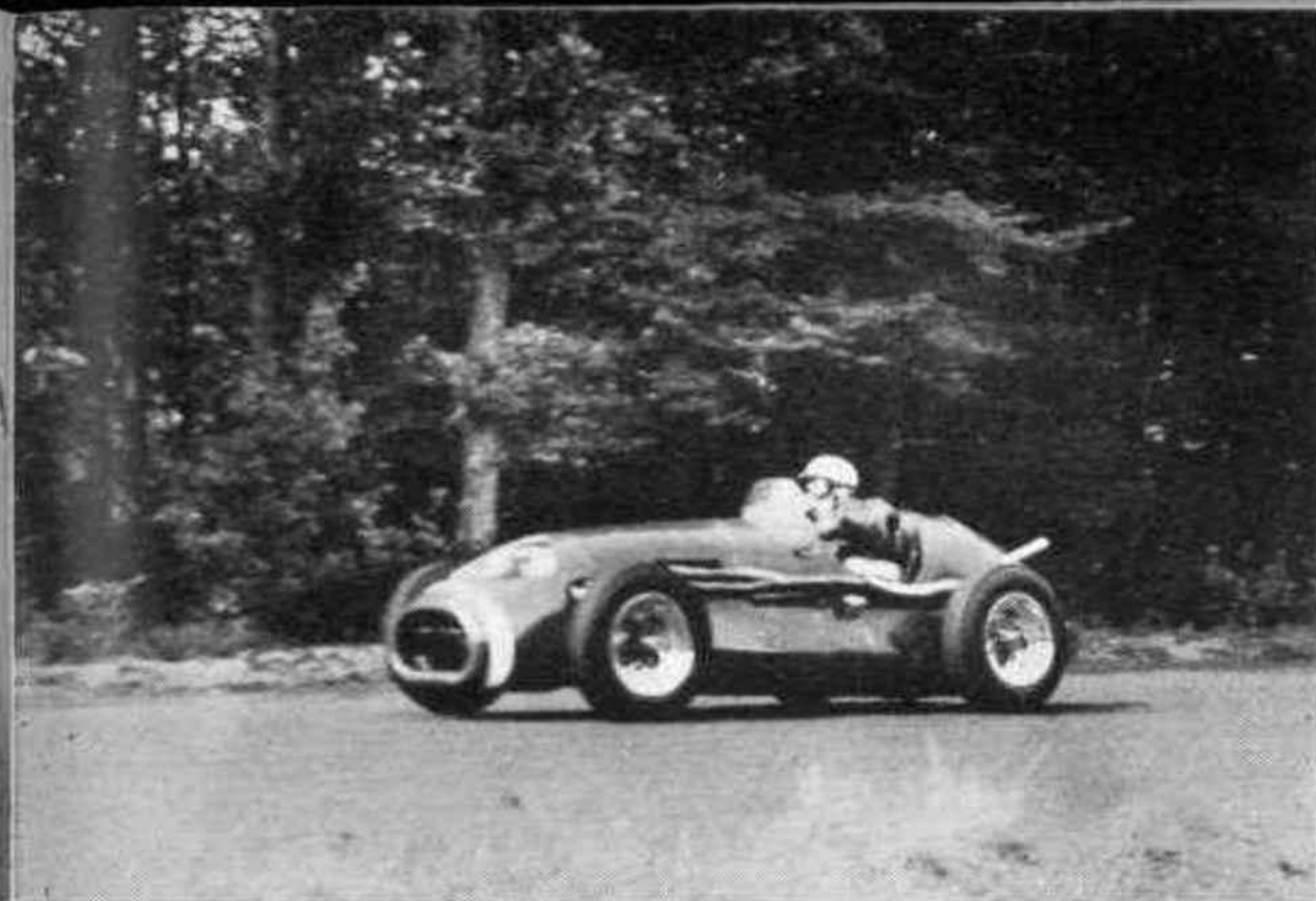
CONTINUED.—The Ferrari/Maserati scrap continues between Fangio (Maserati) and Mike Hawthorn (Ferrari). They finished second and third respectively in the German Grand Prix.



IN FULL CRY.—The field strings out nose to tail at Fangio (Maserati) has a temporary lead on Ascari (F).

GALLANT EFFORT by Stirling Moss in his Cooper-Alta enabled him to finish sixth in spite of preselector trouble during the whole race at Nurburgring.



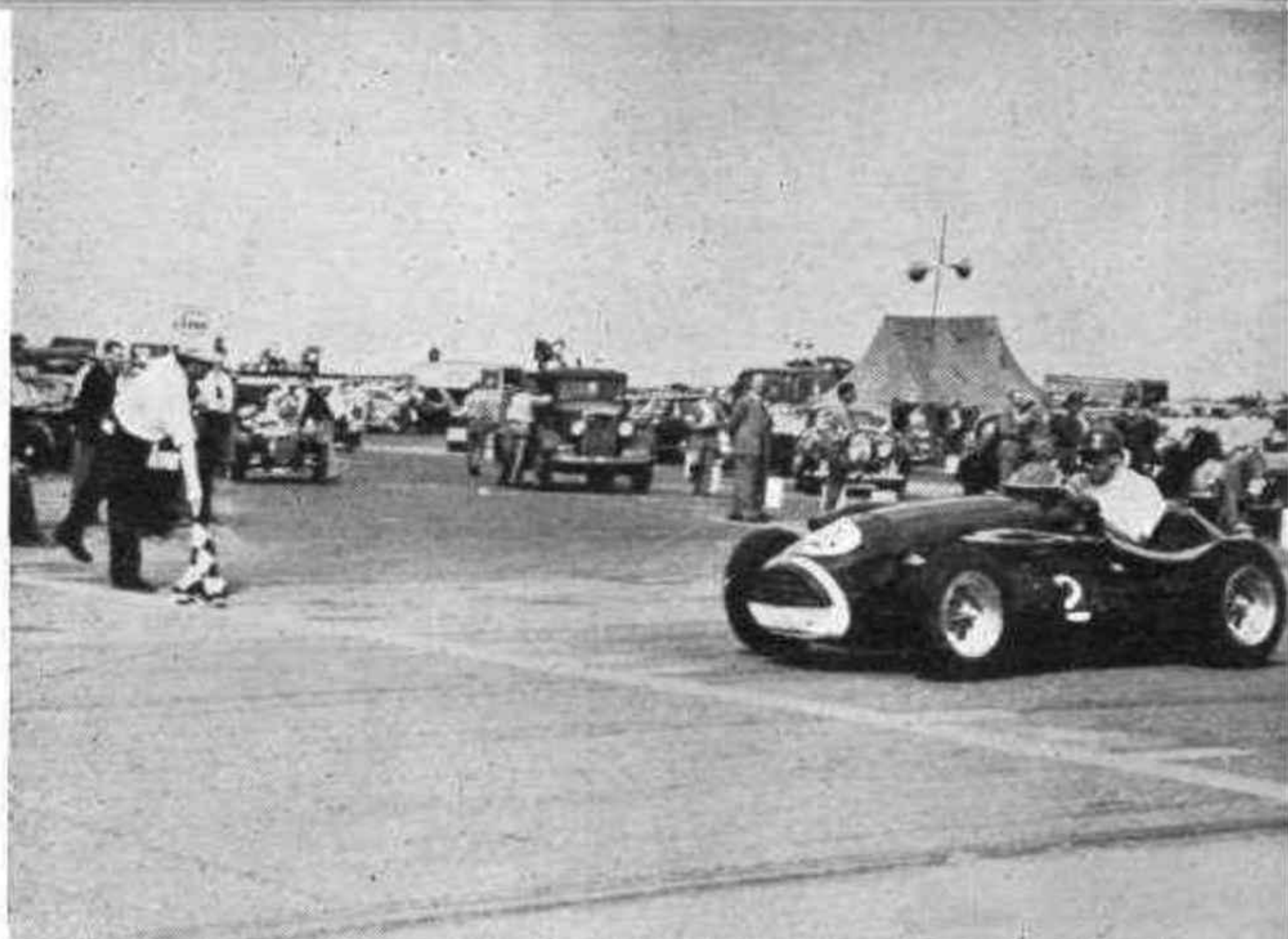


SOLE SURVIVOR of the Connaught team was Ken MacAlpine, although his rear axle was almost adrift. Nurburgring is hardly the circuit for four-wheel steering!



the first bend after the start of the German Grand Prix at Nurburgring. (Ferrari), with Hawthorn and Marimon close behind, and a Gordini on the outside.

PICTURESQUE, and possibly the most difficult circuit of all, Nurburgring provides thrills and grand views of the race for spectators all round its 14.25 miles. Here is Fangio (Maserati) at Brunnchen.

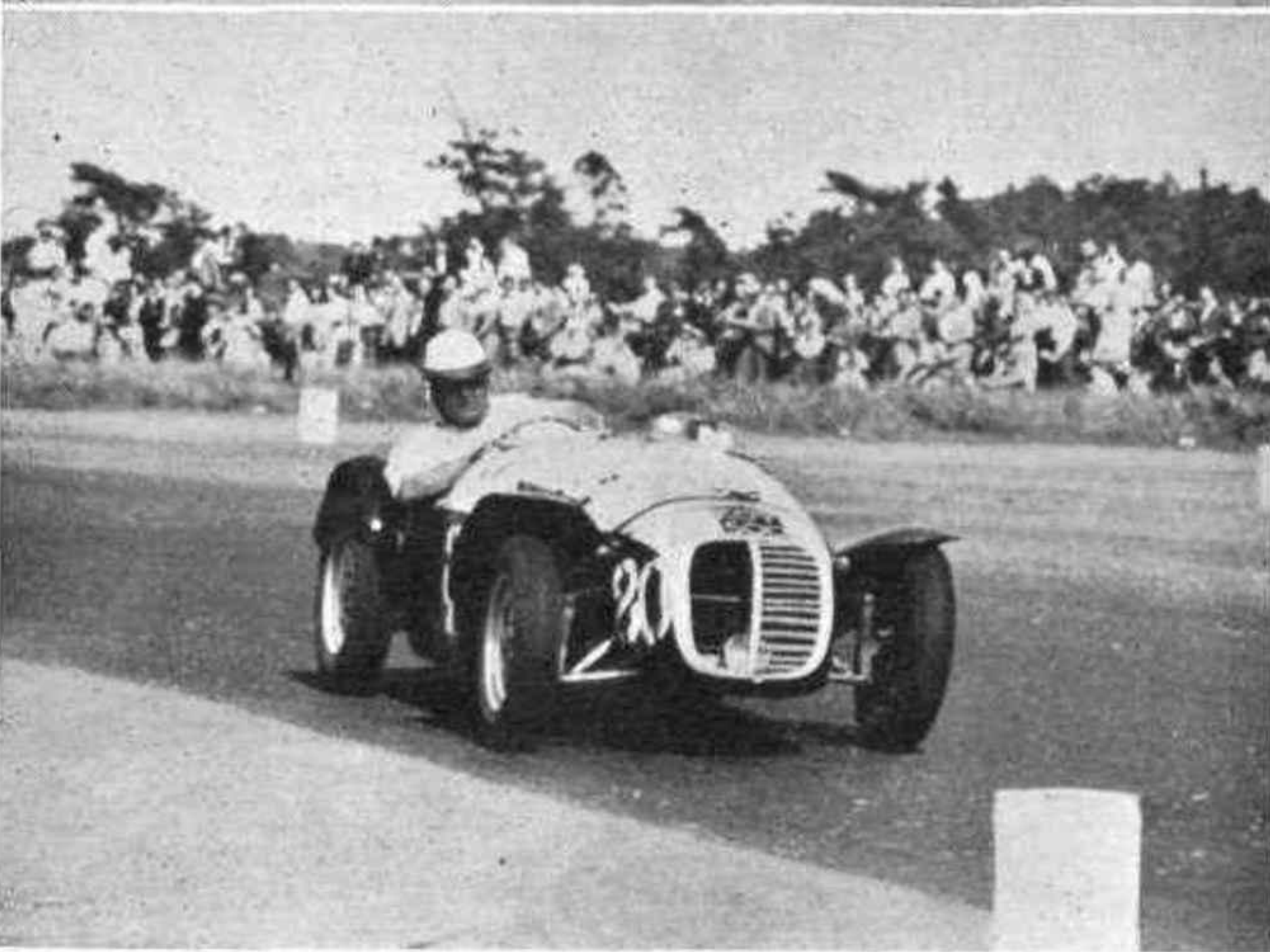


ROLT AGAIN brings the dark blue Connaught of R. R. C. Walker in first over the line. This time in the Formula II Trophy race at the A.M.O.C. / U.S.A.F. Snetterton meeting.

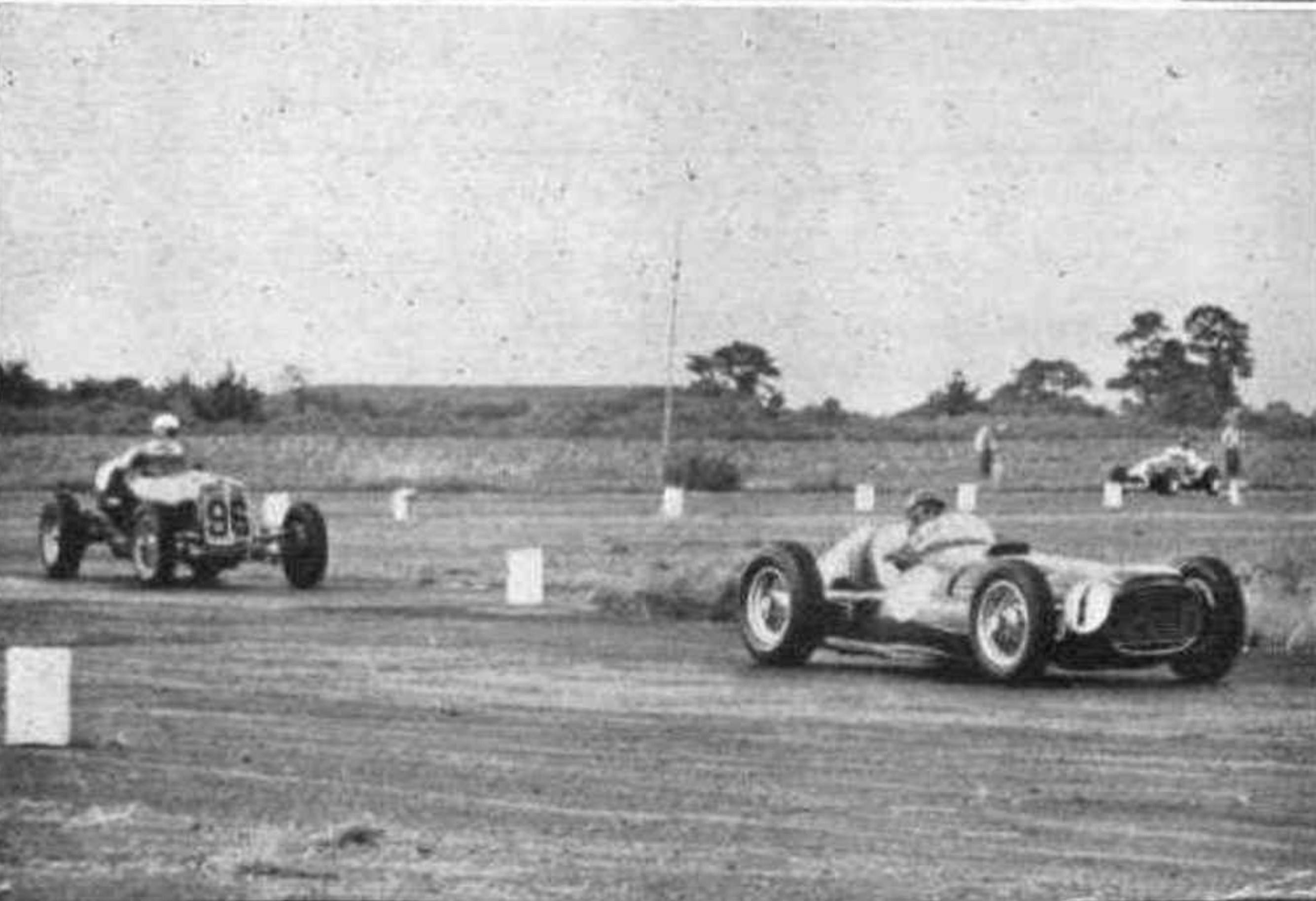


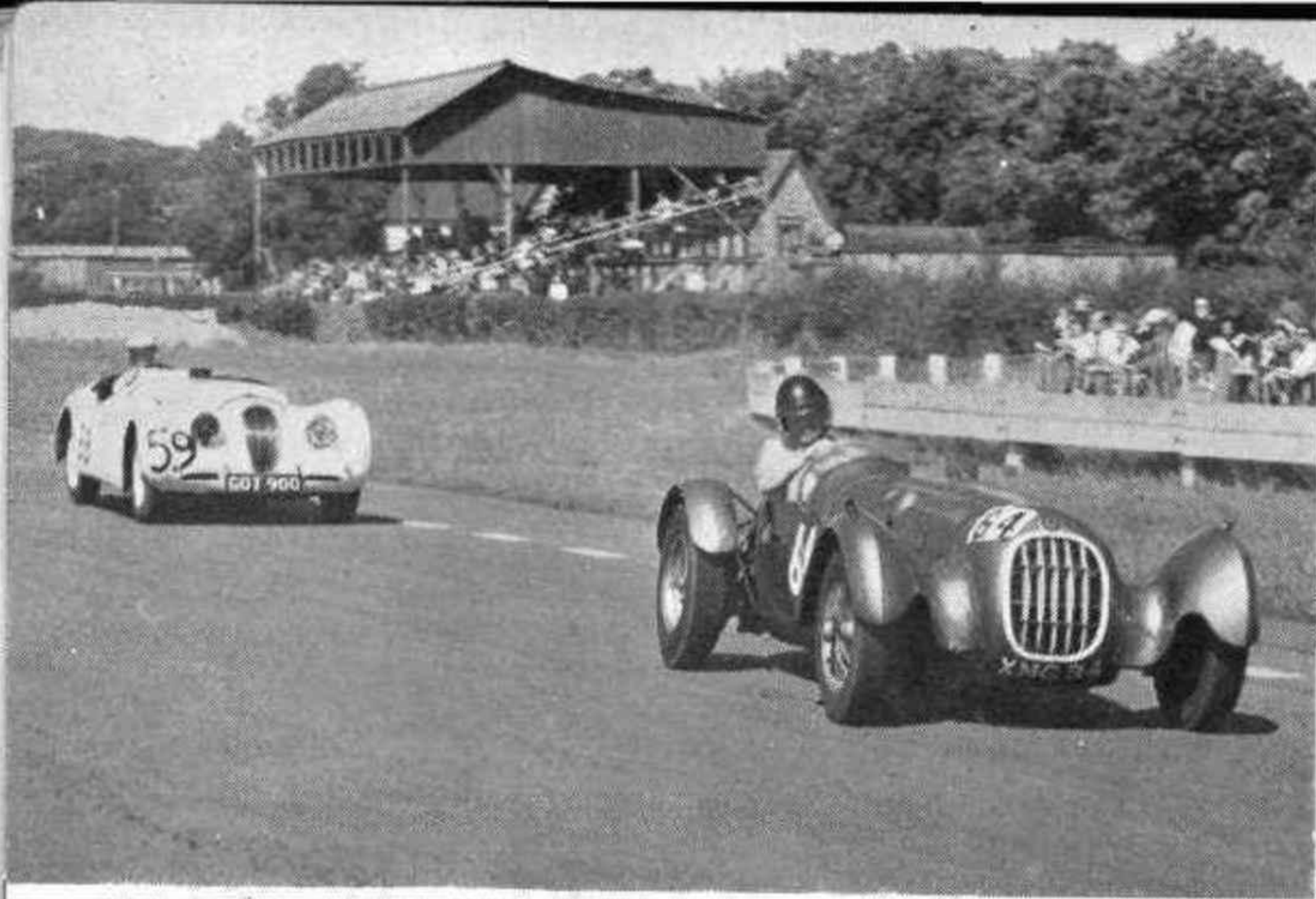
NEAT AND TIDY is the impression one gets of the Frazer-Nash, and that surely applies to Roy Salvadori's handling of these cars. Here he is winning the under-2-litre class at Snetterton, at an average speed of 78.25 m.p.h.

MODIFIED M.G.—H. H. Gould is a familiar figure at most circuits, as is his cream and maroon Cooper-M.G. He took fourth place in the under-2,000-c.c. sports-car class at the United States Air Force meeting at Snetterton.

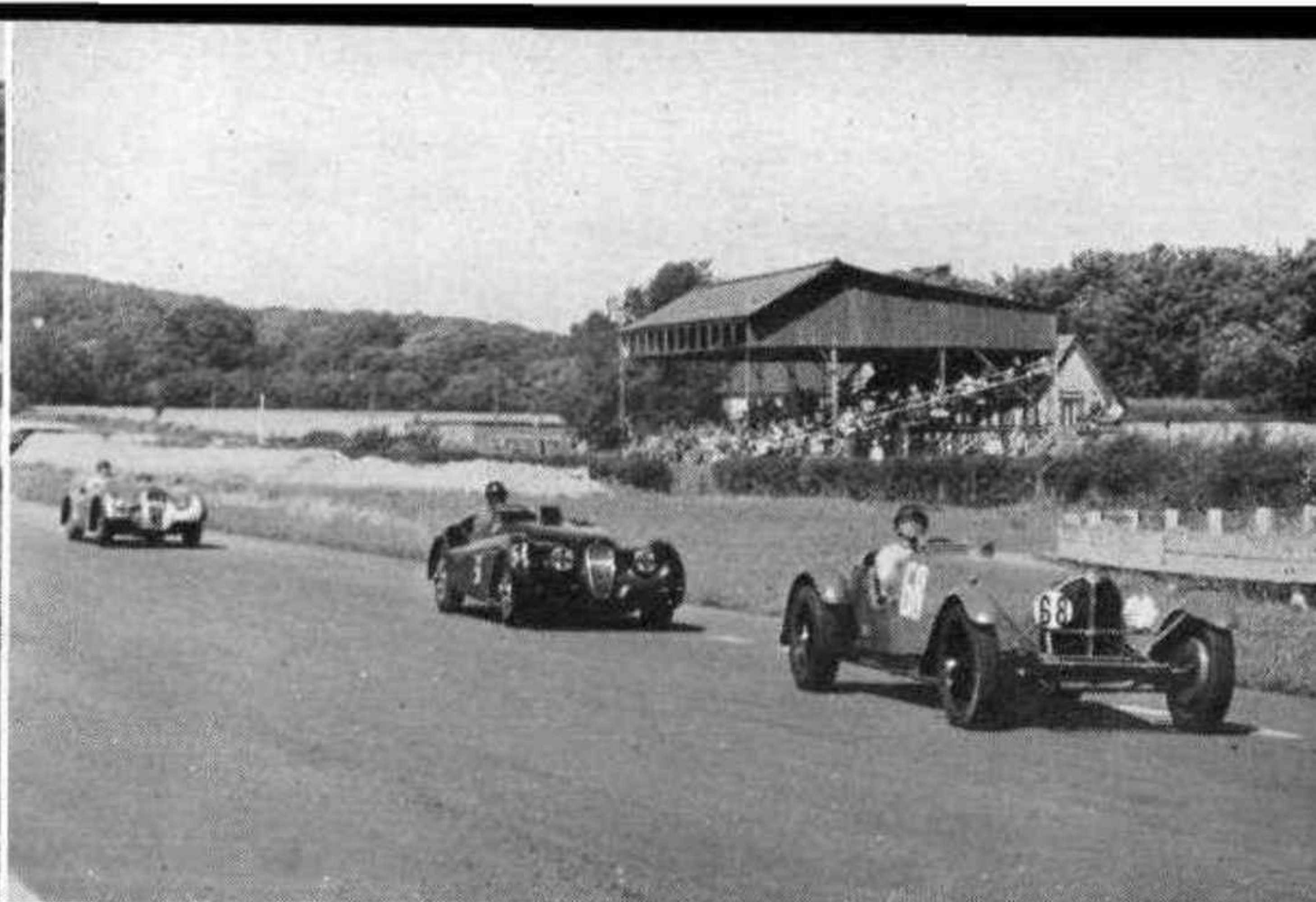


IN THE ESSES on the Norfolk circuit are seen Ken Wharton (B.R.M.), Ron Flockhart (E.R.A.) and Tony Rolt (Connaught) during the Formule Libre event. They finished in that order. Wharton put the lap record up to 90.50 m.p.h. during this race.

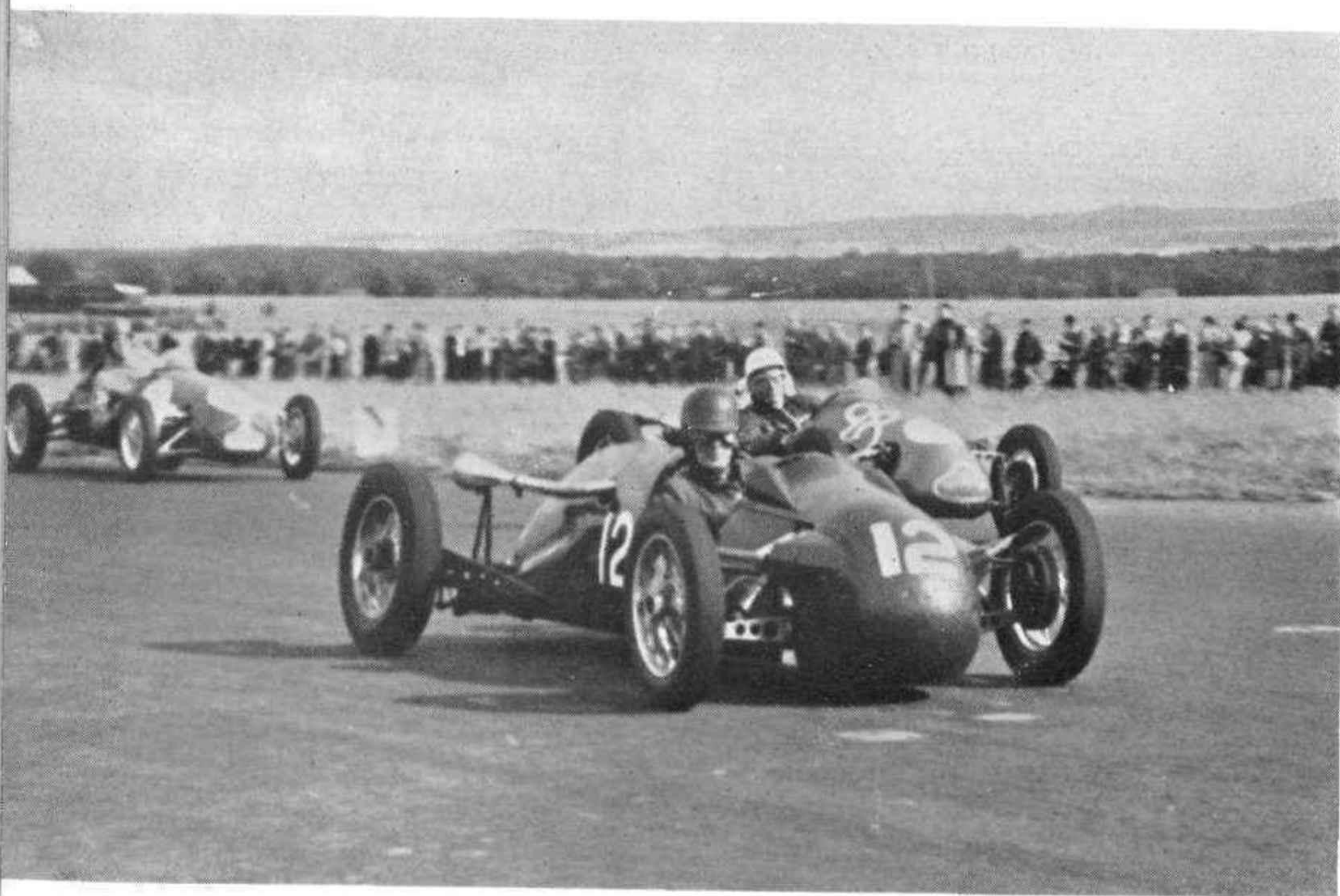




DUEL AT GOODWOOD.—Oscar Moore, in his Jaguar-engined H.W.M., got the lead on M. W. Head (XK120) in the last lap of their battle during the B.A.R.C. meeting.



WIN FOR MOLSHEIM.—R. C. Symondson's ex-Campbell 3.3 Bugatti winning the last handicap event at the B.A.R.C. Members' Goodwood Meeting. He is followed by C. P. Hazelhurst (XK120) and the XK120 of J. de Normann.

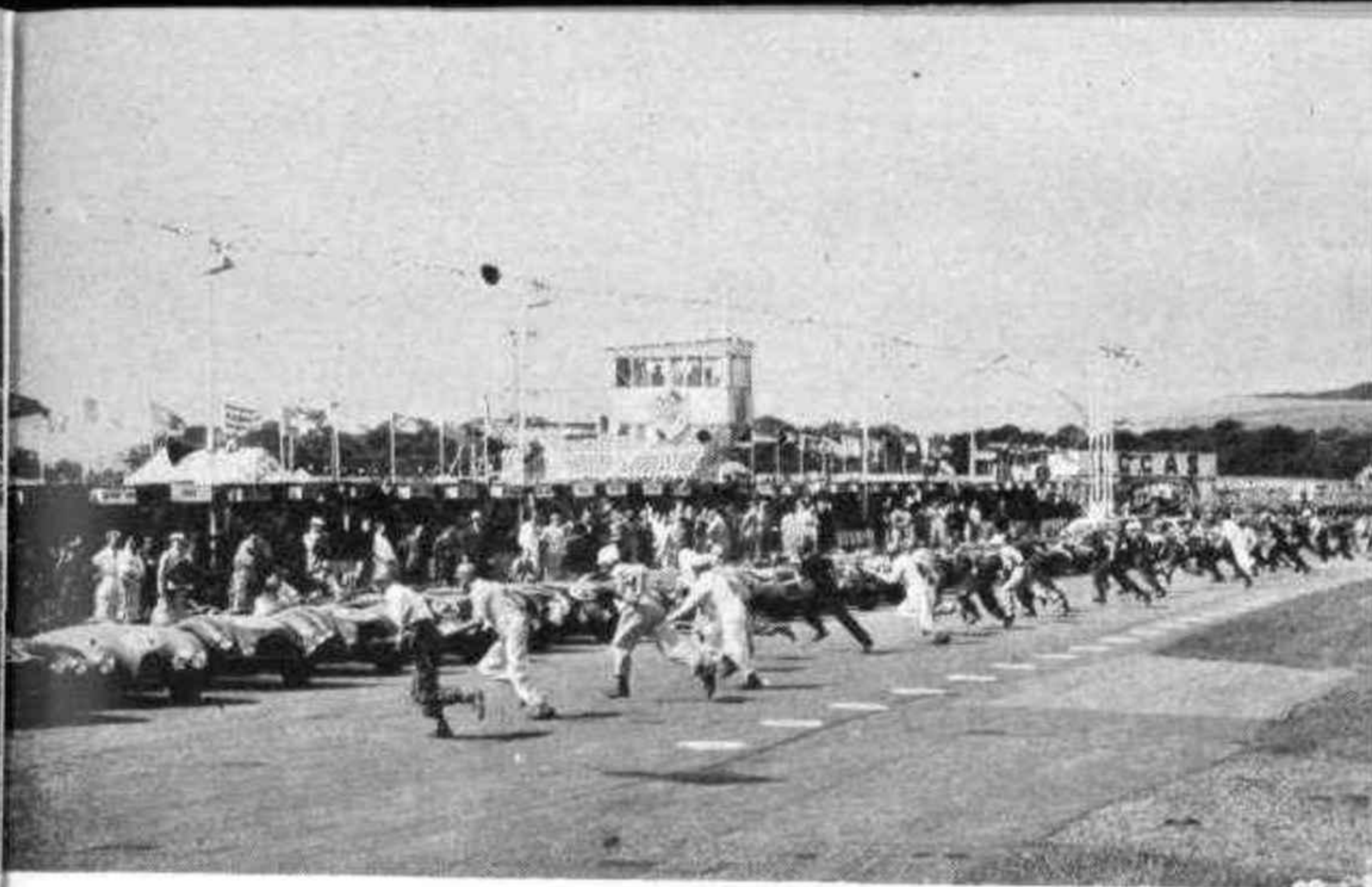


MIDGET MAESTROS.—The 500-c.c. event at Charterhall provided a ding-dong struggle between those exponents of half-litre cars, D. Parker (Kieft) and Stirling Moss (Cooper), with Moss emerging the winner, beating Parker by 17 seconds.

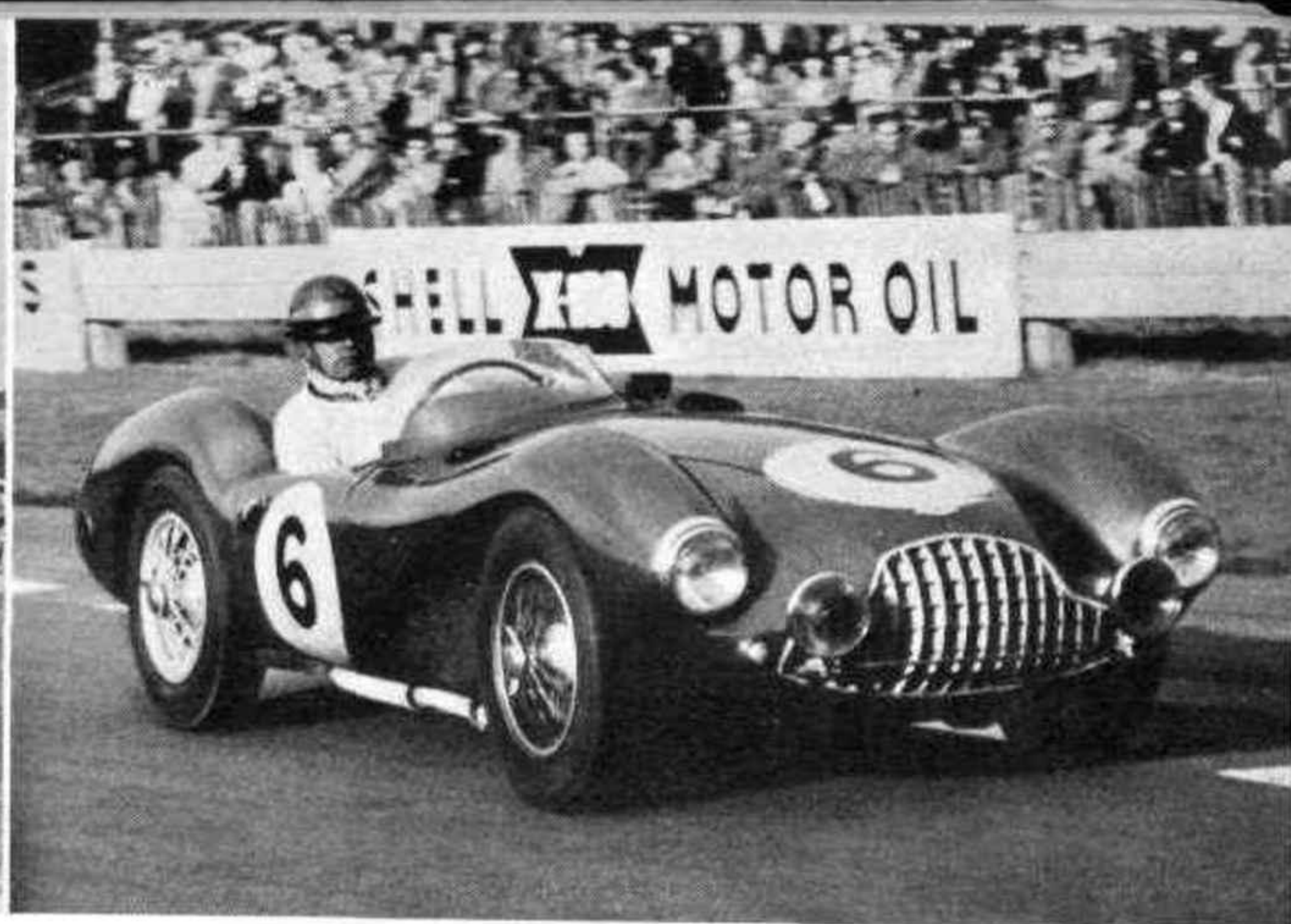
FAMILIAR COMBINATION of Reg Parnell and Aston Martin proved to be a little too much for the Ecurie Ecosse Jaguars at the Charterhall meeting. In spite of difficult conditions, Parnell averaged 72.07 m.p.h.

POTENT SPORTS CAR.—The Cooper-Bristol of J. H. Walton showed a clean pair of back treads to the rest of the field in the sports-car event at Charterhall, beating C. Davis (Tojeiro-Bristol) by 25.6 seconds.



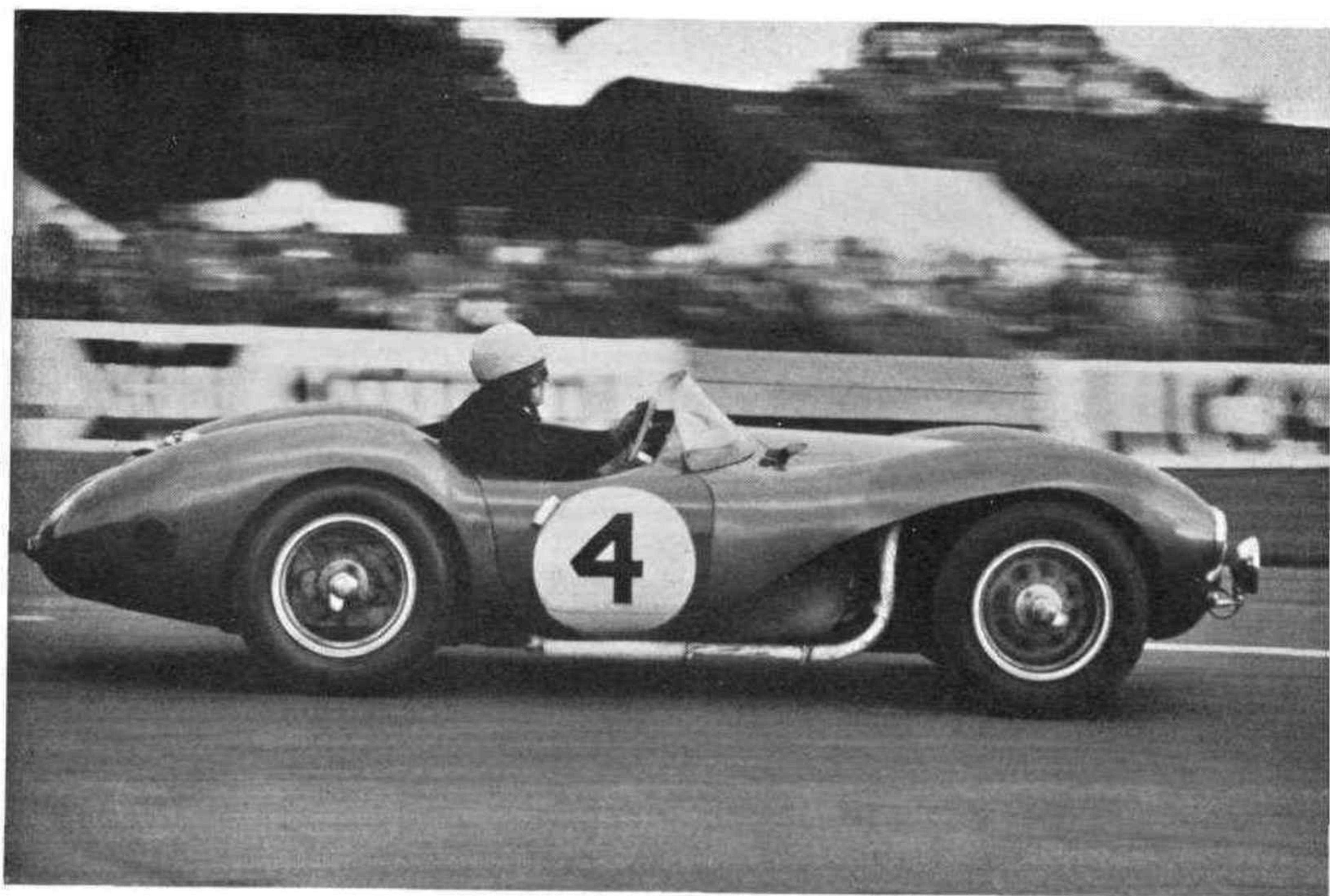


LE MANS-TYPE START.—Thirty drivers race to their cars, at the start of B.A.R.C. nine-hour race at Goodwood.



COLLINS-GRIFFITH.—Peter Collins and P. Griffith successfully brought their DB3S into second position. Here Griffith is seen approaching the tricky Paddock Bend.

VICTORS.—Reg. Parnell and Eric Thompson covered 712.9 miles at an average of 78.94 m.p.h. to win the B.A.R.C. nine-hour race. Their DB3S Aston Martin stepped from third to first when the two race leaders retired 50 minutes from the end.

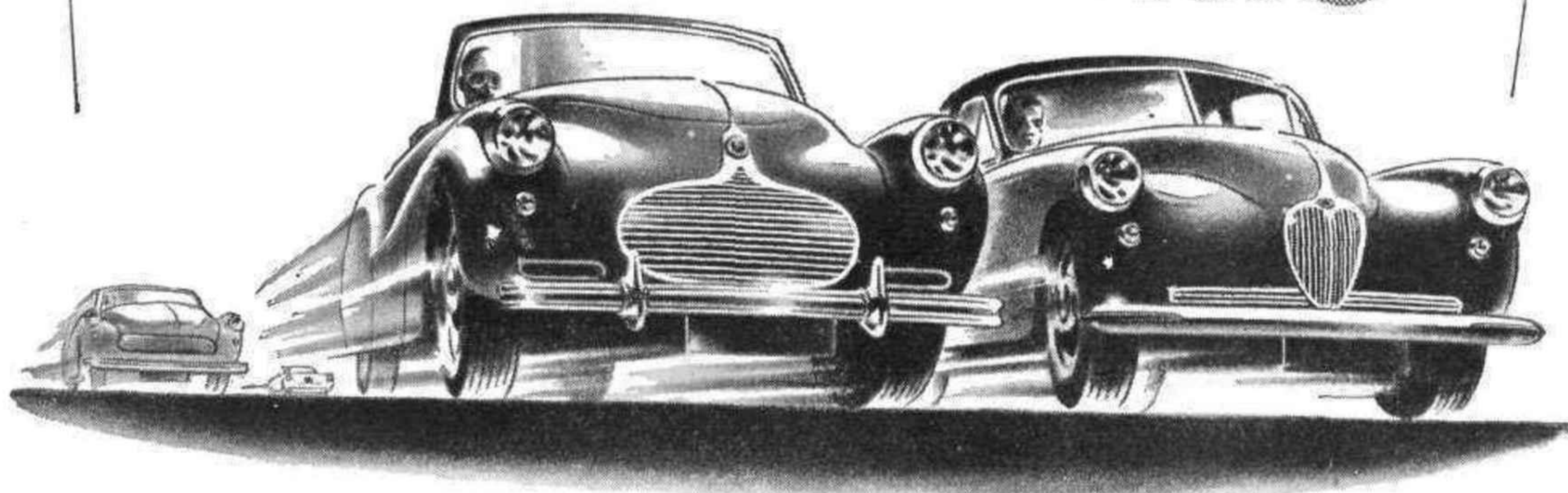


TWO-LITRE CLASS.—Alan Brown and M. Currie (Cooper-Bristol) who finished second to Gerard (Frazer-Nash) in the 2,000-c.c. class at Goodwood.

REPETITION OF 1952!—Whitehead and Stewart came third in their XK120C. What seemed an almost certain Jaguar victory was shattered when the two leading cars retired at the eleventh hour, with overheated bearings and ditto brakes.



CASTROL WINS



ALPINE RALLY

for the second year running

OUTRIGHT WINNERS
POLENSKY & SCHLÜTER
(PORSCHE)



THE MASTERPIECE IN OILS

CLUB NEWS

WE HEAR

At the end of July, H.R.H. the Duke of Edinburgh, accompanied by the Duke of Richmond and Gordon, inspected British Le Mans cars at Goodwood Circuit. Afterwards many of the Le Mans drivers attended the Gold Cup race at the other Goodwood circuit. Club secretaries should note that H. V. Canning, the proprietor of the White Café, Railway Approach, Twickenham, Middlesex, is willing to display posters relating to forthcoming events, to help further interest in his district.

MIDLAND A.C.

The *Birmingham Post* Rally takes place on a limited entry basis on September 18th/19th, over a course of approximately 450 miles in the Midland Counties and Mid-Wales. Entries close on September 1st, or when 120 entries are received, whichever is earlier, at £3 3s. per entry. Cars will be divided into four classes, open and closed vehicles up to 1,300 c.c. and open and closed vehicles over 1,301 c.c. Teams may be nominated. The start will be from the

Civic Centre, Birmingham, at 22.00 hours on the 18th. Details from: M.A.C., 87, Edmund Street, Birmingham, 3.

BRIGHTON SPEED TRIALS

Cars will again be timed in pairs over the classic kilometre of Brighton's Madeira Drive on the occasion of the Brighton & Hove M.C. International Speed Trials on September 5th. Awards and trophies to the value of £850 will be offered and f.t.d. carries a prize of £75.

Sports cars run in the morning, from 10 a.m. onwards, and racing cars in the afternoon, from 2 p.m. onwards. There is a class for unlimited vintage racing cars and another for lady drivers. Spectators can enjoy one of the safest views of motor racing obtainable anywhere, from the terrace enclosures, admission to which costs 2s. 6d. or 5s. a head, depending on position. All-day Paddock passes, which include entry to an enclosure adjacent to the start, cost 10s. Drivers can obtain an R.A.C. speed certificate for 10s. 6d. extra to normal entry fees. Entries have closed.

This is a continuation of those carefree seaside speed trials of the "gay 'twenties" and as a return of the spirit prevailing in those days is imminent as we write this, the Brighton Speed Trials this year should be an occasion for vintage cars, knee-length frocks and gay parties afterwards. Alas, we shall probably be getting drenched in Dundrod!

FIXTURES FOR SEPTEMBER

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

- 4th.—Omagh M.C. Trial, Omagh. C.
 5th.—**BRIGHTON & HOVE M.C. SPEED TRIALS, BRIGHTON. I.**
R.A.C. TOURIST TROPHY SPORTS-CAR RACE, DUNDROD. I.
 Cheltenham M.C. Rally, S. Wales. C.
 Yorkshire S.C.C. Sprint, Croft. C.
 S.U.N.B.A.C. Race meeting, Silverstone. C.I.
 N. Staffs. M.C. Driving tests, Attingham. C.I.
 Tunbridge Wells M.C. Rally, Tunbridge Wells. C.I.
 Leicestershire C.C. Night trial, Leics. C.
 5th-6th.—South of Scotland C.C. Rally, Ayr/Dumfries. C.I.
 Knowldeale C.C. Night trial, N. Lancs. C.
 6th.—Veteran C.C. of Great Britain. Rally. C.
 Riley M.C. (Scottish). Rally, Peebles. C.
 Falcon M.C. Rally, Herts. C.
 Coventry & Warwick M.C. Rally. C.
 Grimsby M.C. Trial, N. Lincs. C.
 Chester M.C. Trial, Cheshire. C.
 N. Midland M.C. Trial. C.
 Fylde Motor Sports Committee. Trial, Lancs/Westmorland. C.
 Cumberland S.C.C. Rally. C.
 Sporting O.D.C. Rally, Cheltenham. C.
 B.A.R.C. (S.W.). Hill-climb, Brunton. C.
 7th.—Lanarkshire M.C. & C.C. Evening rally, Lanarkshire. C.
 Jersey M.C. & L.C.C. Sand races, St. Ouen. C.
 11th-12th.—**London M.C. Rally. N.**
 12th.—A.M.O.C. Race meeting, Snetterton. C.I.
 Mid-Cheshire C.C. Sprint, Cheshire. C.I.
 Scottish S.C.C. Hill-climb, Bo'ness. C.
 Mid-Antrim M.C. Trial, Antrim. C.
 B.A.R.C. Members' Meeting, Goodwood. C.
 Bristol M.C. & L.C.C. Hill-climb, Naish Hill. R.
 13th.—Singer O.C. Rally, Hants/Berks. C.I.
 Taunton M.C. Trial, Quantock Hills. C.
 "W.O." Club. C.
 Newcastle & Dist. M.C. Regularity hill-climb, Newcastle. C.
 Gosport A.C. Sprint, Gosport. C.
 Ilkley & Dist. M.C. Sporting trial, Wharfedale. C.I.
 M.G. C.C. (S.E.). Sporting trial, S.E. Counties. C.
 Maidstone & Mid-Kent M.C. Rally, Kent. C.
 Stockport M.C. Rally, Staffs/Cheshire. C.
 Sheffield & Hallamshire M.C. Sprint, Bircotes. C.
 V.S.C.C. Rally, Madresfield. C.
 Lytham St. Annes & Dist. M.C. Trial, Lancs. C.
 Herts County Auto. & Aero. Club. Sprint. C.
 Citroën C.C. Trial, London/Birmingham. C.
 18th-19th.—Midland A.C. Rally, Wales. C.I.
 19th.—North of Ireland M.C. Trial, Londonderry. C.
 Southsea M.C. Sprint, Goodwood. C.
 19th.—Armagh & Dist. M.C. Trial. C.
 Lancashire A.C. Trial, Lancs. C.
 Grimsby M.C. Night trial, N. Lincs. C.
 Peterborough M.C. Race meeting, Silverstone. C.I.
 Eastern Counties M.C. Sprint, Snetterton. C.
HALF-LITRE C.C. RACE MEETING, CRYSTAL PALACE. I.
 Torbay M.C. Rally, South Devon. C.I.
 19th/20th.—Mid-Surrey A.C. "200" Rally, Surrey/Hants. C.I.
 Bridlington & Dist. M.C. Rally. C.
 South of Scotland C.C. Rally, Dumfries/Ayr. C.I.
 Tunbridge Wells M.C. Rally and Concours.
 M.G. C.C. (Scottish). Night rally. C.I.
 20th.—C.S.M.A. (Manchester). Trial. C.
BUGATTI O.C. HILL-CLIMB, PRESCOTT. I.
 Brighton & Hove M.C. Driving tests, Brighton. C.
 Cranleigh & Dist. M.C. & L.C.C. Trial, South England. C.
 Sunbeam Register. Driving tests, Sandhurst.
 Kentish Border C.C. Driving tests, Kent. C.
 West Essex C.C. Rally, Eastern Counties. C.I.
 A.C. Owners' Club. Driving tests, Redhill. C.I.
 Plymouth M.C. Trial, Devon. C.
 Liverpool M.C. Sprint, Liverpool. C.
 Lagonda Club. Rally. C.
 Pathfinder & Derby M.C. Rally, Derby/Wales. C.
 Furness Dist. M.C. Trial, Furness. C.
 Wolverhampton & South Staffs M.C. Trial, Staffs/Salop. C.
 De Lacy M.C. of Pontefract. Trial, Yorks. C.
 Riley M.C. (N.E.). Trial, Yorks. C.
 Morecambe C.C. Rally, North Lancs. C.
 Cambridge 50 C.C. Hill-climb. C.
 M.G. C.C. (N.W.). Driving tests, Ringway. C.
 B.A.R.C. (Yorks). Trial. C.
 25th-27th.—East Anglian M.C. Rally, South England. C.I.
 26th.—**B.A.R.C. RACE MEETING, GOODWOOD. I.**
 Ulster A.C. Hill-climb, Knockagh. C.
 Mid-Derbyshire M.C. Trial, Derbys. C.
 Welsh Counties C.C. Rally, South Wales. C.
 Sporting C.C. of Norfolk. Night navigation trial, Norfolk. C.
 26th-27th.—Lancs & Cheshire C.C. Rally, North Wales. C.I.
 27th.—Bentley Drivers' Club. Hill-climb, Firle. C.I.
 C.S.M.A. Trial, Cotswolds. C.
 North London E.C.C. Trial, Herts. C.
 Thames Estuary A.C. Rally, Southend. C.
 Lancia M.C. Rally, Midlands. C.I.
 West Hants & Dorset C.C. Knott Cup Trial, Bovington. C.I.
 Middlesbrough & Dist. M.C. Trial, North Yorks. C.
 Furness Dist. M.C. Trial, Furness. C.
 Severn Valley M.C. Rally, Salop. C.
 B.A.R.C. (N.W.). Trial, Lancs. C.

SINGAPORE GRAND PRIX MEETING (August 2nd)

Racing-Car Handicap (under 1,500 c.c.).—1st: J. Milne (Cooper), 59.20 m.p.h.; 2nd: C. F. Pope (F.P. 23 Special); 3rd: P. J. Caroline (L.A. Special).—21 min. 36 sec. Fastest lap: J. Milne, 2 min. 5 sec.

Sports Cars (Unlimited).—1st: S. C. McPherson (Aston Martin DB 2), 57.81 m.p.h.; 2nd: P. J. Caroline (J2X Allard); 3rd: Ho Yue Kong (Jaguar XK120).—22 min. 38 sec. Fastest lap: P. J. Caroline, 2 min. 8 sec.

Sports Cars (Under 1,500 c.c.).—1st: Saw Kim Thiat (M.G. TD), 61.16 m.p.h.; 2nd: Lim Peng Han (M.G. TC); 3rd: L. C. Chan (M.G. TD).—23 min. 40 sec. Fastest lap: Saw Kim Thiat, 2 min. 18 sec.

Johore Grand Prix (Formule Libre).—1st: C. F. Pope (Jaguar Special), 63.25 m.p.h. (new race record); 2nd: Au Nai Fai (Jaguar XK120); 3rd: P. J. Caroline (J2X Allard).—1 hr. 23 min. 48 sec. Fastest lap: L. H. Chan (Cooper), 1 min. 57 sec.

"DAILY TELEGRAPH" INTERNATIONAL TROPHY MEETING, BRANDS HATCH (August 3rd)

In brilliant (summer at last!) sunshine and before an estimated crowd of 50,000 souls, the *Daily Telegraph* meeting got away to a good start on August Bank Holiday Monday.

The programme consisted of no less than 10 half-litre events—which were all run bang on time. The preliminary heats were fought out in a spirited fashion. The first major event of the day was the August Sprint Race. A "star-spangled" field of drivers set off in this first event, but after the field had settled down it looked very much like Don Parker's race—which indeed it was.

A pleasant diversion took place during the half-litre racing—this was the race for veteran sports cars. Some magnificent specimens were on view—and they gave a superb account of themselves. There were 10 cars all told. One of 1905 was the oldest—whilst the 1914 (well turned out) Sunbeam driven by J. Sears won the event at an average speed of 57.43 m.p.h., which is a great achievement for a 40-year-old car on the Brands Hatch circuit.

The final of the Challenge Trophy Race was once again won by Don Parker, who drove a brilliant race, bringing his Kieft home at an average speed of 70.42 m.p.h. The race was marred by what might have been a very serious accident, but luckily the damage to the drivers was not so bad as it was thought. In the first lap three cars spun off the course, one of the drivers, C. G. Smith, was thrown out of his car—he and Roll were taken to hospital with cuts and abrasions. It was hard luck on R. G. Bicknell, who drove the third car involved, although he was not injured. He was forced off the track and had to retire; he had already won his two previous heats.

Thus ended an enjoyable day. The prizes were ably presented by Mr. G. Simon, General Manager of the *Daily Telegraph*. The organisers should be congratulated on two counts: (1) the efficient running of the meeting, and (2) the fact that the previous record attendance had been surpassed by 15,000. And, last but not least, congratulations to Don Parker for his double win and also on winning the Challenge Trophy for the second year running—a fine achievement.—J. C. M.

Results:

August Sprint Race:
Heat 1.—1st: R. G. Bicknell (Staride), 68.22 m.p.h.; 2nd: J. Russell (Cooper); 3rd: H. L. Daniell (Emeryson).
Heat 2.—1st: L. Leston (Leston Special), 67.71 m.p.h.; 2nd: R. Brise (Arnott); 3rd: D. Gray (Kieft).
Heat 3.—1st: D. Parker (Kieft), 70 m.p.h.; 2nd: D. Taylor (Martin); 3rd: S. Lewis-Evans (Cooper).
Heat 4.—1st: S. Lewis-Evans (Cooper), 68.82 m.p.h.; 2nd: C. D. Headland (Martin-Headland); 3rd: G. G. Smith (Kent Smith).
Final.—1st: D. Parker (Kieft), 70.37 m.p.h.; 2nd: S. Lewis-Evans (Cooper); 3rd: R. G. Bicknell (Staride).

The "Daily Telegraph" International Challenge Trophy Race:
Heat 1.—1st: R. G. Bicknell (Staride), 68.52 m.p.h.; 2nd: J. Brown (Martin); 3rd: H. W. Walker (Walker Special).
Heat 2.—1st: S. Lewis-Evans (Cooper), 69.52 m.p.h.; 2nd: C. D. Headland (Martin-Headland); 3rd: G. Wicken (Cooper).
Heat 3.—1st: L. Leston (Leston Special), 68.65 m.p.h.; 2nd: D. Gray (Kieft); 3rd: J. Russell (Cooper).
Heat 4.—1st: D. Parker (Kieft), 70.37 m.p.h.; 2nd: J. Brise (Arnott); 3rd: N. Berrow-Johnson (Martin).
Final.—1st: D. Parker (Kieft), 70.42 m.p.h.; 2nd: L. Leston (Leston Special); 3rd: S. Lewis-Evans (Cooper); 4th: C. D. Headland (Martin-Headland); 5th: G. Wicken (Cooper); 6th: P. Emery (Emeryson).

SUNBEAM REGISTER

The Sunbeam Register will hold its annual driving tests at Sandhurst on September 20th, commencing at 2 p.m. As the Register now includes Roesch Talbot cars it will be interesting to see whether a Talbot or a Wolverhampton Sunbeam puts up the best performance in the series of tests, which are prepared and marshalled with military efficiency by officer-cadets of the R.M.A. Motor Club.

The Register now has over 425 Sunbeam cars on its books but the Roesch Talbot contingent might be stronger and new members owning these cars will be welcome. Annual subscription 15s. Details from the Hon. Registrar, Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

SOURCES OF HEAT

At a meeting held between the executives of the B.R.M. and the Dunlop Rubber Company, Ltd., to review tyre performance at Albi and tyre requirements in future events, it was agreed that at Albi the improved performance of the B.R.M. cars had imposed extreme operating conditions on the near-side rear tyre, creating high temperature. All tyre failures on the three cars were confined to this position and occurred in 7.00-17 and 7.00-18 tyres of varying dates of manufacture and at operating pressures ranging from 45-70 lb. per sq. in. Sources of heat are being jointly investigated. It was confirmed that Ken Wharton's accident was not due to tyre failure.

CLUB AFFAIRS

The Welsh Motor Racing Club regrets that no racing will be possible at Fairwood circuit for the remainder of this season.

Entries for the Fourth National Race Meeting of the Bristol M.C. & L.C.C. at Castle Combe on October 3rd close on September 14th. Details of the event, which includes Formula III (two 7-lap heats and a 10-lap final), a 20-lap Formula II race, 10-lap races for sports cars over and under 1½ litres, and a 15-lap Formule Libre race, are available from Mrs. K. R. Maurice, Castle Combe, Chippenham, Wiltshire (Tel.: Castle Combe 205). The meeting carries £320 prize-money and many handsome trophies.

Formula III cars will have a seven-lap handicap and a 10-lap scratch race, with preliminary heats, at the Blackburn Welfare M.C. Race Meeting at Brough Aerodrome on October 4th. Entries have closed.

The Southsea M.C. Sprint which was to have taken place at Goodwood on September 19th is cancelled.

T. L. J. Bentley asks owners of sports-type Rovers, especially 1934/6 sports-tourers, to contact him with a view to forming a Sports Rover Register. His address is: Mauvarre, 11, Woodhall Drive, Pinner, Middlesex.

The Chiltern C.C.'s sixth annual Concours d'Elegance will be held at Amersham on September 6th, commencing at 2.15 p.m. This is one of our premier concours d'elegance and attracts a very good entry. Entries have closed.

The annual general meeting of the Lagonda Rapier and Rapier Register will be held near Stratford-on-Avon on September 27th. Particulars may be obtained from the Hon. Sec., G. D. Speight, 473, Manchester Road, Sheffield, 10.

Details of the Old Merchant Taylors' M.C. are available from G. Connelly, A.C.A., 98, St. Martin's Lane, W.C.2.

The new secretary of the Allard Owners' Club is Dr. Desmond MacCarthy, 24/28, Clapham High Street, S.W.4.

SOUTHERN JOWETT C.C.

The Southern Jowett C.C. is organising an event under the title "September Rally" on September 13th. The rally is a closed event for fully paid-up members, competition and associate members of the Southern Jowett Car Club, and will be held under F.I.A. and R.A.C. rules. It will consist of a road navigation test of approximately 50 miles along roads and lanes in general use. Along the route a number of driving tests on tarmac and concrete surfaces have been arranged, the whole event having been designed to give equal opportunities to all entrants.

There are separate classes for open and closed cars for both over and under 1,500 c.c., and a special class for American cars and drivers.

Competition membership to December 31st, 1953, may be secured with the Southern Jowett C.C. for 2s. 6d., and the entry fee for the rally is 25s.

Competitors will be required to report at Halstead, Essex, by 10 a.m., and must be accompanied by a navigator.

The rally regulations may be obtained from the Hon. Secretary, R. Knight, 390, Hoe Street, Walthamstow, E.17, to whom application for membership of the Southern Jowett C.C. should also be made.

RUMBLINGS

Lt.-Col. A. T. "Goldie" Gardner is off after more records on September 16th. He will attempt to gain for Britain the Class E records held by Piero Taruffi's twin-boom Maserati-engined car, which averaged 185.41 m.p.h. over a two-way kilometre and 185.3 m.p.h. over a two-way mile. Gardner will make his attempt at the Jabbekke motor road near Ostend. He will use his famous all-enveloping M.G. record car in which will be installed a bored-out TD M.G. Midget push-rod o.h.v. engine having a capacity of 1,517 c.c., and using a Shorrocks supercharger boosting at 26 lb./sq. in. A special 10-in. diameter clutch will transmit the b.h.p. of 200 which is developed at 6,500 r.p.m. The axle ratio of 2.8 to 1 provides for 201 m.p.h. at 6,300 r.p.m.

"GOLDIE" AGAIN

* * *

Coventry Climax Engines, Limited, the old-established firm of engine manufacturers, have for some time been working on a new range of high-performance, lightweight, petrol and diesel engines as a new approach to the provision of power for industry, having in mind the requirements of this new Elizabethan Era,

A NEW F.I. ENGINE

where much of the equipment for mineral exploration in remote parts of the world is carried by air. Apart from airborne equipment, more and more power is required from mobile equipment of all kinds and with existing power units there is a limit imposed by both weight and size. The object is to draw on the tremendous advances made in metallurgy and technical skill which enables higher speeds to be used with considerable reliability, this development is being conducted by Mr. W. T. F. Hassan, the Technical Director, and Mr. Harry Mundy, Chief Designer, both of whom have considerable experience in this highly specialised type of work.

The diesel engines, still under development, are giving most encouraging results, and the first of the range of petrol engines, a four-cylinder 1,000-c.c. type FW, is now in production for use in an ultra lightweight fire pump of interesting design which has aroused considerable attention from engine users in various fields.

A new type, the FPE, just announced, is of a size which has attracted the attention of several British racing-car constructors as it complies with the new 2½-litre Formula I for racing cars and, with minor changes, promises to provide a useful engine for this purpose.

The company recognises the value of this means of testing and for demonstrating engine performance, and to that end has agreed to make them available to several important British motor-racing concerns which have expressed interest, including Messrs. H.W.M., Connaught, Cooper, Kieft and Mr. Stirling Moss.

The engine is a 90-deg. V8 unit with bore of 76.2 mm. and stroke of 68 mm., giving a capacity of 2,477 c.c. The compression ratio is 11 to 1 and estimated power is 250 b.h.p. at 8,500 r.p.m.

The crankcase, which carries the five main bearings for the crankshaft and wet cylinder liners, is of one-piece construction in aluminium alloy.

The cylinder heads are also of aluminium alloy. Combustion chambers are hemispherical in form, each with one inlet and one exhaust valve operated by direct action through tappets and controlled by valve springs of the hairpin type. The valve seats are shrunk-in austenitic iron seating.

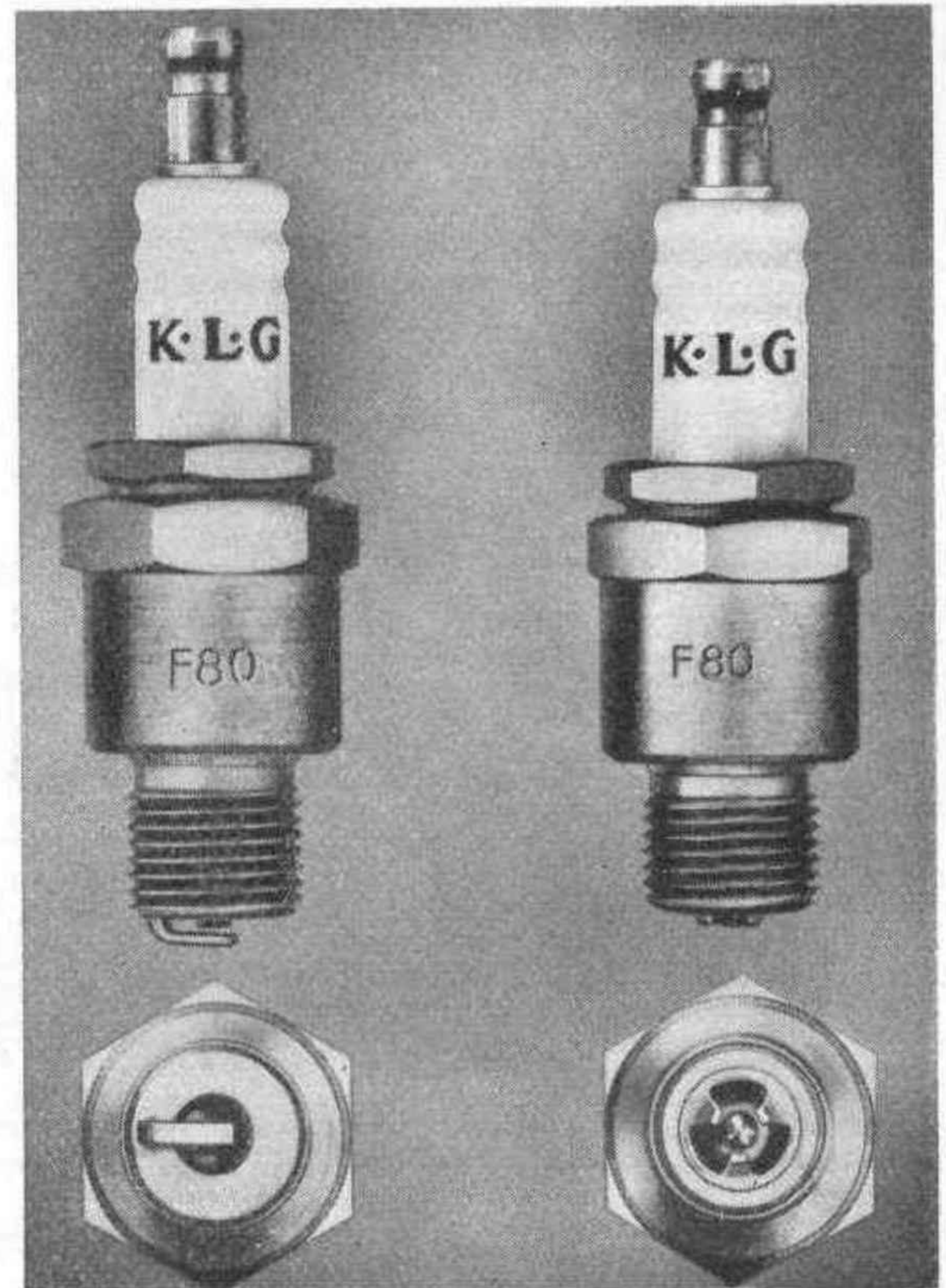
The crankshaft of high-tensile steel on which the connecting rods run side by side has bearings of large diameter and is fully balanced; it has an end-to-end feed for supplying oil to the bearings, which are of the thin-wall lead-bronze type.

The drive to camshafts and auxiliaries is by hardened and ground spur gears. There are two water pumps, each feeding one block; also two oil pumps—one for pressure and one for scavenge.

The estimated dry weight of the unit is 335 lb.

AMERICAN RACING—continued from page 435

the Segrave Sunbeam did on twin converted aviation motors in 1927. It is all pretty astonishing and a credit to U.S. "Speed Shops" which supply the special bits that breed big work-horses. Roger Huntington, aforementioned, had a most intriguing article in the August *Speed Age* in which he got to grips with the slender data available and by some truly erudite mathematics proved that over a standing-start quarter-mile the better "hot rods" are quicker than the pre-war record-breaking Auto-Union and Mercedes-Benz cars. Huntington is absolutely fair in admitting that this is true only over a quarter of a mile and that after this the German cars



TAKE YOUR CHOICE.—K.L.G. plugs are now available with single or triple electrodes.

would forge ahead to the goals of kilometre and mile for which they were designed.

To do these staggering s.s. quarter-mile runs the "dragsters" weigh only about 13½/14 cwt. and their bored-out 300-cu. in. Ford V8 engines develop 350/400 b.h.p. on nitro-methane fuels. With plenty of weight on the back wheels this can result in under 11 sec. for the quarter-mile, finishing the distance at just under 143 m.p.h., whereas a G.P. Auto-Union would take 11.98 sec., finishing at 138½ m.p.h. and the C-type record-breaking Auto-Union would clock 11.26 sec., finishing at just over 145 m.p.h., by Huntington's reckoning. He says he is "pretty proud of America's backyard mechanics," and I say he has every reason to be. And I trust Huntington's figures where I should normally look for bugs.

What it amounts to, of course, is that the boys in California go for sprint speed, whereas in England we seek to go fast for longer distances, witness the fact that while they push 400 or so horse-power out of the American Ford V8 motor out there, another Technical Editor, in this country, has been to great pains to step up the output of the English-built Ford Zephyr engine from 64 to 95 b.h.p., intending, however, to can his soup in a saloon, for consumption on the road.

Another, again different, aspect of American racing is the Pan-American road race, in its third year next November. It is a race that gives a car a severe test, something between Le Mans and the Mille Miglia, and one which is not only the last race counting for the Sports-Car World Championship, but one which should scoop some very worthwhile dollar sales. Ferrari walked it in 1952 and Mercedes-Benz last year, but in the hastily-introduced 1952 stock class Lincoln made an impressive showing. This year I want to see British cars performing prominently in both categories and I hope they have the same idea in Huddersfield, Coventry and Filton.—W. B.

40,000 MILES WITH A 1 $\frac{1}{4}$ -LITRE M.G. SALOON — and how a Supercharger was Added

YOUR road test of the 1 $\frac{1}{4}$ -litre M.G. saloon in your April issue prompts me to write to you about my 1950 YA series saloon in the hope that a description of its behaviour over 40,000 miles may be of some interest.

It started off by my reading in one of the motoring papers an announcement and description of an entirely new model to be introduced by M.G. From the photographs and technical details it seemed to be just the sort of car I had been waiting for—compact, nice looking, lively—so I dashed down to the local Nuffield agents, sought out the Sales Manager, and said: "Please put me down for one of those new M.G. saloons. I'm first on the list aren't I?" Whereupon he laughed and told me I was fourth, three people having been down that morning before me. A few months later a demonstration model arrived at the agents; it was new and barely run-in, but even making allowances for all that, I was not greatly impressed; it certainly looked nice, but the performance did not appear to be anything out of the ordinary and the front seat did not seem to fit my rather peculiar anatomy. However, rather than lose not a bad place on the waiting list (by then increased considerably) I let my order stand, saying to the agent that I didn't suppose I had any choice in the matter of colour, but when mine came along could it please be maroon, black, bronze, grey, or even puce with orange stripes so long as it was not green. In May, 1950, my car arrived—a green one! No, the agent had no idea when he'd get another—it might be many months, and anyway there was nothing to prevent the next one being green, too.

Thus it was that I took delivery and became the by no means proud, but rather somewhat disgruntled, possessor of this motor which, during the first few weeks of my ownership, hit back at my lack of enthusiasm (thereby, incidentally, showing herself to be a lady of spirit) by being just about as irritating as a car can be; e.g., the boot lock took hold of the key between its teeth and wouldn't let go, the starter pull-knob came out by the roots and the starting handle was then found not to fit, the windscreen joint let about an egg-cupful of water accumulate in some secret place and then discharged it suddenly over my legs, a direction indicator stuck in and then out, and so on and so forth. During this initial and most trying period the M.G. agents exercised a lot of tact and patience with both of us and gradually the teething troubles were overcome and the car and I settled down to the running-in period—both a bit suspicious and on our guard but both prepared to forgive and forget and start a new life together.

It was not long before I found that if the driving seat and the telescopic steering wheel were adjusted just so, the driving position was extremely comfortable and I could accommodate my 6 ft. 2 in. length with considerable ease; that corners could be taken fast, safely and accurately; that it had to be a really atrocious road surface to make itself unduly felt; that the most shattering pot holes and gullies the byways of North Wales could provide produced not even a suspicion of a rattle and that great strength was not required to close the doors. Moreover, rear passengers (at least those not unduly long in the leg) spoke well of the comfort of the back seats.

At about 1,500 miles the head was taken off and the valves lightly ground in, and at 2,000 miles I felt the engine was free enough to drive normally. It was then that I really started to appreciate the car and realise that it was quite prepared to take anything I was able to give it in the way of sheer hard work. During the time that has since elapsed I have used the car for pottering around, going to and from my office, for fairly frequent long and fast runs and for a certain amount of competition work of all sorts from hill-climbs to occasional rallies, with a bit of mud plugging thrown in for good measure.

The car has not been entirely trouble-free, but troubles so far have been few and, with three exceptions, trivial—these exceptions were: (1) At about 25,000 miles a reluctance on the part of the foot brake to return to the off position, due to the bearing for the foot brake cross-shaft binding; this is housed in the box section chassis member and no provision is made for lubrication. This proved to be a very tiresome matter to put right and if the makers will forgive me for saying so (and even if they won't) it's a damn silly arrangement. It is now showing signs of doing the same thing again, which is irritating. I understand, however, that this fault has been rectified

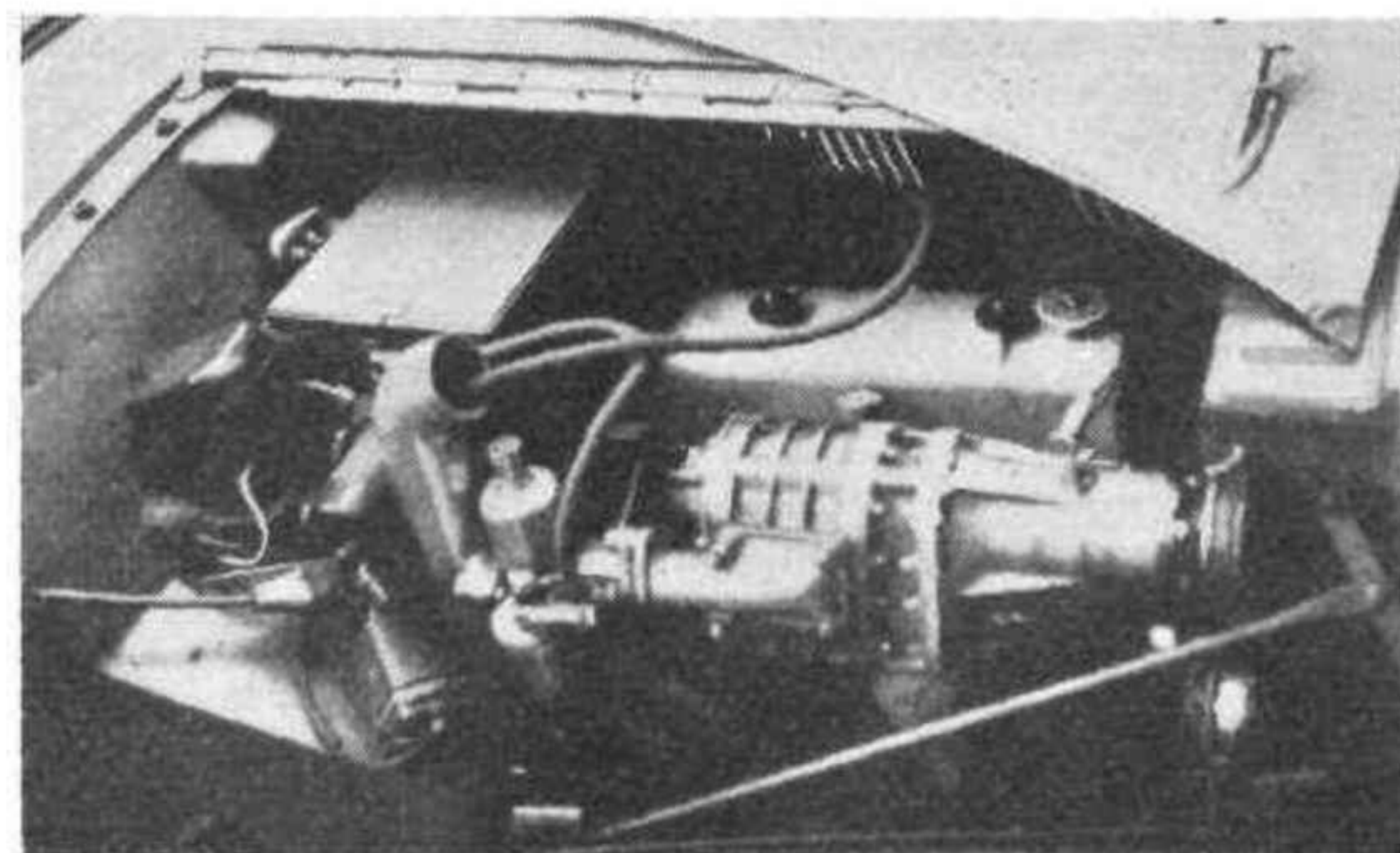
in the YB model; (2) the clutch became rough at about 27,000 miles and the clutch plate had to be replaced; I cannot however but admit that if I had been treated as the clutch had, I would have got a bit rough too!; and (3) fairly recently a half-shaft went—but here again, having regard to the unusual strains it has been subjected to, I feel I cannot complain. Another minor annoyance is the way the edges of the boot lid and spare-wheel locker cover rust, due it seems to the channels into which they fit being sealed with sponge rubber which holds rainwater for days on end. On the other hand, what a comfort it is to have a boot lid which opens from the top and can be used as a platform for outsized luggage—on one occasion I carried a light motor bike, and on another a grandfather clock, and I do not think that would have been possible with a lid of the "modern" upward-lifting scalp-splitting type which I regard as entirely devilish contraptions.

I found the general maximum speed on top (proper allowance being made for an optimistic speedometer) to be about 70 m.p.h. (with a breath of wind behind something in the region of 75), but she would cruise all day at 60 to 65 without the slightest signs of distress. On third just short of 60 m.p.h. was the absolute maximum with 50 really useful, while on second the absolute and useful maxima were nearly 40 and 34 m.p.h. In this connection, Mr. Editor, may I respectfully suggest that if you could only get 52 on third gear and 30 on second out of the car you tested, then either it was decidedly off colour, or the editorial right foot is throttle-shy which I feel is highly improbable!

Acceleration was perfectly adequate and if full use was made of the gearbox it was quite brisk though hardly of "sports-car" standard—though there are some so-called sports cars I would have taken on at any time.

Personally, I like the steering immensely—some say the YA series oversteer too much; mine certainly does if the back tyre pressures are not kept 2 or 3 lb./sq. in. (according to load) harder than the front, but if this is done the oversteer is negligible. The car comes round fast bends with the lightest pressure on the wheels and if I overdo it and the tail starts breaking away, it comes back again with a minimum of correction, and moreover the "directional stability" (if that is correct journalese) on the straight at all speeds is very good—and what more can one want than that?

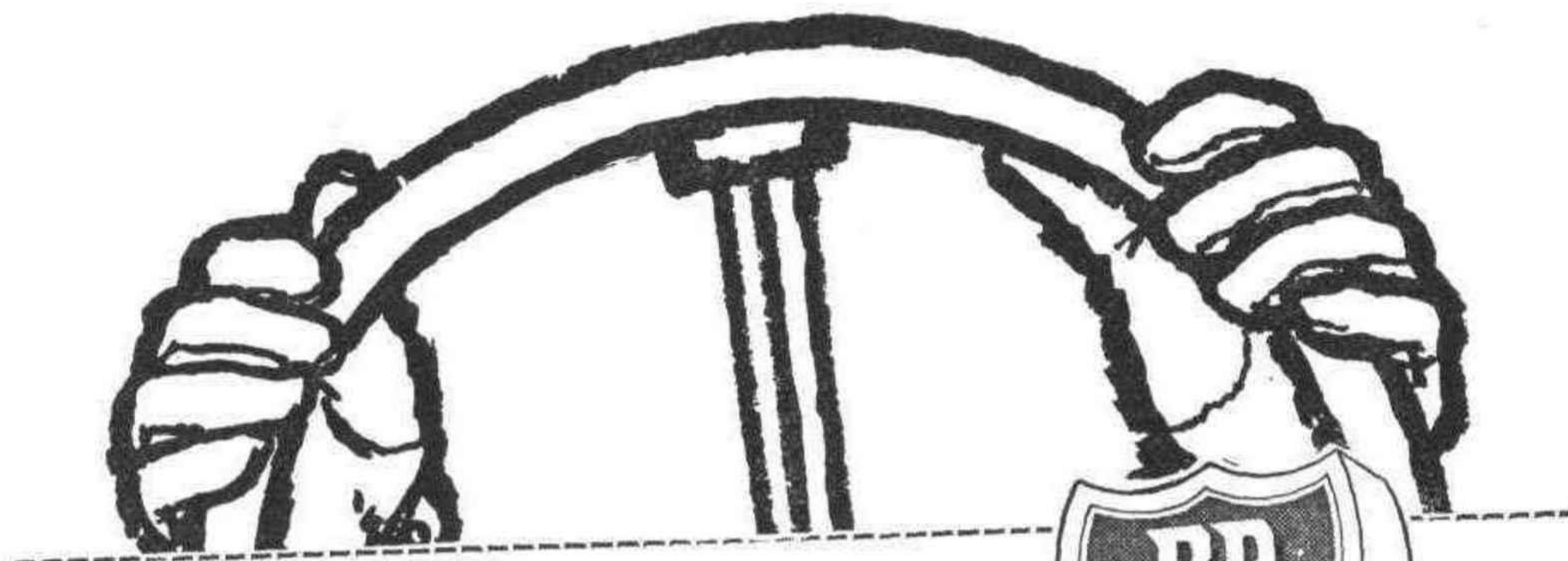
I have never driven a car which is less tiring on a long run—to give an example, in June last year I started from the Midlands at 4.30 a.m. and clocked in at Inverness at 5.38 p.m. the same day, stopping a total of two hours 24 minutes for meals and feeling perfectly fresh at the finish and not at all cramped—and I am not in the flush of energetic youth. For the statistically-minded the distance (actual, not speedometer) was 425 miles and the running time, after deducting stops was 10 hours 44 minutes, giving an average running speed of 39.5 m.p.h.; not a record, of course, but not bad considering there were two up and the car was packed tight with heavy luggage and camping equipment.



BOOSTER.—The Marshall-Nordec low-pressure supercharger installed beneath the M.G.'s bonnet.



Are you a BP Superman?



You enjoy a ready response from your engine as soon as you put your foot down—on BP Super. You get smoother acceleration, a longer drive in top and more miles per shilling.

The true BP Superman also uses BP Energol—the oiliest oil.



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The car did not like Pool petrol, pinking at the slightest provocation, and I found quite early on that a hand ignition control was very desirable and it has made a lot of difference to the running. Premium petrol appreciably improved the performance. Exhaust valves on Pool lasted about 8,000 miles, but with more gentle treatment would, I imagine, have done better than that; with premium petrol I have reason to expect longer life from them. Brakes were relined at about 27,000 miles, and I have yet to experience brake fade. I had about 18,000 miles from my first set of tyres and about the same from the second which were Dunlop remoulds.

At about 25,000 miles a pair of replacement front shock-absorbers were required; the original rear pair are still going fairly strong.

Last winter I thought a lot about making a change—I saw dozens of other cars and tried several, but to cut a long story short found nothing likely to suit my particular requirements as well as this M.G., so I decided to keep it but to do something to give me more power. Here I would refer to a letter in your May issue; I do not agree with the writer that the car in standard form is "underpowered"—incidentally, a most ambiguous word—it all depends on what you want. For ordinary purposes, provided the gearbox is used as it is meant to be, I found the performance perfectly adequate, my thirst for power being solely on account of my interest in hill-climbs.

After much cogitation and with considerable trepidation, as the engine had by then done some 33,000 miles, I acquired last February a Marshall Nordec low-pressure supercharger. Before fitting it, I again checked the speedometer (and also my stop watch) and carried out some maximum speed and acceleration tests with the following results, all of which are the mean of runs in opposite directions over the same length of road and proper allowance is made for speedometer inaccuracies:—

0—30 m.p.h. through gears	...	...	6.70 sec.
0—50 " " "	...	...	17.35 "
0—60 " " "	...	...	31.70 "
40 to 60 m.p.h., on top gear	...	...	19.60 "
Maximum speeds: Top, 70.5; third, 58; second, 38 m.p.h.			
Premium petrol was used.			

After the supercharger was fitted it took a little time to get the best carburetter setting—I found an HV3 needle gave better idling and more power at the top end than the HV2 supplied with the supercharger—but when this was done I again tested acceleration and speed in similar conditions as the previous test, and the results were:—

0—30 m.p.h. through gears	...	...	5.20 sec.
0—50 " " "	...	...	13.10 "
0—60 " " "	...	...	20.80 "
40 to 60 m.p.h. on top gear	...	...	12.20 "
Maximum speeds: Top, 77; third, 62; second, 42 m.p.h.			

This, I think you will agree, at any rate so far as acceleration is concerned, is a pretty astonishing difference. More astonishing still, and something I did not expect, is that the blower starts to make itself felt at as low an engine speed as 1,500 r.p.m., with the result that it has turned the car, even at low speeds, into a "top gear" one for anyone minded to drive it thus. It has not made the engine rough except between about 3,350 and 3,750 r.p.m. where there is now an annoying engine period. This appeared as soon as the supercharger was fitted, but I am pretty sure it is not in the supercharger itself, though I have been quite unable to diagnose it with certainty. Its range can be moved up or down a little by playing about with the adjustment on the engine mounting control rod, but I have been unable appreciably to vary its intensity. If the supercharger is disconnected it vanishes; it is at its worst when the engine is hot and the oil thin, and it is as bad on the drive as on the over-run. Has anyone else had this experience, and if so, have they found the answer? It may well be that it would not occur with a younger engine; after all, it is asking rather a lot of the engine to inflict a supercharger on it at 33,000 miles bearing in mind, first that it had often been driven very hard and secondly, that nothing at all had been done to it other than periodical decarbonising and attention to valves.

Although the maximum speed is increased some 7 m.p.h., the happiest cruising speed remains much the same as before (60/65), so it is chiefly on hills and acceleration that the benefit of the blower is most appreciated—incidentally, I have had 90 on the clock on the level, but there was a following wind, and anyway it would not be more than an actual 84/85! Overall petrol consumption has increased from about 29 m.p.g. to about 23, which I regard as not unsatisfactory. Oil consumption does not seem to have been affected—it is now about 900 m.p.g. Since fitting the supercharger, two cylinder head gaskets have blown, both of a non-standard type fitted specifically to guard against this possibility! I have now reverted to the normal copper and asbestos and await results with interest. On both occasions there was less carbon on

cylinder head and pistons and the valves were in better condition than expected, but whether this was due to premium petrol or the blower or both I cannot say.

The car has now done just over 40,000 miles, and it remains to be seen for how much longer the engine will stand up to the increased work I make it do because of the supercharger. So far (touch wood) it shows no alarming symptoms—unless the aforesaid period is one. Naturally enough there is some wear in the cylinder bores, but as yet not so much as to require attention, and the clutch is not always quite as smooth as it used to be, but otherwise the engine is going as well as ever. It is, nevertheless, clear that the time is not far distant when a reconditioned unit will be desirable, but I hope to complete 50,000 miles before this has to be done.

As for the rest of the car, I think I can honestly say that there are no signs of appreciable wear anywhere, with the trivial exception of floor mats! The gearbox, while perhaps a little more audible than when new, is still a joy to use; the steering remains as direct and accurate as ever; paintwork, chromium, interior wood and leather are still good, and generally the car has, I feel, stood up very well indeed to a far-from-easy life.—R. L.

MATTERS OF MOMENT—continued from page 433

Formule Libre race. Moss won the 500-c.c. race but badly needs to win other races as well; his ability is not in doubt but criticism can be levelled at his choice of cars. Maybe next year?

Farina must have been disappointed to have undisputed victory snatched from him in the big race due to the defection of the Thinwall Ferrari—it is not the first time he has travelled from Italy to Scotland and had this happen. We hope the mystery of why a car that ran so well at Silverstone should falter on its next appearance, at Charterhall, is one Tony Vandervell can solve—and that Thinwall will meet B.R.M. again at Goodwood on September 26th.

NUVOLARI

All the sporting world mourns the death, at the age of 61, of Tazio Nuvolari, the greatest Grand Prix driver the world has ever seen. The little, well-loved Italian's victories are far too numerous to list in detail. Among the more notable were successes at Rome and Garda with his own Type 35 Bugatti in 1927, and at Tripoli and Alessandria in 1928. He won the Mille Miglia and T.T. in 1930 for Alfa-Romeo, the Montenero race and the Targa Florio in 1931.

The years 1932 and 1933 saw Nuvolari victorious in the Italian, French and Monaco G.P. races, winner of the Targa Florio, Montenero, Garda and Pescara road races, and first at Eifel, Tunis, Nimes, Alessandria, Le Mans and in the Mille Miglia. Changing from Alfa-Romeo to Maserati, he took the Belgian G.P., Montenero and Nice races in 1933 and won our T.T. in a previously-untried M.G. Magnette.

With Maserati in 1934 victories were his at Naples and Modena, and he was placed in the Pescara and Masaryk races against the full might of the German Mercedes-Benz and Auto-Union teams. 1935 found Nuvolari back in the Scuderia Ferrari team and for them, driving a P3 Alfa-Romeo, he won at Nurburg, Pau, Modena, Montenero, Biella and Nice, his victory in the German Grand Prix against the German cars, in the face of considerable tyre trouble and in a now out-dated car, being an epic.

After winning at Milan in 1936 he went over to Auto-Union for 1937 and won for them the 1938 Italian and Donington Grands Prix, and in 1939 was first in Yugoslavia and second at Eifel.

This is a record so far unequalled. Nuvolari commenced his career on Bianchi motor-cycles and has raced with Ansaldo, Chiribiri, Bianchi, Bugatti, Alfa-Romeo, Maserati, M.G., Auto-Union, Talbot, Cisitalia and Jaguar cars.

May the "Mantovano-Volante" rest in peace.

He was the greatest driver of them all and, fittingly, his funeral the coffin carried on the chassis of a racing car, was attended by some of today's leading exponents of the stern art of Grand Prix motor racing.

THE ASHES

England has won the Ashes and we join in the general applause of a satisfied nation. Let us hope it will not be long before the scenes of enthusiasm similar to those witnessed at the Oval greet British victories in Grand Prix races. We have the drivers—can we build the cars?

LETTERS from READERS

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

THE CITROËN CONTROVERSY

Sir,

In reply to Mr. Pratt, who has attempted to prove that the Light Fifteen can out-accelerate the A70, might I point out that he has only given figures favourable to the Citroën. For example, although the Citroën is quicker from 0-40, the A70 beats it for 0-30, 0-50 and 0-60. In fact the A70 is quicker to 60 m.p.h. by 8.3 sec. He also gives times for top gear acceleration from 10-30 and 20-40. Why didn't he give figures for 30-50 on which the A70 takes 12.2 sec. and the Light Fifteen 12.5, and 40-60 on which the A70 takes 13.6 sec. and the Light Fifteen 20.0? Although a contemporary weekly gives overall fuel consumption figures in favour of the Citroën, it also shows that at any given speed the A70 uses less fuel than the Citroën.

I am Yours, etc.,

Ruislip.

P. R. STOKER.

* * *

Sir,

Replying to the letter in the July MOTOR SPORT concerning Citroën cars. I bought one in 1939 and it has given me very good service—I think nothing of doing 200 miles in a day—and my opinion is that it is a masterpiece of engineering.

I am, Yours, etc.,

JOHN F. BURROWS.

Moseley.

* * *

Sir,

I am the owner of a late 1951 Light Fifteen Citroën having a mileage on the clock comparable to that of Mr. McGrath's car. Unlike him, however, I have not to date spent nearly so much in maintenance in spite of driving nearly everywhere as hard as practicable. Possibly this is due to really trying to adhere to the instructions given on frequency of lubrication, which certainly requires an effort. I find, too, that starting in any weather is instantaneous if the electrical side also receives its fair share of maintenance.

I agree that the car is not worth the money—what car is today? On my car the paintwork is bad, the chromium appalling. Further, I agree that the car is rough, has few refinements, and possesses (1951 model) a luggage locker which is a mockery. However, I am still a Citroën "fan" for a reason which Mr. McGrath possibly does not appreciate, namely, that it is one of the few cars into which a 6 ft. 3 in. body, having 50 per cent. of its length as leg, can fit directly into the driving seat, without having previously torn the latter out by the roots and added to the steering column length. Believe me, there are not many other similar-sized cars available in this country to which this applies in spite of your wide benches and bulbous bodywork.

Wear on tyres can be related directly to percentage of life on the front wheels. My worst figure so far obtained is 5,000 miles odd on a tyre 100 per cent. on the front, but admittedly this particular tyre always looked "soft" in spite of frequent checking for correct pressure. My best figure on an original tyre still on the car is 20,000, of which 25 per cent. of its life only has been on the front. Frequent attention to tyre pressures is necessary, and I find best results are obtained from slightly harder than the officially quoted figures.

Gear ratios in a three-speed gearbox are, of necessity, widely spaced in a comparatively low-powered car, and the change from second to first requires a skill which in the early 'thirties was commonplace, but which now unfortunately is rarer due to the widespread use of modern aids such as synchromesh, which so helpfully conceals the "margin of error" all too commonly present in the meshing of gears.

But for day-to-day travel to and from work, or on holiday, summer or winter, especially the latter with a nice smooth ice surface, the Citroën with a wheel at each corner and front-wheel drive gets me there economically and as fast, or faster, than the next man, with a lot of enjoyment thrown in.

I am, Yours, etc.,

Uppingham.

A. E. SAUNDERS.

* * *

Sir,

I have just received my copy of the July issue of MOTOR SPORT, and as a rabid Citroën fan, I hasten to join issue with Mr. B. L. McGrath on the subject of the Light Fifteen.

In this country cars get driven far, fast, and hard, in many cases over road surfaces which are appalling by British standards. The Citroën has a very high reputation out here, as the many hundreds to be seen on our roads testify.

Its popularity springs from its truly superb roadholding and cornering properties, from its dead-accurate steering, its complete disregard for road surfaces, its comfort at all times, its ability to cruise all day at 60-65 m.p.h. with an average point-to-point of not much less, and from the very low level of driver fatigue after a long day. My Citroën will cover the 430 miles from Johannesburg to Durban, which includes crossing the Drakensberg mountains, in a comfortable 8½ hours, and if the petrol consumption exceeded 29 m.p.g. my head would be under the bonnet to find out why. I would suggest that these are ample reasons for the well-known enthusiasm of Citroën owners.

I agree that the top speed is about 75 m.p.h., and personally I find that quite adequate; I would not describe as "non-existent" an acceleration time of 15.7 sec. for 0-50 m.p.h. through the gears, or a standing quarter-mile of 23.2 sec. Admittedly, the Austin A70 is a faster car in a straight line, but on any average road, the roadholding of a Citroën would cancel out any slight advantage the Austin may have, and I can assure Mr. McGrath that, were he driving his A70 and I my Light Fifteen, he would find me very hard on his tail after 20 miles, and after, say, 200 miles, he might find himself quite a way behind!

Most Citroën owners will agree that the gearbox is not its strongest point, but nevertheless it can be mastered with practice. However, to change silently from 50 m.p.h. in top (4.3) to 50 m.p.h. in second (7.3) would tax the powers of even the best of gearboxes! I am sure that if Mr. McGrath will follow the maker's instructions, and grease his universals every 1,000 miles, he will have no further trouble with these components rusting up.

Tyre wear on a Citroën depends on the driver—if one takes full advantage of the car's roadholding, then one must expect to pay for one's fun with tyres, but normal driving will result in normal mileages (for i.f.s.-equipped cars)—witness Mr. McGrath's 23,000 miles.

I am Yours, etc.,

Transvaal.

B. J. CHEEK.

[This correspondence is now closed.—Ed.]

A READER VIEWS THE "BUYERS' MARKET"

Sir,

The motor industry claims to be crippled by purchase tax and unable to survive just because their waiting lists have been reduced from years to weeks, and because the sellers' market is not now an absolute push-over. They whined about purchase tax when they were still enforcing the covenant on resale. There is every sign that some members of the industry are going to take a long time to get used to having customers dictate to them. Take a well-known Four-Fifty. Three years ago this car cost about £1,000. Yet countless improvements have had to be made to it until now, finally, its production is being discontinued (even if the makers still list it in their catalogue). Three years ago its spring damping was so poor that huge telescopic shock-absorbers had to be subsequently fitted (four on the back axle and two in front). Its boot lid, when locked, could be jerked open. On a rough road the lid opened and shut through the flexing of the body. It took another year for the makers to discover this. The door handles and the bonnet catches worked only with difficulty, and the riveted hinge on the boot lid was a nadir of mechanical ineptitude. On the Six-Eighty it still is.

This month, at 35,000 miles, a distributor reported a 1949 model to be worn out, and in need of replacement by a new one. The garage's letter was sent to the makers, with comments suggesting that the car left something to be desired, and that the performance of the model did not encourage the purchase of another of the same make. The reply was: "After having told us that you do not propose to buy another —, we venture to suggest, with due respect, you could hardly expect us then to consider some concession."

A buyers' market?

I am, Yours, etc.,

R. TOUCHE.

Betchworth.

NICELY SPOKEN!

Sir,

As one of the many vintage enthusiasts left at the lights by Mr. S. F. M. Boulting, may I say that the expression he mistook for annoyance was really one of perplexity. What possible satisfaction could there be in accelerating furiously to 90 m.p.h. in the "30" limit? As a demonstration of the performance of a Martian roller skate, it might impress the inhabitants of Betelgeuse, or efface the grin of the Man in the Moon. The driver will arrive at the next lights travelling too fast and slither to a stop, bowing and scraping to colourblind pedestrians who will be far too scared to appreciate the honour done them by such obeisance.

When Mr. B. goes billowing and swaying on his way, passing Mr. Vintagent, who has slowed down at the dictates of road conditions, does he ever wonder what Mr. V. is thinking? My guess is, that the French driver of a Type 43 Bugatti shrugs his shoulders, without deflecting the course of the Bug., at the thought of the mad Englishman who never lets up in his efforts to impress the foreigner with the sight of a G.B. plate, presented to his view at any angle but the horizontal, particularly on corners. The Italian at the wheel of his 2.3 Alfa is doubtless diverted by dangling dollies on the Autostrada. If there was a posse of police patrolling the road to Malaga in Pegasos, it is hoped there was no model of a bathing belle flaunting her charms across the rear window of the A90.

I am grateful to your correspondent and his ilk for preferring the modern (I avoid the embarrassing word). If they did not, the good vintage cars would be too expensive for some folk who can own and enjoy them for what they are, as well as for what they do. Here's a problem. Suppose "A" is travelling along an inadequate English road at a steady 2,000 r.p.m. in his 3-litre which has recently been presented with the key of the garage door. Suppose "B" is doing a genuine 90 m.p.h. in the opposite direction along the same stretch of road, happy in the knowledge that his A90 could not care less when it will next get a drink. Suppose the 3-litre, remembering past indignities at the lights, decides he is allowed to be as far from the verge as the other fellow, and edges out a bit. Now for the final supposition, let there be an accident. No, not serious. No injuries, no police, thank goodness. What will the 3-litre's driver do? Drive on laughing, with slightly modified mudguard. What will the A90's driver do? I suspect he will regard the corrugations of the Spanish roads as insignificant beside the present state of his metalware.

I hope the foregoing will not be regarded as a red herring drawn across the trail of the Citroën investigation. I read other motor papers for the advertisements, MOTOR SPORT to learn the truth about cars. Most readers I talk to agree that it will be a grand thing when your paper appears weekly.

I am, Yours, etc.,

Caterham.

J. WILSON.

ROTARY VALVES

Sir,

I would like to reply to your correspondent, S/Ldr. Carlisle, on the subject of rotary valves.

I fully agree with him on the need to break away from convention and with the advantages he outlines for rotary valves, to which I would add another—the ability of the rotary valve to operate with compression ratios of 12 : 1 on fuel of 70 octane without detonation.

In this important respect, the rotary valve is unique, and it is able to take advantage of the fuels with a higher calorific value, thus returning an excellent lb./b.h.p./hr. figure.

The problems in the way of its final development are straightforward and can be divided into two—mechanical and financial. On the mechanical side, the cross proportionate loading system has solved the sealing problem. This is easily applicable to single-cylinder air-cooled engines but becomes more complicated with in-line cylinder arrangements and liquid cooling adds to the difficulty.

On the financial side, very large sums of money have been spent on the sleeve and poppet valves, probably nearly a million a year over a great deal of the last 50 years, and it is quite certain that if a small fraction of this money had been spent on the rotary valve there would be no other form of valve today.

If this money was spent, and the rotary valve developed to the production stage, it would be repaid, not only in the indirect way of national prestige gained from successful racing cars, but also in the form of a decrease in fuel consumption to the millions of those who pay so dearly for their fuel today.

I am, Yours, etc.,

Minchinhampton.

T. SHERWEN, M.I.Mech.E.

(Late member of the Technical Staff of the Cross Manufacturing Co.)

POLICE OPINION

Sir,

Being a keen vintage sports-car enthusiast, I am greatly alarmed, and dismayed, at the unqualified remarks made by numerous members of the Press during the past few months. Their theme seems to be that, if all old cars were banned from the roads, the rate of road accidents would decrease.

It is also rumoured that insurance companies are considering a rule to refuse insuring any vehicle of a greater age than 10 years. How true this may be, I have no means of knowing.

In my profession as a police officer, I am brought in contact, one might almost say daily, with this problem of road accidents, and I have attended at the scenes of quite a number.

I can safely say, without fear of contradiction, that in every case the accident has not been caused through mechanical failure, whether the vehicles involved were either old or new. The fault lay, not in the condition of the vehicles, but, in nine cases out of ten, in the poor driving, chiefly lack of observation or poor judgment. The remaining 10 per cent. were due to the condition of the road surface or the character of the road itself.

The question has arisen: Is there a record compiled for statistical purposes in respect of the age of all vehicles involved in road accidents? To my knowledge there is no such record kept. Only, perhaps, in the case of an accident occurring whereby injury was caused to some person or persons. Even then, all that is required to be stated is whether the vehicles involved were registered before or after 1947.

I will submit that there is a possibility that the insurance companies have some such record. But that would only be confined to accidents where a claim has been made against the insurance company. It is surprising the number of people who do not claim, for fear of losing their "no claim bonus"—or is it?

I am not a vintage sports-car enthusiast in the strictest sense, for I am not in a position, financially, to purchase a car. If I were, however, I would most certainly become the proud owner of either a vintage Bentley, an Alvis, or a Lagonda.

How annoying it is to hear people stating that such cars, even if well looked after, are not fit for the road. Even more so when the vintage cars are being blamed for the increase in road accidents. How ridiculous!

I sincerely hope, sir, that you are able to find space to accommodate such a lengthy letter in your excellent magazine, if only to disprove the belief that all police officers frown upon the sight of an old-timer, either roaring, or chugging, through his allotted beat.

I am, Yours, etc.,

"INDIGNANT P.C."

[We gladly include this letter and hope those who refer to any car built before 1939 as an "old crock" will read and digest it.—ED.]

PRAISE DESERVED

Sir,

In view of the number of complaints which you receive from readers about the poor service given by many car and accessory manufacturers, I am sure you will be interested to learn of a notable exception to the general trend.

Recently I broke the glass of an "Eversure" wing mirror on my car, and visualised the probability of having to buy a new fitting complete. However, before doing so, I wrote to the manufacturers—with whom I had no connection—and asked their advice. By return of post I received a letter from the manufacturers saying that it should be possible for me to fit a new glass, and that they had pleasure in sending a suitable convex glass under separate cover—free of charge.

The glass has been received and fitted successfully, and it now reflects, not least, the exceptional service of Eversure Accessories Ltd.

I am, Yours, etc.,

London, N.W.3.

M. ELLIOTT.

CORRECTION

Sir,

In your Silverstone report you state that P. N. Whitehead's Cooper-Alta is now tuned by Wharton's ex-mechanic.

This car was built by myself and Mr. A. Birks, of Motorwork Ltd., at Cooper's, and has been tuned, prepared and maintained by myself this season.

I am, Yours, etc.,

Chalfont St. Peter.

S. ELSWORTH
(P. N. Whitehead's mechanic).

AMERICA'S SPECIALIST MARKET

Sir,

Lt.-Col. Frank Spier, who writes you so interestingly about the reliability of American cars, is quite typical of many people in the U.S.A. They buy their cars for transportation and the car that will get them from A to B in the shortest time with the least effort on their part is the car for them. They buy their cars new, run up a big mileage every year, and get rid of them when the cars themselves have done but a comparatively small mileage. They can do so economically because the value of a secondhand car in this country is determined almost entirely by its age. They hope and expect that their cars, in the short time they have them, will give no trouble at all. After that, it is someone else's worry.

Such people cannot "see" British cars at all. An Austin A40 or a Hillman Minx will not cover 656 road miles in 13 hours easily; a Jaguar XK120 will not do it in great comfort; a Bentley might, but at what a price! To these people, an M.G. is not a car but a fashion.

But it should not be assumed that Lt.-Col. Spier is typical of everyone in the U.S.A. It is a big country with an awful lot of people in it who use cars, and they are not all alike. There are millions of people who use their cars merely to get to the station, the shops, the beach, and the children's school. They have never covered 656 miles in 13 hours and have no particular desire or occasion to do so. They appreciate a car which is convenient and handy even if it is not such wonderful transportation.

Then there are thousands, if not millions, who like a car that is fun to drive. They are willing to put up with some discomfort and annoyance, if they have to, as part of the price of their pleasure.

Finally, there are some people, perhaps but a small proportion but still many, who are really fond of their cars. If they have to get a new car, they would like to get one that is not just efficient transportation, but has some of those endearing qualities that appeal to them.

There is a market in the U.S.A. for not just one kind of car but for many kinds, as American manufacturers, who thought otherwise, are beginning to find out. And because there are so many people, the market for even the unusual is not so small. The manufacturer who builds a car to suit the majority has an enormous market—and lots of competition. He who builds to suit only a minority will have a market which is smaller but not really small, and it may well be a better one. British makers may do better building British cars for the U.S.A. than by trying to build American ones.

All this seems quite obvious, but it is surprising how many people there are who cannot, or perhaps will not, realise it.

I am Yours, etc.,

Conn., U.S.A.

ELSWORTH H. GOLDSMITH.

MINOR DRIFTING

Sir,

Mr. Johnson's exuberant cornering is not a genuine, fully-controlled drift. The technique he described can be carried out with any car that has its centre of gravity reasonably well positioned and its wheels securely attached.

Cars of moderate power can only achieve a proper throttle-controlled drift on very acute bends with a smooth surface which are taken relatively fast in low gear. The use of brakes to start the slide gives better control than just locking over hard at speed, which is liable to cause the tail end to break away, making the car spin off the road.

Although the Minor is in many ways an excellent car, the side-valve model is not as good as the Renault 750 or the post-war Standard Eight in performance or economy, and there is very little to choose between the three for roadholding.

I am, Yours, etc.,

Cheltenham.

"MONOLITRE."

[All Morris Minors are now supplied with the 800-c.c. o.h.v. engine. We have never driven a post-war Standard Eight but must express surprise at this appreciation of its roadholding. The Morris is smoother to handle than the little Renault.—ED.]

* * *

Sir,

I should like to echo your correspondent's pronouncement in the June issue of MOTOR SPORT concerning the handling qualities of the post-war Morris Minor. Although its handling qualities are very good it has this significant and rather exciting habit of chucking its tail round on corners. At the speed at which this happens I defy even a Wharton to correct. Everything seems to be going nicely and then,

before you can say, "Crumbs, this is it!", you are progressing stern first. Now I must qualify this statement by saying that this phenomenon will not overwhelm Aunt Fanny or Uncle Albert out for a weekend spin, or any of the others in their thousands who buy this fine little car. Although I admit I sometimes enter a corner rather fast, I do not think I have ever entered a corner in my Morris Minor at anything approaching racing-car speeds, for one thing the car is not fast enough. However, all thoughts of being able to control the car round corners at safe but fast speeds must be discounted and I am grateful to Mr. Carmalt-Jones for bringing this matter to light. All enthusiasts like myself who want "to see at what speed this corner can be taken" in a Morris Minor, take heed of this alarming and rather disappointing idiosyncrasy in an otherwise fine little car.

I am, Yours, etc.,

Horndean.

P. R. SULLIVAN-TAILYOUR (Lt./Cdr., R.N.).

BAD BUSINESS

Sir,

The insurance companies complaining of the loss on motor insurance have only themselves to blame for the incompetent handling of claims. I had a Rolls-Royce damaged badly by gross carelessness on the part of the other driver involved, and offered to settle for £200, the insurance company concerned offered £100 and refused any more. I took the car to the maker's official repairers and it cost £435 to repair the damage, again it was tried to settle out of court, but no avail, the case was taken to the Assizes and won, and the costs for both sides were about £400. Marvellous, £835 to settle a £200 claim. Is there any wonder that the business does not show a profit on paper? In addition to the above, many years ago I had a claim, in which the other driver was fined, and to my astonishment, on renewal, was informed the premium was to be raised because of the cost of this crash. I got in touch with the other driver and found that the same claim was on his records and he was asked to pay excess of £10 on every claim and also a higher premium. Explain this away insurance wallahs, and congratulations to the Editor for printing our letters.

I am Yours, etc.,

W. Hartlepool.

W. M. MEREDITH,
President, Hartlepool Motor Club.

CLARIFICATION

Sir,

In your issue for August, 1953, on page 410, there appears an article on the subject of the construction of motor-car bodies from a combination of glass and resin and the article is entitled "Fibreglass." May we point out that in using this word "Fibreglass" you are using the registered trade mark belonging to Messrs. Fibreglass Ltd., St. Helens, Lancs. We feel sure it is not your intention to give any undue publicity to any one particular firm engaged in the manufacture of glass fibre and, since we are in this line of business along with Messrs. Fibreglass, we feel sure you would wish to let your article be as broad in scope as possible since, in the motor cars you refer to in your article, our Beechvalley woven glass fabric has been used, and we feel bound to point out to you that Messrs. Fibreglass themselves do not weave glass fabrics. We hope, therefore, that you will discontinue to use the trade name "Fibreglass" and make use of the alternate description "glass fibres" or "glass fabrics."

We are, Yours, etc.,
GLASS FABRICS LIMITED,

Glasgow.

A. Duncan, Director.

[We regret also that we misprinted the makers of the glass-fibre body on a Buckler chassis—who are the Galt-Glass Division of Durasteel Ltd., of Greenford.—ED.]

TAIL-ENDER

On the journey to and from Charterhall we discovered again what a sad and sorry road is A1, south of Grantham. The traffic hold-ups were caused by lorries on the way up and holiday motorists on the way down, along this tragically narrow, undulating and winding "Great" North Road. Let it be whispered that we also lost time on the way home finding a blacksmith (yes, really!) to repair our stricken Morgan Plus Four, after garages had merely laughed at our plight.

* * *

We thought we were getting along pretty well before the front wheels started to charleston, but perhaps it was fortunate that Stirling Moss' XK120 coupé went by while we were at lunch!

GROSSER PREIS DER SCHWEIZ

ASCARI STILL THE MASTER

BERNE, August 23rd.

AS has been traditional for many years, the Swiss Grand Prix was held at Berne on the Bremgarten circuit, acclaimed by many people as one of the best road-racing circuits in Europe. Lying just outside the City of Berne, literally at the end of the municipal tram tracks, the Bremgarten circuit is fast becoming unique in that it remains unaltered throughout the years. Nowadays so many circuits present an entirely different aspect each year that it is difficult to form any sort of continuity between the races held over a period of years. Since its inception the Berne circuit has remained unchanged in shape and the only changes have been slight widening and resurfacing, so that pre-war records still mean something today. In one feature the Bremgarten stands alone and that is the fact that it has no straights, being made up entirely of curves and corners, and the slowest of these is a hairpin taken at around 50 m.p.h. The result is a circuit upon which driving skill pays dividends and roadholding is all important. It is rather significant that the out-and-out lap record still stands to Bernd Rosemeyer with an Auto-Union in 1936 at 2 min. 34.5 sec., a speed of 169.632 k.p.h., and though Fangio approached this in practice in 1951 with a 159 Alfa-Romeo to within fractions of a second, as a race record it still stands.

Naturally the Swiss Grand Prix counted for the World Championship but also it is something of a classic event in its own right, for it is held at the height of the holiday season, the town of Berne is fascinating and Switzerland at any time is a good place to be in, with the result that Berne is one of those events that everyone feels they must attend. The meeting has the further attraction of being combined with the Swiss Motor-cycle Grand Prix, so that the two internal combustion engine worlds combine in a veritable orgy of speed.

Over the years the Bremgarten circuit has attained a reputation for being a dangerous circuit, due to numerous fatalities that have occurred in the past, but this is not altogether justified, for while it is not the safest of circuits, it is certainly not the most dangerous, but it is, however, not a circuit on which to learn, nor is it a circuit on which to make mistakes. In the past a number of accidents have occurred at the Eymatt corner, at a point where the circuit changes from very fast downhill swerves in bright sunlight to an uphill section under the shade of large trees and thick undergrowth, and it is said that the sudden change of light conditions is severe on the human eye and likely to cause faulty judgment. This year the corner was lined with a wall of straw bales, painted black and white, and the road width was reduced slightly in an endeavour to make competitors more conscious of the corner's severity and visibility, on the old principle that the more dangerous a thing appears the more cautious people will be. Apart from this modification, as remarked at the beginning, the circuit remains unchanged.

Two evening practice periods were allotted the Grand Prix cars and right from the word go the battle for the front row of the starting-grid commenced. Ferraris were out in full force with Ascari, Farina, Hawthorn and Villorresi, supported by the private four-cylinders of Swaters, Rosier and Hirt, the last driving the Ecurie Espandon car, while de Terra was driving the old 12-cylinder car from the same stable. With Gonzalez being out of action the Maserati force was weakened somewhat, and Fangio, Bonetto and Marimon were supported by Hermann Lang on the fourth works car, while de Graffenried had the Platé car and "Chico" Landi was making his first European appearance this year, with one of the Scuderia Banderiantes cars of last year, now fitted with a 12-plug engine, so that it was eight Ferraris against six Maseratis. With Harry Schell at Goodwood, Gordini fielded two cars only, driven by Trintignant and Behra. With the entry limited to only 21 cars, this meant only another five vacancies and all these were allotted to English cars. Wharton was an obvious choice, with his Cooper-Bristol, having finished fourth last year with the Frazer-Nash, the three H.W.M.s were very old customers and reliable starters, and the remaining place was allotted to Connaught, with Bira nominated as driver. However, this last entry did not arrive and for the first evening's practice his place was taken by Wacker with his Gordini Six. Ascari used his practice car and for some peculiar Swiss reason was allotted a new number from that in the programme, and he even kept to this number for the race.

The first evening was fine and sunny and ideal for fast motoring, and the opportunity was taken to travel across the centre of the

circuit and watch some cornering, for gone are the days when cars were fast enough to get into difficulties on the curve past the pits. The 1½-litre Alfa-Romeos used to take the pits curve on the very limit of adhesion and driving styles could be compared with ease, but since the domination of Formula II this curve has presented no difficulty whatsoever. Observing on an uphill left-hand bend, on a rather bumpy surface, Ascari's ability stood out, his speed through this bend being noticeably faster than anyone else's. It was soon seen that the battle of times was between Ascari and Fangio and, though the Maserati's roadholding was inferior, Fangio was really motoring. Farina was fast, but never seemed to be on the same line twice, while Villorresi was not outstanding and Hawthorn was not feeling very fit, his driving suffering in consequence. On this same bend the H.W.M.s showed clearly that their roadholding leaves nothing to be desired, though they lack sheer power, and Wharton was driving superbly in spite of the dubious handling of the Cooper, as was Trintignant, the Gordini looking most dangerous as it skittered on its suspension. Marimon enlivened the proceedings by getting his blue and yellow Maserati into a lock-to-lock bounce as he approached the corner, correcting in an effortless manner and cornering with that blank look on his face like a Sunday tripper to Brighton. At first it seemed rather unwise of everyone to motor so fast on the first practice day, for Fangio was fastest with 2 min. 40.1 sec., Ascari next with 2 min. 40.7 sec., followed by Farina next in 2 min. 42.6 sec. and Trintignant in 2 min. 43.8 sec., but it turned out to be a wise move for the next evening's period was run in heavy rain and everyone's times were naturally a great deal slower. Ascari retained his spare car again and having done some pretty steady training he took over Hawthorn's car and went even faster. Hawthorn afterwards took it over again and proceeded to beat Ascari's time by 0.1 sec., these two being easily the fastest in the wet. Fangio also indulged in some car changing; having done 2 min. 51.5 sec. in his own car, he took over Lang's and did 2 min. 58.7 sec., whereas the German driver could not better 3 min. 2.2 sec. with it. Paul Frere, who was driving an H.W.M. in place of Duncan Hamilton, went very quickly in the wet, very nearly equalling Trintignant's time, but all the others were much slower. When practice finished, in almost total darkness due to the very bad weather, it was Hawthorn who had made fastest time but, of course, he was a lot slower than the previous day.

This year the race was lengthened from the usual 42 laps to 65 laps, a total distance of 473.2 kilometres, and under perfect weather conditions the field lined up for the start, with Fangio in number one position, the grid being as follows:—

Farina (Ferrari)	Ascari (Ferrari)	Fangio (Maserati)
Marimon (Maserati)	Trintignant (Gordini)	
de Graffenried (Maserati)	Hawthorn (Ferrari)	Villorresi (Ferrari)
Bonetto (Maserati)	Wharton (Cooper)	
Swaters (Ferrari)	Behra (Gordini)	Lang (Maserati)
Macklin (H.W.M.)	Rosier (Ferrari)	
Scherrer (H.W.M.)	Hirt (Ferrari)	Frere (H.W.M.)
Landi (Maserati)	de Terra (Ferrari)	

As the flag fell both Fangio and Ascari moved off together, but after only a few yards the Maserati began to forge ahead, while Farina hung very badly and was passed by half the field before his Ferrari would pick up properly. Everyone was away and as they streamed round the Bethlehem corner after the start it was Fangio in the lead, but not for long, for when they re-appeared at the end of lap one it was Ascari who was in the lead and by a considerable distance, followed by Fangio, Hawthorn, Marimon, Villorresi, Bonetto, Farina, de Graffenried, Trintignant and the rest of the field, all of them being spaced at fairly regular intervals. A quick count showed that not the whole field had passed; there were two cars missing, the Ferraris of Rosier and Swaters, and, as last year on the opening lap, Rosier had spun off the road on the climb up through the woods on the return leg of the course. In the general melee he had touched Frere's H.W.M. and been deflected into the bushes, fortunately without damage, but it meant he was out of the race as soon as it had begun. The other private Ferrari, that of Swaters, also ran into the bushes in the crowding for the Forsthaus hairpin, but again with no damage, while the other Belgian driver, Frere, was out on lap two when a con-rod broke on his H.W.M. Meanwhile Ascari steadily built up a commanding lead and for four laps the order remained unchanged among the Italian cars, but on the fifth lap Marimon lost some time and dropped back three places and Farina began to get into his stride, catching first Bonetto and then Villorresi

Continued on page 498

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FOR SALE

ALVIS, 1930, SILVER EAGLE, sports 4-seater. Excellent mechanical condition. Good hood, side-screens, upholstery. Cruises 55-60; m.p.g. 22-25. Very reliable. Taxed year. £75. 117, Bargates, Christchurch. [9317]

MORGAN 4/4 FRONT SUSPENSION, complete with wheels. Offers. Tel.: Mitcham 4552, after 6.30. [9318]

1934 LAGONDA 4-LITRE pillarless saloon. Good tyres and batteries. Brakes and clutch overhauled. Mechanically and bodily excellent throughout. Workshop maintained. Taxed. Bargain. £175, o.n.o. Evans and Cutler Ltd., North Street Garage. Tel.: Totnes 2340 (day), 2027 (night). [9319]

1932 ALVIS SILVER EAGLE, 3/5-seater tourer. 16.9-h.p., 3-carburettor engine just rebored. Paint, upholstery, battery and mechanical condition very good. Hood and side-screens completely weather-proof. Two new tyres, three part worn. A most impressive vehicle. Taxed and insured. S.A.E. photo. £115. Reeves, 51, Furnival Avenue, Slough, Bucks. Tel.: Slough 25749. [9320]

ARNOTT SUPERCHARGER, little used. Complete fittings for Minx, including carburettor, oil tank, etc. £37 10s. 81, Newtown Street, Luton. Tel.: 4999. [9321]

S.S.1 2-LITRE, in very good condition for a 17-year-old car. Mechanically sound, 20m.p.g. Bodywork good—sprayed poly-green, and new leather trimming. Taxed and insured. Nearest to £110. Tel.: Romford 3811. [9322]

R.-R. PHANTOM II Continental o.d. saloon, excellent condition. All-round telecontrols. £220, o.n.o. 9, St. James' Avenue, Ealing, W.13. [9323]

SUNBEAM, 1925, 20-H.P. Breaking up. Allaun Carstairs, Osbaldeston, near Blackburn. [9324]

ALVIS 16/95 SILVER EAGLE saloon, 1930. Three carburettors. Good tyres. £30. F. Burns, Waverley Lodge, Green Street, Sunbury-on-Thames, Middlesex. Tel.: SUN 3312/3504. [9325]

M.G. L-TYPE MAGNA. New engine, full overhaul, 1951-1953; bills for £130. First class mechanically. Body good. Any trial. Photo if required. Owner posted abroad. £160. Capt. Rusby, Berrycroft, Angmering, Sussex. [9326]

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1928 HUMBER tourer. Taxed. Perfect. New hood. £40. Tel.: Waxlow 3126. [9329]

SOLEX CARBURETTOR and half-shaft for Humber Snipe. Both new and unwrapped. Accept £10 lot, o.n.o. Tel.: Hampstead 7871. [9331]

LANCIA LAMBDA. Unmodified short-chassis, 5th Series tourer. Good mechanical condition. Coachwork fair. Must be sold. Nearest £80 secures. Bryn Jenkins, Began Road, St. Mellons, Cardiff. [9332]

LANCIA LAMBDA SPARES: 7th Series engine and all accessories and gearbox. Pine Cottage, Linkside West, Hindhead, Surrey. [9334]

EXCELLENT RILEY MONACO, 1933. Sell or exchange Red Label, Mk. II 18/80 or similar, £140. Box No. J335, MOTOR SPORT, 15, City Road, E.C.1. [9335]

HUMBER TWELVE, 1934, breaking up, all spares for sale. Wood, Crown & Anchor, Redcar, Yorks. [9336]

ALVIS, 1934, SILVER EAGLE saloon. Engine and body in very good condition. Or exchange Riley Nine or Firefly in same condition. Walmsley, 65, Gishburn Road, Barnoldswick, Yorks. [9337]

DYNAMOMETERS, fan type. Walker's Model B. Used but in excellent condition, less tachometers. Box No. J338, MOTOR SPORT, 15, City Road, E.C.1. [9338]

FOR SALE—continued

TED LUND wishes to sell his well-known M.G. TD, Mk. IIC model, GBL 412. Car rebuilt April, 1953, with new chassis, steering, suspension, brakes, etc. 1,426-c.c. engine fitted with modified cooling system, competition clutch and brakes, higher axle ratio, Dunlop racing tyres, £695. Aluminium bonnet and wings, with fittings, available for £25 extra. E. K. Lund & Co., Preston Road Garage, Coppull, near Chorley. Tel.: Coppull 285. Open seven days week till 11 p.m. [9339]

MAGNETTE SPARES. Breaking down "K.N." Block and shaft still nominal size. 40, Cecil Park, Pinner, Middlesex. [9341]

ROLLS-ROYCE. Jackalls, year old, complete pipes, fittings, perfect; suit 20, 20/25, 25/30 or Bentley—£15. "Boa" horn, £5. Five discs, 5.25 by 21 in., £4. Offer for lot? Box No. J342, MOTOR SPORT, 15, City Road, E.C.1. [9342]

1939 H.R.G. 1,500, 2/3-seater. Good condition, New hood and screens. Five excellent tyres. £360. Tel.: Epsom 9172. [9343]

RAILTON TWENTY-EIGHT, 1936, shooting-brake. Maroon and light oak, good looker. Good runner. Prepared for trip to Athens (unfortunately cancelled). £135 cash, or exchange Ford Ten van or similar. Burnell, 36, Dundonald Road, S.W.19. [9344]

TROJAN, 1928, immaculate; new hood, side-screens, battery. Just returned from Continental tour. £65. Davis, 26, Delamere Road, London, W.5. [9345]

BREAKING 1930 RILEY NINE. All spares, rough Stelvio fabric body. S.A.E. to Purton, 27, Wimborne Grove, Watford, Herts. Tel.: 7994. [9347]

IMPORTANT NOTICE

The **NOVEMBER** issue this year will be our Motor Show Number, and will be published on **TUESDAY, OCTOBER 27th**. Will all advertisers please note that the **LATEST DATE** for receiving copy for the November issue will be the **16th OF OCTOBER**.

SUPERCHARGERS—WADE. Morris Minor, M.G. TD and Ford Ten, new and unused. Best offers. L. Darley & Son Ltd., 59, St. Albans Road, Watford. [9348]

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BENTLEY 6½-LITRE 2-seater, rebuilt 1952; perfect condition. Offers: Tel.: Rambottom 3038, or Box No. J357, MOTOR SPORT, 15, City Road, E.C.1. [9357]

SINGER OWNERS: Reconditioned o.h.v. Morris Ten engine and gearbox. Adapted to fit straight in Singer Le Mans 9-h.p. chassis. No body alterations necessary. Also 2-seater body, etc. For sale. Central Garage, Loftus, Saltburn, Yorks. [9358]

M-TYPE M.G., stripped, no body, reconditioned J2 box, suitable rebuilding or spares. Offers. Gunn, 11, The Mall, Park Street, St. Albans. Tel.: Park Street 3170. [9360]

PB M.G., 1936. L.P. blower, Scintilla. Excellent mechanically, tyres, battery, body, all-weather. Best over £220. 104, St. Leonard's Road, S.W.14. Tel.: PRO 1850. [9361]

1953 (July) ALLARD PI saloon, black. Just run-in. Owner going abroad. Best offer over £1,000. Seen London or Norfolk area. Fell, Roydon Hall, King's Lynn. Tel.: Hillington 243. [9364]

FOR SALE—continued

LANCIA AUGUSTA pillarless saloon, 1934. Engine suspension, steering, transmission, etc., reconditioned by West 3,000 miles back. New cylinder head, distributor, battery, silencer. Wheels rebuilt with new 500 by 16 tyres. Body condition fair. Licensed to December. £165. Varley, Raglan, Mon. Tel.: Raglan 90. [9362]

CORD. Magnificent 1937 2-seater original supercharged coupé. Cream. Everything working, unused since 1950. New hood, battery and large booster battery. £375. Nearest. Petersfield Garages, 1357 Stratford Road, Birmingham, 28. Tel.: Springfield 1848. [9365]

BALLILA SPARES. Pair front and rear wings; steering box; 43/10 rear ratio suitable 508 c/s; saddle-type 8-gallon tank. Offers. Laverton, Brantham Place, Manningtree. [9366]

ALVIS PARTS. TG 1931, 12/50. Unused relined block and new pistons. Complete reconditioned crankcase. New timing gears and big-ends. Dynamo. Flywheel and clutch assembly. Gearbox. Steering column wheel and box. Chassis, etc. Castleden, 82, Twyford Avenue, W.3. Tel.: Acorn 2816. [9367]

1936 BUICK 2-seater. Reborn 1951 and liners, etc., by Concessionaires. Bills £250. Hood, seats, wiring burned out. Chassis, engine perfect. 85 m.p.h. Suit tender race meetings, sleeper-tourer, etc. Cherry Trees, Woodgreen, Fordingbridge, Hants. [9368]

TRIUMPH 2,000 ROADSTER. Immaculate condition. Green. 22,000 miles. Offers, or consider exchange for saloon. Also J2 M.G. Excellent condition. Photos available. Box No. J369, MOTOR SPORT, 15, City Road, E.C.1. [9369]

FRAZER-NASH B.M.W., 1937, Type 329 cabriolet. Reconditioned throughout by specialist. Lockheed brakes. £350. No offers. Box No. J370, MOTOR SPORT, 15, City Road, E.C.1. [9370]

FOR BRITISH SALMON. 18-in. wheel, 30s.; twin water outlet pipe, 20s.; maker's remote gear control, complete, 75s.; three specialoid pistons with rings 72 mm. plus .020 in., 20s. each; pair Andre shock-absorbers, 40s., all in excellent condition. S4D instruction book illustrated spares list, French, 15s.; hexagon nipple grease-gun, 7s. 6d.; Lucas clockwise magneto GD4, perfect, 50s.; two 12 volt Bosch trafficators, 20s. pair. Inner tubes: two Michelin 525/550 by 19 unpunctured, two 450/500 by 18 ditto, 10s. each; tyres: Dunlop "90" 400 by 19, little worn, 40s.; Goodyear Tyre-soles retread 500 by 18, unused, 60s. Two Lucas 6-volt horns, one Bosch, little used, 20s. each; two good spotlamps, 15s. each. 24, Broomfield Road, Sevenoaks. Tel.: 4104. [9371]

CROSSLEY REGIS sports saloon black 12.9-h.p. One owner since 1941. 47,000 miles. First-class condition. Engine overhauled 5,000 miles ago. Gearbox and rear axle just been overhauled. A car requiring no attention, ready to go anywhere. Taxed, insured. £225. Box No. J372, MOTOR SPORT, 15, City Road, E.C.1. [9372]

1924 MORRIS COWLEY engine, gearbox, axle-springs, steering, etc.; 19-in. 75-spline wheel. Cash preferred, otherwise free to good home. A. H. Body, Clove Hitch, Iron Acton, Bristol. [9373]

BENTLEY 3-litre speed model, V.D.P. Green. New hood. £200. Oakleigh, Heathfields, Chislehurst. Tel.: IMP 3519. [9374]

RILEY FALCON 1½-litre 4-cylinder saloon. Chassis 26F, 1936, model. Well maintained mechanically. Exterior structurally sound, but tired. Needs respray. 5,000 miles since rebore. Crank grind, gearbox overhaul, brakes relined, oil consumption negligible. Pressure constant 45 lb., hot above 1,500 r.p.m. Rev.-counter, single S.U., Scintilla, electrics sound, interior head lining, leather, carpets good, door trims fair. £145. Wellwood, 25, Hartington Court, Chiswick, W.4. Tel.: CHI 0890 [9375]

JAGUAR, 1939, 1½-litre drophead coupé. First-class order throughout. £300. Tel.: Richmond 3459, after 8 p.m. [9376]

TWO VERY GOOD Dunlop 500 by 20 covers and tubes. £4 each. One Dunlop 450 by 21 cover and tube. £3. One complete set leather seats for 1935 Talbot 65 saloon. £6 10s. Buyer collects. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [9379]

£38 10s. FIAT 509A 990-c.c. o.h.c. Weymann saloon, 1929. Good original condition. 5,000 miles since rebore, general overhaul, new tyres, mag., half-shafts, etc. Carpenter, 223, Common Road, Kensworth, Beds. [9380]

VACUUM GAUGES, 0-20 inches, 3-in. black dial, brand new. A necessity for engine tuning. 8s. 6d. each. Also a few boost gauges, -7 to +8 lbs., new, 15s. each. Postage 9d. London Yachting Centre Ltd., Cousin Lane, E.C.4. [9381]

LAGONDA, 1934, 3-litre 4-door pillarless saloon. Very good order. Reluctant sale. Owner broke. £190. Jenkins, Glebe House, Wivenhoe, Essex. [9382]

FOR SALE—continued

ALVIS 12/50, 1926, Ducksback. Reconditioned engine and dynamo. Rewired. Good tyres, hood and screens. Body sound. Spare engine. Nearest £140. Bolton, R.N.A.S., St. David's, Pembs. [9383]

1923 DROPHEAD COUPE. Chassis GX41, centre gear change, rear wheel brake. 26,000 miles. Genuine mileage. Superb and original bodywork. £300, or near offer. 19, Cricklewood Broadway, N.W.2. [9384]

SUNBEAM DAWN 4/5-seater saloon. Bodywork excellent. Tyres, battery good. Recently renewed petrol pump, screen wiper, speedometer, brake linings, oil coil. Springs reset. 5,000 miles since resleeved, crankshaft reground. Any reasonable trial. £150, or near offer. Box No. J385, MOTOR SPORT, 15, City Road, E.C.1. [9385]

SPECIAL RILEY: Open Alpine 4-seater fitted 1935 12/4 engine, preselector, registered 1951. £235. Details, photograph, trial. Hethersett, Reigate Road, Leatherhead. [9387]

1947 H.R.G. Undergoing extensive checkover, including bores sleeved, new crank and bearings by H.R.G. Excellent tyres, hood, sidescreens, etc. £425. 7, Forest Road, Dorridge, Birmingham. [9388]

LLOYD 350 alloy 2-seater. £55. Ritson, 125, Broadoak Road, Ashton-under-Lyne, Lancs. [9389]

MORRIS MINOR, 1934, 2-seater tourer. Perfect hood, screens and bodywork. Damaged big-end. £40. 103b, Clarence Road, Grays, Essex. [9390]

1938 ALVIS drophead coupé, 17 h.p., black. £195. Tel.: Blagdon 393 (Somerset). [9391]

STUDENT OF ENGINEERING wishes to sell 1934 Sunbeam 18.2 sliding-head saloon. Excellent condition. P100s, hydraulics, new tyres, battery. Just completed 1,500-mile tour trouble free. A bargain for someone. Box No. J392, MOTOR SPORT, 15, City Road, E.C.1. [9392]

ALVIS 12/50 TG. Excellent condition. New tyres, wings. To enthusiast good home only. S/M Wilson, P/KX 914118, H.M.S. Zephyr, c/o G.P.O., London. [9393]

1938 FIAT 1,100. Good condition. New carpets, headlining, etc. £285. Box No. J394, MOTOR SPORT, 15, City Road, E.C.1. [9394]

JAGUAR SS 100 2½, 1941. Stored until 1947. Genuine mileage 33,000; 25 m.p.g. using no oil. Fitted radio. £550, o.n.o. 17, Howard Road, Kings Heath, Birmingham. Tel.: Highbury 1444. [9395]

ROLLS HANDBOOKS!! Genuine Rolls publications for 20/25 Phantom I, Phantom II, Phantom III; 1914 40/50 Ghost. Also "RR Memories" (story R.R. 1904-1925). All rare, excellent. No dealers. Box No. J386, MOTOR SPORT, 15, City Road, E.C.1. [9386]

1952 MORGAN PLUS FOUR 2-seater. Maintained and tuned by makers. Vanguard engine giving over 110 m.p.h. at 22-24 m.p.g. Extras include special "armchair" leather seats. Spotless white cellulose, Magenta all-weather equipment. Tyres excellent, two unused spares. Alloy body. Genuine 19,000. Perfect in every respect. £680, o.n.o. Owner would accept part exchange with pre-war 10-14-h.p. coupé or saloon. Box No. J397, MOTOR SPORT, 15, City Road, E.C.1. [9397]

RILEY MONACO. Good order. New battery, starter. Rewired. £80. Seen weekends. Sparrow, Pinelands, Lower Bourne, Farnham. Tel.: Frensham 361. [9398]

1952 BROOKS AUSTIN 750. Rebuilt engine. Windtones, S.U. £230. Photo. Davies, "Bryn," Digswell, Welwyn, Herts. [9399]

£85 ONLY!!! Vauxhall 14/6 sports 4-seater. New: Hood, battery, Rotoflos, paint. Terrific acceleration. Genuine 30 m.p.g. Any trial. 33, Ambleside, Streatham. Tel.: 5785. [9401]

TWO 550 BY 19 unused Blue Peter retreads (Pirelli covers). £4 6s. each. May, Oakford, Tiverton. [9402]

TALBOT 7.5, 1934, six-light saloon. Original dark green and black. New Solex gives over 20 m.p.g. New coil. Reconditioned dynamo-starter. Excellent battery. This thoroughly reliable and extremely elegant carriage for only £85. Windsor, 404, Allesley Old Road, Coventry. [9400]

EXCELLENT 1936 13-H.P. FRAZER-NASH B.M.W. cabriolet. £225, or with cash for 1939-50 d/h coupé. Walker, 13, Tracey Street, S.E.11. [9404]

MANUALS. Cowley, 1927; Lagonda 14/60, 1929; Wolseley Fifteen, 1922; 11/22, 1924; 16/45, 1928; 25s. Adler, 1938; Armstrong-Siddeley 20/25, 1936; 14-h.p., 17-h.p., 1938; Humber 16/50, 1931; Lanchester 15/18, 1932; Rover 10/12, 1935; Singer Sixteen, 1935; 20s. Austin Twelve, 1937-38; Seven, 1939; Morris Isis, 16/25, 1935; 10/12/4, 1936; 10/4, 1938; Rover 14/16/20, 1938-39; 15s. Stamp, please. Holidays 6-20th! 119, Kensington Avenue, Watford. [9405]

J2 CRANK, reground, and many engine and chassis spares. Also few P. Box No. J407, MOTOR SPORT, 15, City Road, E.C.1. [9407]

£40. FORD V8. All-steel bootlegger coupé. Taxed. Good runner. Robins, Frederick Place, Yeovil. [9413]

FOR SALE—continued

RILEY 9-HP. KESTREL, 1934-35. Preselector. Best offer over £100. Interior good. Body fair. Exchange Hillman, Ford? 32, Courtlands Avenue, Langley, Bucks. [9408]

M.G. (TC) sports, 1948. Mechanically excellent. No oil. Any inspection. Beautiful appearance. £415. Post-war shooting brake wanted. Write: 1, Oxford Avenue, Litherland, Liverpool, 21. [9410]

1934 CROSSLEY 10-h.p. 4-seater saloon. Good order throughout. Excellent engine. Five new tyres. Best offer to £55. 62, Seymour Road, Staple Hill, Bristol. Tel.: 52449. [9406]

AUSTIN, 1950, A90 ATLANTIC with hydraulic hood and windows, radio, heater, Alfin brakes, Goodyear safety tubes. Black with fawn interior. Taxed Dec. A gem at £575. Exchange Riley or Healey. Arthur Bryden, 12, Armley Grange Drive, Leeds. Tel.: 38625. [9416]

RILEY NINE AND 12/4: Chassis, axles, king pins, pistons, valves, clutch thrust races, crown-wheels and pinions, gaskets, etc. Scintilla Vertex magnetos, £7 each. For Riley spares and service. Arthur Bryden, 99-101, Wellington Road, Leeds. Tel.: 38310/38625. [9415]

FORD V8 C.W.P., 3.55/1. New. £9. M.G. radiator b'oc, grille and bonnet. £5. Alvis 12/50: rear axle. £5. Gearbox. £5. Hubs, 10s. each. Wheels, £1 each. Longton, Wynhaven, Gatesden Rd., Fletcham, Surrey. Tel.: Leatherhead 3740. [9417]

1,172 M.G. SPECIAL. Built 1950. Coachbuilt aluminium body. £200. Wanted utility or Fordson. 21, Tope Road, Arborfield, Berks. [9418]

BENTLEY 4-LITRE modernised Corsica swept-back sports 4-seater. D-type box. Superbly maintained. £295, or exchange for coupé. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [9420]

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STANDARD 8-h.p. saloon, 1947. In superb condition. £325, or exchange sports or coupé. Cash either way. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [9421]

M.G. P-TYPE 2-seater. Maroon. Excellent condition. New hood, many extras. Spotlight, luggage rack, etc. £175, or near offer. Snell, Number 90, West Coker Road, Yeovil, Somerset. Tel.: Yeovil 1289 (9-6 p.m.). [9422]

EDWARDIAN, 1913, ROLLS-ROYCE. Rather beautiful Mulliner interior drive limousine. Good running order, wants tidying. Excellent for prospective member Rolls 20-Ghost Club. £90. Roy Smith, 44, East India Dock Road. Tel.: East 4208. [9423]

M.G. J2, 1934, swept wings. Exceptional condition. Newly re-upholstered. 5,000 since reconditioned engine. Cromard liners. Extras, tonneau, spot, Windtones, spare wheels. £175. 12, East Meads, Guildford. Tel.: 4002. [9424]

ONE BRAND NEW Cotal gearbox, type Mk. 12, Series D.12 volt. Ideal for building into a special. Price £25. Box No. J426, MOTOR SPORT, 15, City Road, E.C.1. [9426]

RILEY NINE MONACO saloon, August, 1932. Metal body. Good tyres and batteries. £49. Tel.: Gladstone 3006. [9427]

TALBOT 105 V.D.P. tourer, 1933. Perfect in every way. Extensive overhaul, over £300 in bills. £250, o.n.o. Dilke, West Park, Silsoe, Beds. [9428]

VINTAGE LEA-FRANCIS, 1924, 10-H.P. 2-seater, running order. New tyres; bodywork sound. £50, o.n.o. Yates, Witchford Vicarage, Ely. [9429]

£140—SELL, Dec., 1933. Sunbeam 2-litre Speed Model saloon. Very clean all round, or exchange for open car, straight or cash either way. Contact before September 11th. Hodgkinson, "Bonanza," Copthorne Bank, Crawley. Tel.: Pound Hill 2243. [9430]

ALVIS 12/60, 1932, saloon, large boot. Engine and chassis very good condition. Body and paintwork fair. £115, o.n.o. Box No. J431, MOTOR SPORT, 15, City Road, E.C.1. [9431]

FOR SALE—continued

RELUCTANTLY, ROLLS-ROYCE, registered Dec., 1930, 25 h.p. Fitted post-war aluminium 4-door saloon body. Black. Looks 1950. Fawn carpets and leather upholstery. Engine running as only Rolls can. 20 m.p.g. £435. Tel.: Woodstock (Oxon.) 382. [9433]

CROSSLEY TEN TORQUAY saloon, 1933. Good battery, new tyres and springs. In daily use. £50. Fearon, 90, Pitts Lane, Woodley, Reading. Tel.: 62826. [9434]

F.N./B.M.W., TYPE 55, 1936, cabriolet. Telecontrols, one-shot lubrication, radiator shutters, leather upholstery. Front suspension and radiator block overhauled, new battery, two new tyres; engine top overhauled by Lester; reconditioned gearbox; brakes relined. £100 spent in last two years. Excellent grey cellulose, good hood. Marriage only reason for sale. Haggle around £275. Goss, 137, Derby Road, Chellaston, Derby. Tel.: Chellaston 3237. [9435]

SPARES for 1932 Sunbeam 23.8, 1930 Cadillac, 1930 Singer Junior, 1932 Singer Nine, 1934 Austin Sixteen and Twelve, 1933 Lanchester Ten; many others. Wanted: Gearbox shell for 1934 Renault Twelve, cylinder head for 1935 Citroën Twelve (side-valve). Fielding, Lerry Garage, Talybont, Cards. Tel.: 79. [9436]

AUSTIN/FORD trials car, good condition. £65, o.n.o., or exchange 12/50 Alvis or Lea-Francis tourer. Also 2-litre M.G. saloon, £225. Stevens, 55, Park Avenue, Bromley. [9437]

CYCLE WINGS (domed and beaded), steel; 5 in., 6 in. and 7 in., 10s. each fronts, 12s. 6d. rears; packing and carriage: pairs 3s. 6d., sets 5s. Over 2,000 vehicles are now fitted with our mudwings. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [9438]

1939 FORD PREFECT D.H. coupé. Twin S.U.s, anti-roll bar, new tyres. Absolutely perfect. £275. Exchange potent motor-cycle. Tel.: Woolwich 5976. [9439]

1938 RILEY 1½-LITRE FALCON saloon. £225. Slough area. Box No. J440, MOTOR SPORT, 15, City Road, E.C.1. [9440]

ALVIS FIREBIRD, 1935, sports saloon. Excellent mechanical condition; well shod; recellulosed; new batteries; dependable. £165. 54, Haydon Road, Dideot. Tel.: 3253. [9442]

THE RILEY MAN offers: 1936 Riley Nine Merlin saloon, body fair, good chassis; almost new body available if required; the cheapest 1936 large-crank Riley offered, £115; part exchanges welcomed. A very good selection of preselector boxes for Nine and 1½-litre models now available in excellent working order, some completely overhauled, on exchange basis from £15. 9-h.p. exchange engines fitted at the works, 1933/5 models. 9-h.p. spares: Scintilla Vertex, good order, £5; 1935 automatic clutch, complete, £5; 1934 Kestrel splined hub front axle, completely overhauled, brakes, swivel pins and bushes, £7 10s.; 1936/7 A.V.C. dynamo, overhauled, £6 10s.; 1933/5 third-brush type, £5; 19-in. splined wheels, 40s., plus 3s. carriage; six-stud wheels, 15s., plus 3s. carriage; new valves, 9s. each; valve springs, 12s. set; valve guides, single or double, 3s. 9d. each; solid copper high-compression gaskets, 11s.; all gaskets C.O.D.; 1933/5 fuse box and cut-out, 25s.; 1933/5 prop.-shaft and torque-tube, £4; 1934/5 half-shafts and hubs, splined, £3 15s. each. S.A.E. please with all inquiries. 270, Acton Lane, Chiswick, W.4. [9443]

SURPLUS STOCK.—Talbot 75, 1936: 12 valves, one king-pin, two front hub oil seals, £6. Railton 8-cylinder: six valves (6½ long), 11 valve guides, one C.A. head gasket, £3 10s. Two radiator thermometers, R.A.F. type, £1 each. Two new 7-in. o.d. Lucas built-in headlamps, £6 pair. Three Vokes air cleaners No. A1 Jowett, £1 each. Two pairs Jupiter side air grilles, £2 pair. Eight Jupiter hub caps, 12s. each. M.G. T-type two pairs front sidescreens, black, one complete set fawn, less frames, £2 pair, £3 10s. set. One B.S.A. Scout front carpet, blue, £1. Four Bentley bonnet fasteners, £1 set. Eight Lucas concealed fascia lights, ex-Jaguar, 2s. 6d. each. One set XK120 bumpers, £9 (new). Three pairs CP sidescreen frames, sliding windows, three pairs CP rear frames (some damaged glass) ex-Marauder, £2 10s. set. One fixed-type, new, CP windscreen 44 by 12 square cornered 2-in. rise, £4. One pair Austin Sheerline running-board rubbers and strips, £2 10s. pair. 30 rubber running-board treads, plated ends, 23-in. tag fittings, 3s. each. One set Morris Eight series two king-pins, bushes, thrust washers and cotters, £1. One trailer axle, complete brakes and springs, 17-in. Austin wheels, less tyres, track easily extendable, £8. One s-h. Singer Le Mans rad. block, £2. One s-h. Vauxhall Fourteen rad. block, with shell, 30s. One Standard Nine, 1939, wheel, 30s. Two Vauxhall Fourteen wire wheels, £1 each. One pair, new, Ford Anglia rear wings, £5 10s. pair. Four SSI Ace wheel discs, one outer missing, £4. One pair 8-litre Bentley front wings, £7 10s. One Terraplane D.H. coupé body, converted to fit Bentley Speed Six chassis, with bench-type seat, £20. Richard Mead, Poplar Road, Dorridge, Birmingham. Tel.: Knowle 2697. [9447]

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FRAZER-NASH 1½-litre, 1927, Super Sports 2/4-seater. £200 overhaul. All bills available ... **£165**

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B.M.W., 1939, Type 37, D.H. coupe. £400 just spent on beautification of coachwork, including respray. Re-upholstered, new carpets, hood, etc. Five new white-walled tyres. New clutch just fitted. This car looks like a 1953 model and is quite a show piece **£685**

DAIMLER Twenty, 1934. Owner-driver saloon in beautiful original condition. New tyres, etc. **£175**

ALVIS Speed Twenty sportsman saloon by V.D.P. Excellent coachwork, etc. Choice of two from **£145**

D.K.W., 7 h.p., 1938, D.H. coupe. Very clean inside and out. 50 m.p.g. ... **£185**

RILEY 1½-litre, 1934, Lynx, 4-seater tourer. Very clean and good mechanically. Excellent tyres. Taxed year ... **£195**

ROLLS Twenty, 1927, 4-seater tourer. This is the finest Twenty that I have ever had the pleasure of driving, and is reputed to be the fastest in the country. Fitted late-type wheels, new Auster screen, and is spot on bodily and mechanically ... **£300**

ROLLS P.II owner-driver saloon by H. J. Mulliner. Coachwork in beautiful condition, recently overhauled at a cost of £140; excellent tyres, etc. **£185**

ALFA-ROMEO 17/50, 1934. This car was rebuilt in 1950 by Mann, of Malden, with very attractive aerodynamic coachwork, and is very easily mistaken for a post-war Alfa. Since then it has covered very small mileage and has not been used since 1951, and is offered for only ... **£450**

ISOTTA-FRASCINI D.H. coupe, fitted 4½-litre Lagonda engine, registered 1936. Over 90 m.p.h. and over 17 m.p.g., and is a most striking carriage and performs as well as it looks ... **£225**

"We hang our heads in shame" for taking the liberty of offering this little post-war "horror." Of course we did not buy it, but unwillingly accepted it in part exchange. It is a 1946 **STANDARD Eight** tourer. One owner. Recently fitted reconditioned engine and new hood, and now being recellulosed in our works ... **£225**

BENTLEY, 1930, Speed Six. This car has been stripped and completely rebuilt and is now in racing trim. Words cannot describe the condition, performance and appearance of this marque. All complete history and bills available. Taxed December **£485**

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ALVIS 12/70 saloon, 1939.
ALFA 17/50 D.H. coupe, 1931.
AUTO-UNION 3½-litre D.H. coupe, 1939.
ASTON MARTIN 2/4-seater Le Mans, 1933.
BENTLEY 3-litre D.H. coupe, 1925.
BENTLEY 3-litre tourer, 1926.
BENTLEY 4½-litre tourer, 1930.
BENTLEY Speed Six 2-seater, 1929.
BENTLEY 8-litre saloon. Rebuilt 1936.
COOPER 500 c.c., 1949.
HUDSON Seventeen 2/4-seater, rebuilt 1951.
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LAGONDA 2-litre 4-seater tourer, 1931.
LAGONDA 2-litre saloon, 1930.
LAGONDA 16/80 2-seater, 1933.
LAGONDA 3-litre saloon, 1932.
LAGONDA 4½-litre saloon, 1934.
LANCIA LAMBDA saloon, 1932.
M.G. PB 2-seater, 1936.
M.G. PA 4-seater, 1934.
M.G. TA 2-seater, 1937.
M.G. 18/80 4-seater tourer, 1931.
MERCEDES 500K tourer, 1935.
MERCEDES 2.3 saloon, 1937.
MERCEDES 2-litre D.H. coupe, 1936.
MERCEDES 12-h.p. saloon, 1936.
RILEY Imp 2-seater, 1935.
RILEY 1½-litre Kestrel saloon, 1937.
ROLLS Twenty shooting-brake, 1927.
ROLLS Twenty 2/4-seater roadster, 1923.
ROLLS Silver Ghost chassis, 1925.
ROLLS 20/25 owner-driver saloon, 1930.
ROLLS 20/25 owner-driver saloon, 1934.
ROLLS 20/25 owner-driver sedan de ville, 1936.
SALMSON 14-h.p. saloon, 1939.
SUNBEAM Sixteen roadster, 1931.
SUNBEAM 3-litre tourer, 1926.

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1934 M.G. J2, 2-seater ... **£165**
1935 SINGER Nine Le Mans, 2-seater ... **£145**
1936 SINGER Nine open 4-seater **£145**
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1929 MARQUETTE 2/4-seater, D.H. coupe ... **£50**
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OPEN MONDAY TO SATURDAY, 7.30 a.m. to 10 p.m. SUNDAYS, 9 a.m. to 9 p.m.

GROSSER PREIS DER SCHWEIZ—Continued from page 494 and Hawthorn, and by lap seven was in third place. By 10 laps Ascari was out on his own and Fangio looked to be losing ground and, sure enough, at the end of that lap he came into the pits, to be followed very soon afterwards by Bonetto. In quick time they changed cars and rejoined the race, but the next lap Fangio was in again to have the near-side front wheel changed, so that Bonetto was still ahead, now in Fangio's car. Already Ascari had lapped the slower cars and before another five laps were over there were only nine cars on the same lap, at the tail of which was Wharton, driving remarkably well and keeping ahead of de Graffenried's Maserati and not far behind Lang's.

Now things began to settle down, with Farina in second place, after Fangio's stop, Villorresi and Hawthorn scrapping for third place, followed by Marimon, Bonetto, Trintignant and Fangio, the last rapidly making up time. When all looked fairly settled, Villorresi suddenly arrived at his pit with the nose cowl dented from contact with the palisades on the edge of the track, the dent being deep enough to foul the steering connections. While this was cured he dropped back to sixth place and soon after that was passed by Fangio, who was now moving up pretty steadily, but not lapping as fast as Ascari for he was now over a lap in arrears and still losing ground on the leader. Things began to settle down again, with Ascari still all on his own, followed by Farina, equally alone, then Hawthorn with Marimon not far behind and gaining a little, these two not yet having been lapped by the leader. After a lengthy pause came Fangio, then Bonetto, Villorresi and Trintignant and after another long pause was Wharton, now leading the two Maseratis of Lang and de Graffenried. Right out of the running came the remainder of the field, in the order Macklin, Behra, Landi, Scherrer and de Terra, the last going slower than any Ferrari has ever gone. On lap 28 Fangio passed the pits with a cloud of smoke coming out of the exhaust pipe that was so vast that following cars had to slow to a crawl due to the bad visibility, and it looked rather as though a con-rod had come out through the side in a big way. He managed to complete another lap and came into the pit, the mechanics lifting the bonnet very carefully and taking a quick peep underneath, only to hurriedly shut it and wheel the car away. It was one of the biggest engine blow-ups seen for a long time and the anti-splash guard on the side of the engine cowl was covered in tiny particles of aluminium, while the maximum indicating needle on the rev.-counter stood at 9,700 r.p.m. A little while later Macklin put up another smoke screen, but much smaller, and he was out with a broken piston.

By less than half-distance Ascari had settled into such a commanding lead and was lapping so regularly that it seemed that nothing could stop him, and Farina was equally settled in second place. Third position, however, was a different story, for Marimon, who had been speeding up for some time, now caught Hawthorn, and the two younger members of the Grand Prix fraternity started an interesting duel that took the attention from the leader, until on lap 39, as he passed the start, Ascari's car suddenly made a very flat-sounding noise just as if the magnetos had got on full retard. He completed the lap and came into the pits just as Farina took the lead, and the mechanics spent 1½ minutes looking for the trouble. The engine was firing on all four cylinders but seemed to have gone flat and Lampredi looked underneath to see if anything was hanging out. Eventually the trouble was traced to a choked jet in one of the carburetters and a judicious tap with a mallet freed the obstruction and all the power returned, Ascari accelerating back into the fray, now in fourth place behind the Hawthorn-Marimon scrap. All this naturally left Farina with a long lead, which he made sure of by putting in a lap in 2 min. 43.1 sec., and it seemed unlikely that Ascari could make up the loss, but he tried hard and on lap 44 set up a new record for the race in 2 min. 42 sec., a speed of 162.778 k.p.h. Marimon eventually won his duel, but no sooner had he outdistanced Hawthorn than the Maserati went sick and he dropped right back, eventually to disappear out on the circuit with mechanical trouble on lap 47. In the meantime, Trintignant, who had, as usual, been the only non-Italian car in the running, stopped out on the circuit as well, with a broken rear end, while Behra was already in the dead-car park with a broken oil pipe. Villorresi was in twice for water, the car sending up a gusher of steam when the radiator cap was released, but, contrary to all text-book ideas, a can of cold water was poured straight in and he was away again. Wharton did a smart refuel without losing a place, but he had already been overtaken by Lang, though de Graffenried was still behind. The works cars were all going through non-stop, only the slower cars having to refuel, and Landi was as swift at taking on fuel as de Terra was slow. After taking on more water, Villorresi came in yet again, this time to have his right-hand rear wheel changed, and this let Lang get by into fifth place, though the Ferrari was not too far behind, and at the same time de Graffenried stopped at the pits and retired his Maserati with internal trouble.

As the leaders came by on lap 50, more or less equally spaced in the order Farina, Hawthorn, Ascari, the pit gave them the blue and yellow flag and a sign to ease up now, for they were all more than a lap in front of the nearest Maserati, that driven by Bonetto. However, at this point the sun was going down and as the drivers came round the curve by the start they received its glare full in the face and had to drive with one hand, shielding their eyes meanwhile with the other. It may have been due to this that none of them saw the signal, or, alternatively, they conveniently forgot what it meant, for none of them slowed up and the very next lap Ascari was on Hawthorn's tail, to pass him on lap 52. One more lap and he had got Farina in sight and on the next lap he was back in the lead. At this point in the race, with only eleven laps to go, Landi came to rest with a broken gearbox on his Maserati, which left only seven cars in the running, though the two Swiss drivers, Scherrer and de Terra, were still circulating, the former on the only remaining H.W.M. going quite well, and the latter going so slowly on the old 12-cylinder Ferrari that on every lap it looked as though he was coming into the pits, but he never did. Scherrer had spun round on the hairpin, just before half-distance, and stalled the engine and had valiantly pushed the car back to the pits, a distance of nearly a kilometre. Having arrived he told the mechanics it would not go, meaning that the engine had stopped due to spinning round, but omitted to mention that, with the result that they began to look for some trouble and the only thing they could find to suspect was the magneto, which was changed in double quick time and the Swiss driver rejoined the race, whereas in actual fact there was nothing wrong with the car apart from a stalled engine. Villorresi continued to press along and re-caught Lang, taking fifth place, but no sooner had he done this than the Ferrari was again boiling and he had to stop on lap 58 and have more water poured in, which let Lang by once more. Not content with catching Hawthorn and Farina, Ascari continued to motor quickly, and built up over a minute lead from his team-mate and kept up the pace right to the end of the 65 laps.

The last eight laps were reeled off without incident, quite a change after such a varied race, for at no time had the entire field settled down to any sort of order, as usually happens in a long race; if it was not an unexpected pit-stop, it was a battle for a position, or a retirement, but at all times there had been something of interest happening.

By winning the Swiss Grand Prix and also making fastest lap, Ascari put the seal on the World Championship and, though there remain the Italian race and the Spanish race, he now cannot possibly be beaten on points. Ascari, Farina and Hawthorn finished in that order, on the same lap, with Bonetto in fourth place, one lap behind, having driven a very steady and reasonably fast race in Fangio's car. Three laps behind came Lang, Villorresi and Wharton, the last having driven an excellent race in a car that was hopelessly outclassed on performance but which nevertheless finished creditably by reason of its driver's ability. The two Swiss nationals were way behind, content at having finished, but with a large deficit of laps.

While being a walk-over for the Ferrari team, it was by no means an easy race for them, for though the opposition gave no trouble, they were hampered a bit by their own mechanical reliability but managed to have all four cars finish the race. Maseratis, on the other hand, made an early tactical error in changing drivers, for had Fangio kept to his original car he would have certainly been fourth and possibly third, instead of which he achieved nothing but a ruined engine, whereas the swarthy Bonetto, who obviously does not take the stuffing out of a car like the Argentinian, had no trouble in finishing fourth. Lang's drive in the Maserati team for the first time, while not outstanding, was a sound first attempt, for he finished without damage and not having done anything stupid, which, after all, is the most important thing to do when lent a car for the first time, for a searing first-lap lead and car upside down in the ditch never impresses the team-chiefs or anyone else for that matter. Apart from all that, of course, there is nothing like keeping your hand in, on someone else's car, ready for the 1954 Grand Prix season.

The Berne meeting always spreads the racing over two days, and this year the Saturday was given over to national sports-car races, with classes for standard sports cars and "racing" sports cars. These events produced some of the dreariest drivers imaginable and, apart from one or two exceptions, there seemed little point in wasting petrol in some of the cars.

The first category was for under-1,500-c.c. cars and the standard class was a procession of Porsches, while the super-sports class should have been won by a Glockler-Porsche, but this blew up soon after the start and a Veritas won at a vastly inferior speed to the standard Porsches. The over-1,500-c.c. class was enlivened by the presence of Willy Daetwyler with his V12 Alfa-Romeo, this being an ex-Ferrari car with a similar chassis to that of Dennis Poore's 3.8-litre but fitted with the s/c. 4½-litre 12-cylinder engine that Alfa-Romeo played with in 1936-37 but never used for racing. With a very light two-seater racing shell this car is fantastically fast and, in winning the super-sports class, Daetwyler set up a new sports-car record in 2 min. 52.4 sec.—152.019 k.p.h., beating Lang's last year record with the 300SL Mercedes-Benz. The rest of the class were two laps behind in 10, while the winner of the standard class, run at the same time, was only one lap behind. Behind three standard Jaguar 120s and in front of a Nash-Healy came a Bugatti coupé, religiously described as a 57SC, but which was in fact a rather well-preserved Type 55.

To complete the speed orgy the Swiss Grand Prix for motor-cycles and for sidecar machines was run during the two days and at the end of each of the four races, three solo and one sidecar, the crowd stood to "God Save the Queen," for British riders dominated the whole meeting in spite of strong opposition from Germany and Italy, but unfortunately, apart from the sidecar outfit, they were all mounted on foreign machines: it would appear that England is equally out of the running on two wheels as she is on four wheels.

Results :

GROSSER PREIS DER SCHWEIZ—Formula II—65 Laps—473.2 Kilometres.

1st :	A. Ascari (Ferrari 4-cyl.)	...	3 hr. 1 min. 34.40 sec.	...	156.367 k.p.h.
2nd :	G. Farina (Ferrari 4-cyl.)	...	3 hr. 2 min. 47.33 sec.	...	
3rd :	J. M. Hawthorn (Ferrari 4-cyl.)	...	3 hr. 3 min. 10.36 sec.	...	
4th :	F. Bonetto/J. M. Fangio (Maserati 6-cyl.)	...	...	...	1 lap behind
5th :	H. Lang (Maserati 6-cyl.)	...	...	...	3 laps "
6th :	L. Villorresi (Ferrari 4-cyl.)	...	...	...	3 "
7th :	K. Wharton (Cooper-Bristol)	...	...	...	3 "
8th :	M. de Terra (Ferrari 12-cyl.)	...	...	...	14 "
9th :	A. Scherrer (H.W.M. 4-cyl.)	...	...	...	16 "

Fastest lap : A. Ascari (Ferrari), 2 min. 42 sec.—162.778 k.p.h. (new record, Formula II).

Retired : Rosier (Ferrari), crashed lap one; Swaters (Ferrari), crashed lap one; Frere (H.W.M.), con-rod, lap two; Hirt (Ferrari), engine, lap 18; Fangio, (Maserati), con-rod, lap 30; Macklin (H.W.M.), piston, lap 30; Behra (Gordini) oil pipe, lap 37; Trintignant (Gordini), rear end, lap 44; Marimon (Maserati), engine, lap 47; de Graffenried (Maserati), mechanical trouble, lap 50; Landi (Maserati), gearbox, lap 55.

SWISS WHISPERINGS

The Bremgarten has a peculiarity of its own for it is one of the rare circuits on which the present-day Formula II cars do not seem able to go fast enough to approach pre-war times or Formula I times, and now the motor-cycles are going quicker: Coleman (500-c.c. A.J.S.) put in a race lap of 2 min. 41 sec., a whole second faster than Ascari's best.

The Swiss appear to appreciate the value of English racing cars and offer starting-money accordingly, with the result that certain entries did not accept on the grounds of the price being too low. The H.W.M. team, while not the fastest of English racing cars, at least get regular entries in most of the Continental events, being content to accept the organisers' idea of their value. Also, of course, they have a five-year reputation of always being on the starting-line, even if they don't always finish.

Congratulations to Mr. and Mrs. Desmond Scannell, of the B.R.D.C., on the birth of a daughter, Deirdre Ann.

* * *

The MOTOR SPORT race at the Nottingham S.C.C. Silverstone Meeting was won by F. C. Hill (Empire Special), at 66.71 m.p.h., from P. A. Desoutter's Lotus and Peter Gammon's M.G. The next race is at the S.U.N.B.A.C. Meeting on September 6th.

* * *

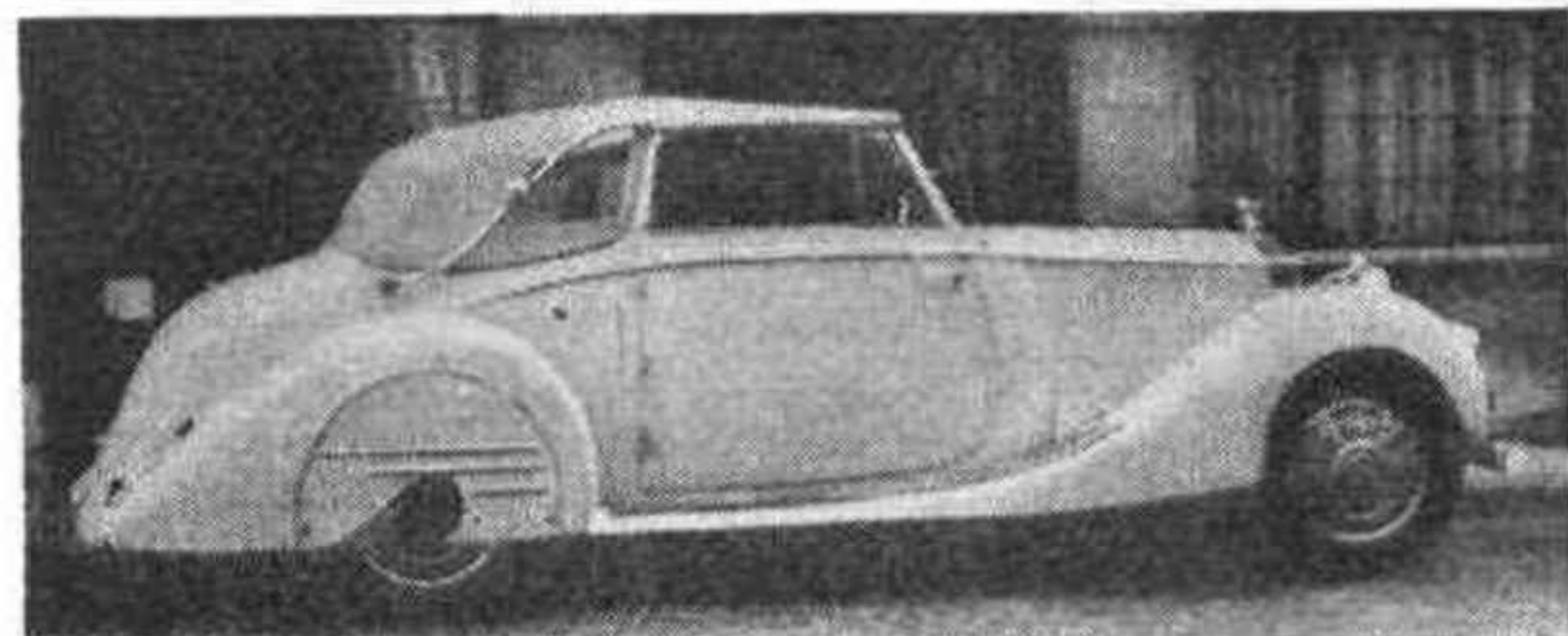
The agents for the Porsche are not given in the table on page 473. They are: Colborne Garage, Ltd., Ripley, Surrey.

GROSVENOR 1188

SIMMONS

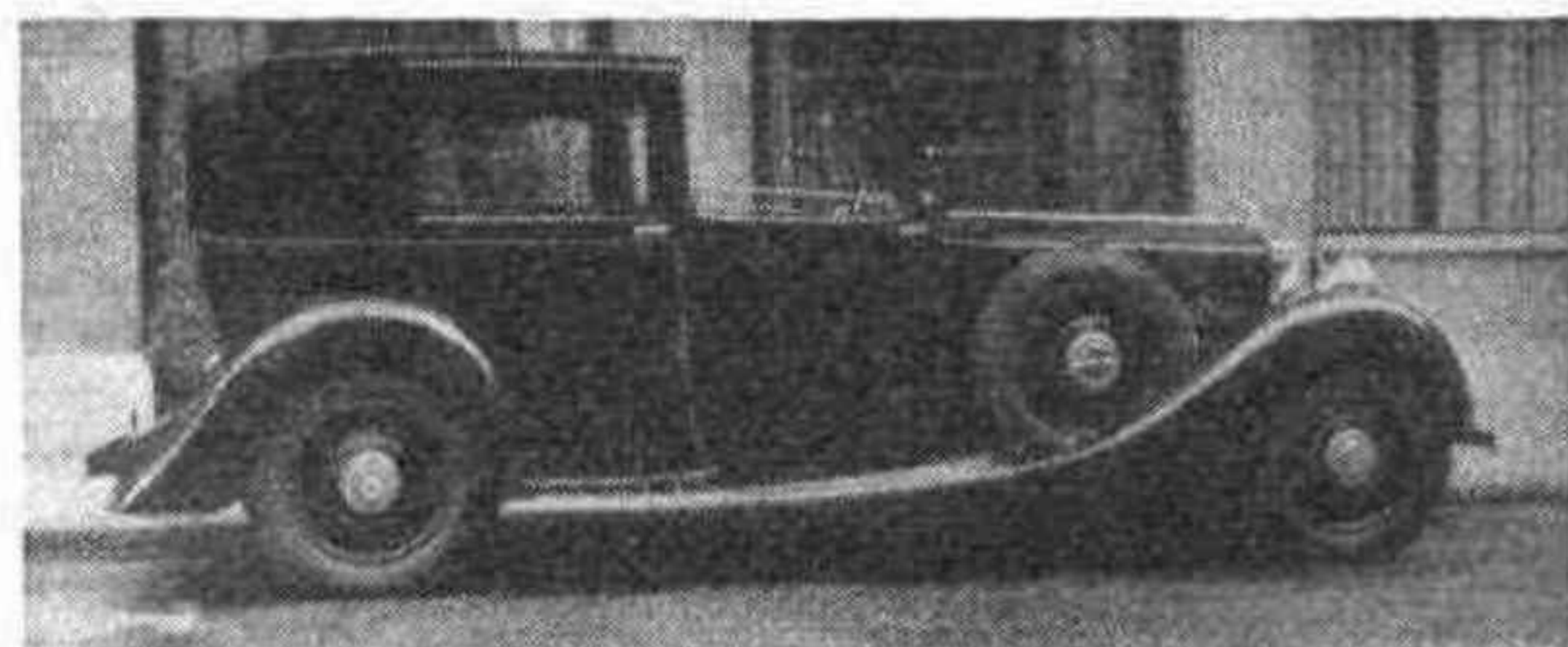
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ROLLS-ROYCE REPLICIA 20/25, Ch. No. GDP 57, with post-war modified Continental coachwork of quite exceptional design. Embodying a number of non-standard features, including built-in headlamps, triple fog-lights, P.100s, flashing indicators, H.M.V. Radiomobile, twin heaters, built-in spare wheel, chromium discs and an extremely large fitted touring boot. Recellulosed ivory, new pigskin three-position hood, completely rechromed. An extensive mechanical overhaul has recently been completed, including top-decarbonisation, honing of the bore, bearings and mains, clutch, brakes, etc., at a cost of some £380. Nil mileage has been registered since the completion of this work. Details of all costs are available. Possibly, we will admit, not a purist's Rolls-Royce but, nevertheless, a quite outstanding example of contemporary sports styling on an outstanding chassis.

£1,250



ROLLS-ROYCE 25/30 (1937), Ch. No. GXM 33, sedanca-de-ville-brougham with owner-driver division by Messrs. Hooper. Late titled owner, 71,000 miles. Complete Rolls-Royce history including major overhaul at the hands of Messrs. R.-R. Ltd., in 1952. A gentleman's town carriage in quite faultless condition and of unsurpassed elegance.

£850

AN EARLIER 25/30 with similar coachwork to the above, but only in average condition, will be available during the second week in September. Details upon request.

ROLLS-ROYCE REPLICIA 21.6 (rebuilt and re-registered 1936), Ch. No. GMJ 43, engine No. Q4J, three-position drophead by Messrs. Southern on the TUCOR chassis. In excellent condition. Bills are available for £366, expended on an extensive mechanical overhaul in March, 1953. Black and grey coachwork, P.100s, excellent tyres, new battery. R.-R. specialist serviced this month. These much-sought-after models combine a not inconsiderable elegance with relative economy. It is perhaps true that they are not particularly fast, but in the view of many owners this particular feature is more than compensated by the now legendary reliability of the Twenty.

A CHOICE OF TWO SIMILAR MODELS will be available during the present month, one a tourer, the other a 20/25 saloon.

£300 to £375

and thereabouts

JAGUAR MK. V (July, 1950). One of the works prototype 1949 experimental models rebuilt by Messrs. Jaguars in 1950 and fitted with Mk. IV coachwork. The chassis, however, is unquestionably Mk. V in every detail, and a reconditioned Mk. V works engine was fitted 5,000 miles back. French-grey, good tyres, radio, heater. **Guaranteed.**

£550

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WE ARE NOW IN A POSITION TO OFFER UNDER THE AUSPICES OF MR. LOUIS, OUR NOTED ROLLS-ROYCE WORKS MANAGER, AN ENGINE EXCHANGE SERVICE ON TWENTY AND TWENTY-FIVE MODELS, AND ON THE 3½-LITRE BENTLEY CHASSIS. THIS GENTLEMAN WILL BE PLEASED TO ASSIST ANY GENUINE ENTHUSIAST REQUIRING INFORMATION AT ANY TIME QUITE GRATIS, AND WILL ESTIMATE ENTIRELY WITHOUT OBLIGATION.

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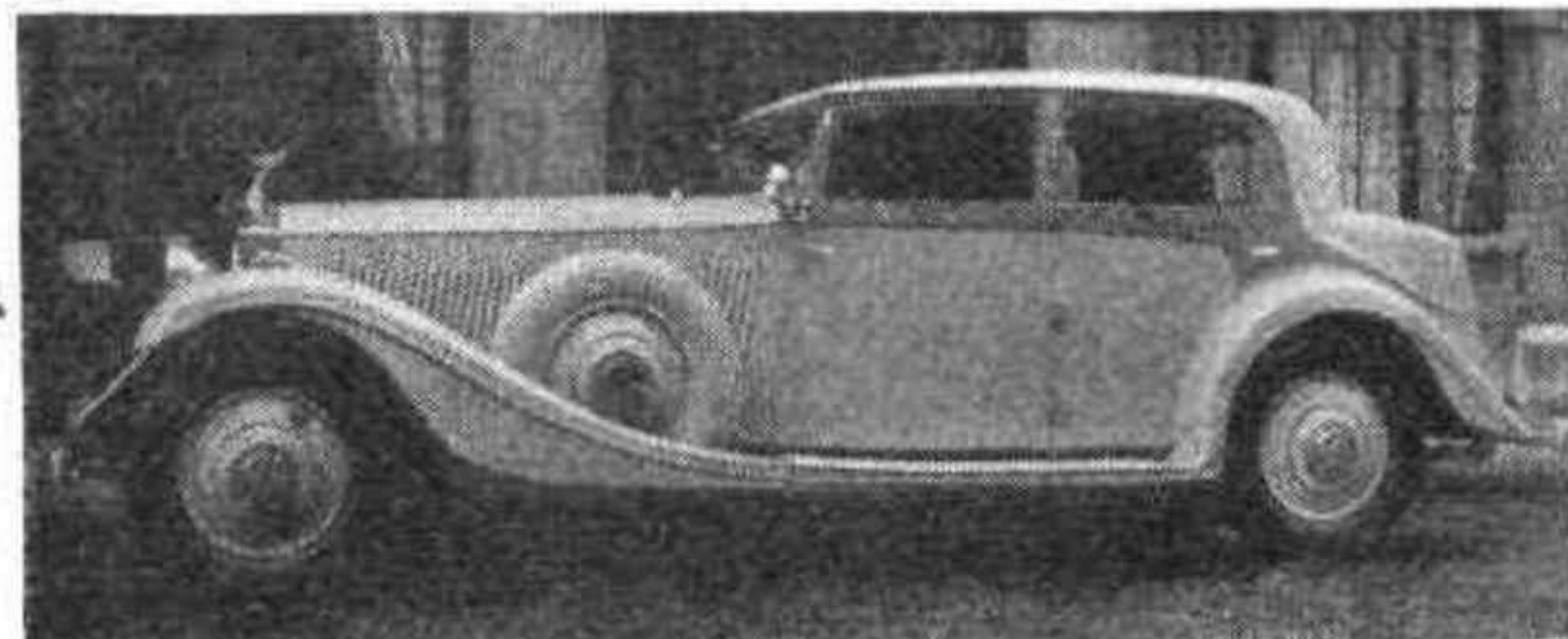
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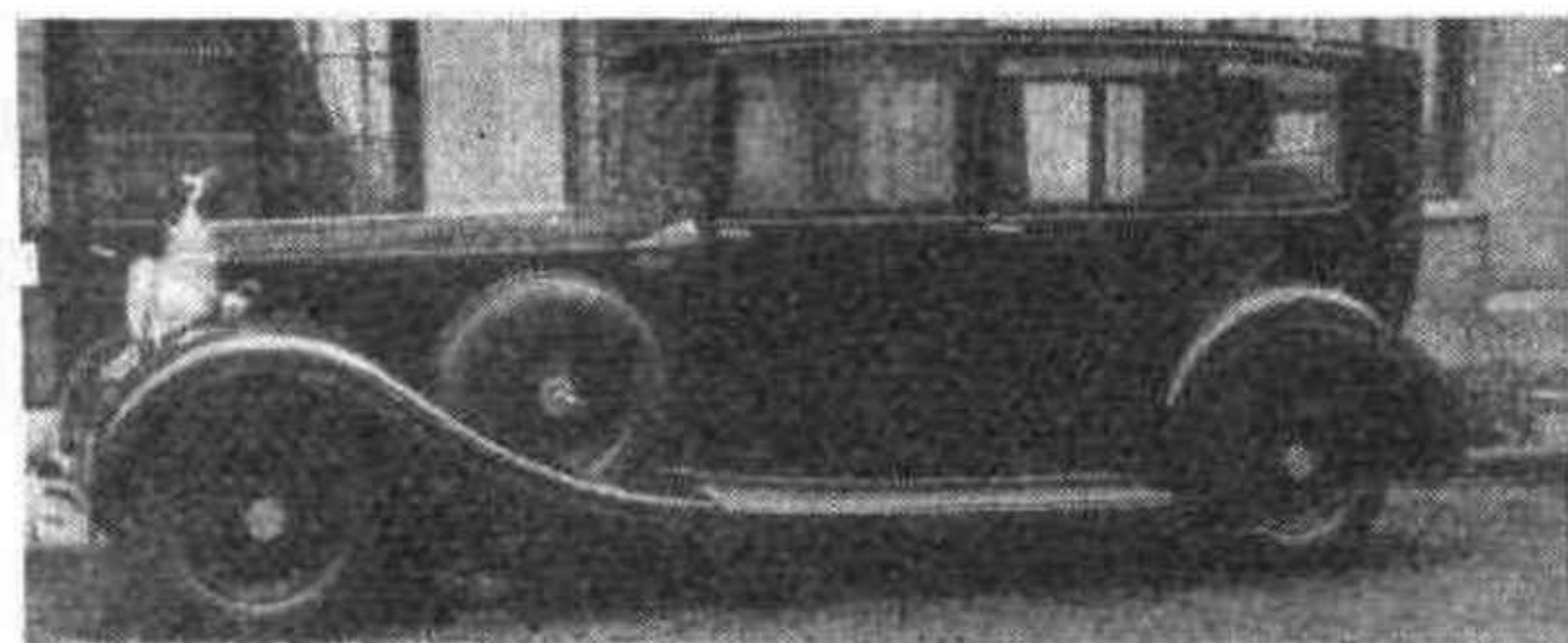
Engineers' Reports and Examinations.
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ROLLS-ROYCE PHANTOM II (1933), Ch. No. 82 MY, sports owner-driver sun-roof saloon by Freestone and Webb. £1,000 was expended in 1952 with R.-R. concessionaires, including an extensive mechanical overhaul at a cost of £480—interior refurbish £200—recellulose in dual-tone grey—rechroming, six new Dunlop Forts. Some 12,000 miles only has been recorded since the completion of this work. A classic and incontrovertibly unique example of the marque at its inimitable peak. R.-R.-specialist serviced this month.

£750

AT THE TIME OF GOING TO PRESS we are negotiating for a Phantom II sports sedanca by Gurney Nutting, circa 1935. A considerable amount of work will be carried out in our shops, including decarbonisation and recellulose. Details upon application.



ROLLS-ROYCE (1937) PHANTOM III, Ch. No. 3 BT115, enclosed brougham-de-ville limousine, with f.f. occasionals and disappearing division, by Messrs. Hooper. Two owners from delivery, 70,000 miles. All R.-R. modifications complete to immediate post-war and with complete R.-R. history. Whilst the common usage of superlatives is possibly quite justifiably to be deplored, this particular P.III can only be very inadequately described as a most imposing and magnificent example of British craftsmanship at its unapproachable zenith, and one of the most exquisitely conditioned examples of the marque that we have yet been privileged to acquire.

£1,250

ROLLS-ROYCE TWENTY (1929), owner-driver fabric sports saloon by Thrupp and Maberley. At present undergoing a Class 1 service in our own workshops. New battery, good tyres. Well above average condition.

£225

ROLLS-ROYCE PHANTOM I (1928/9). We offer this month a choice of two of this particular marque—one with swept-tail coachwork (circa 1935), and the other a tourer. Both have been extensively serviced in our own workshops and both are warranted by ourselves in precisely the same manner as any other R.-R. offered.

£185—£285

ROLLS-ROYCE (1927) 40/50 "GHOST" saloon by Barker. Details too late for insertion but will be forwarded, together with a photograph, on application.

£125

FOR SALE—continued

SALE OF INSTRUCTION MANUALS. No "Loan Schemes"—all outright sale; 90 per cent. all models, including "Unknowns" and foreign. S.A.E., please. Box No. J396, MOTOR SPORT, 15, City Road, E.C.1. [9396]

ENGINE, M.G. MAGNA, 12/70, using oil, poor camshaft. Complete with dynamo, starter, manifolds and twin S.U.s. Fit Hornet or Magnoste. Running. £20. Farr, R.A.F., Pershore, Worcs. [9444]

A BARGAIN: Registered 1936, Lagonda 4½-litre open 4-seater. Nice condition. Fast. New tyres. £195. Would exchange for smaller car. Southwinds, Smugglers' Walk, West Worthing. Tel.: Goring-by-Sea 42131. [9445]

M.G. MAGNETTE NA 12-h.p. 4-seater sports, 1935. Body good. Mechanically excellent. Tyres as new. Brakes relined. Back axle overhauled. Oil coil. Owner going abroad. £165, o.n.o. Brindley, 57, Heathmere Avenue, Yardley, Birmingham. [9622]

AUSTIN SEVEN SPECIAL, 1933 reg., rebuilt chassis 17-in. wheels, good tyres, new professional-built body, hood, all-over tonneau, similar M.G. J2. £100. Riley chassis 1½-litre, 1946-47, fitted 4-650 racing Dunlops, complete with instruments. £275. Richard Mead, Poplar Road, Dorridge, Birmingham. Tel.: Knowle 2697. [9448]

ALVIS SPEED TWENTY, July, 1936, Charlesworth saloon. £225, o.n.o. Jones, Cranford, Elworth Road, Sandbach, Cheshire. Tel.: 326. [9449]

TRIUMPH VITESSE touring 15.8. Excellent condition. £235. Offers. Photos. Blick, Dormers, Sandpit Lane, St. Albans. [9450]

MINERVA. Two almost identical, 1929 models, both 8-seaters with occasional and partition. Interiors like new; one ready for the road. One needs con-rod fitting. Both for £80. R. L. Dumelow, Anglesey Bungalow, Bronston Road, Burton-on-Trent, Staffs. [9451]

HOTCHKISS-ENGINED COWLEY saloon. Good tyres, battery. £30. Tel.: Fulham 0183 (evenings). [9452]

1932 12-H.P. 2/4-SEATER WOLSELEY HORNET. Completely rebuilt, 1951. Full weather equipment. Excellent condition throughout. Club registered. £150, o.n.o. Gough, 51, Sunnyside Avenue, Swindon. [9453]

MORGAN, 1934, 2-seater Matchless W.C.O.H.V. £80, o.n.o., or exchange open 4-seater. 1, Greene Walk, Berkhamsted. [9455]

1932 INTERNATIONAL/LE MANS ASTON MARTIN open 2/4-seater. Good condition throughout. Any trial. Woodroffe, Richmond Place, Chester. [9456]

RILEY. Still a few 12/6 spares for disposal. Decima, Yeoman Lane, Bearsted, Maidstone. Tel.: 87583. [9457]

COMPLETE MORRIS MINOR TEN engine and gearbox with remote control. Excellent condition. Sights, 3, Stockwell Road, Knaresborough, Yorks. [9458]

S.S. II 4-seater touring, 1934-35 10-h.p. Taxed. Any trial. £89. 35, Leigham Avenue, Streatham. Tel.: 3129. [9459]

16-H.P. S.S. SPORTS COUPE, 1932. Good condition throughout. New battery. £75, o.n.o. Wyatt, 4, North Western Avenue, Northampton. [9460]

ALVIS, 1931, T/J 2-seater, two S.U.s. Taxed Dec. £60. 1931 T/J saloon, runner. £35. Firefly saloon. £96 spent. £135. Exchanges. Most 12/50 spares. 131, Croydon Road, Caterham. Tel.: Caterham 42. [9461]

"MOTOR SPORT," Oct., 1950-Dec., 1952 (two missing). Offers? Hall, 73, Oakington Avenue, Wembley. [9462]

£35. V8 CHASSIS. Complete, seen running, 1936-37. 36, Thornton Crescent, Old Coulsdon, Surrey. [9463]

LANCIA LAMBDA 7th Series Torpedo with Weymann top; 8th Series engine completely reconditioned by West. Crank ground, new mains, big and small ends, bores honed, Wellworthy rings, reconditioned vertical drive, oil and water pumps. Excellent brakes, steering and suspensions. Tyres good. Unused 1932-1950. Total mileage 27,000. Must be sold. £200, or offer. Box No. J464, MOTOR SPORT, 15, City Road, E.C.1. [9464]

HARD-SURFACED GROUND ROCKERS. Quick service all makes; M.G., Wolseley, 6s. each exchange. Camshafts rebuilt and ground; rocker bushes, 6s. Shafts from 7s. 6d. each. V./guides, 4s. 6d., valves, 7s. 4d., v./springs, timing chains, gaskets, trunnion bushes, all types bearings, speedo, rev.-counter, brake cables, king-pin sets, brake and clutch linings, leakproof oil drain housing exchange, modified vertical drive exchange, modification to cure oil leak at front engine plate; reconditioned carburetter exchange, good stock secondhand spares for M.G. exchange blocks M.J.P.T.V.A. engine units reconditioned; competitive prices get a detailed quote. C.O.D. service. Thomson, 104, Kingston Road, Wimbledon, SW.19. Tel.: Liberty 8498-1-2, after 7. [9467]

BENTLEY 3-LITRE. Concours condition. £100 engine overhaul. Offers. Brook, Cranford Hall, near Kettering. Tel.: Cranford 253. [9469]

FOR SALE—continued

CHASSIS FOR SPECIALS: Ford V8 22-h.p. and 30-h.p. chassis. Complete, clean, running order. £50 each. V8 engines 22-h.p., 30-h.p., Mercury, less accessories. £10 each, with accessories £20 each. New V8 crown-wheels and pinions 9 by 37, 10-spline, £5 pair. All spares for V8s, new or second-hand. Saunders Garage (The Ford V8 Specialists), 3, Anerley Street, Battersea, S.W.11. Tel.: Macaulay 2594. [9468]

BENTLEY, 1924, 3-litre blue touring, £175. Sunbeam, 1933, saloon, 23.8-h.p., £95. Hillman, 1936-37, 17-h.p. saloon, £275. Austin Seven, rebuilt, re-registered 1953, £55. Austin Seven 2-seater, recond. engine, rebuilt 1951-53, £75. Rover Ten saloon, 1931, £45. All above privately owned. Details, offers, Wade, Tudor Lodge, Thames Bank, S.W.14. Tel.: PRO 3922. [9470]

CITROEN SUPER TWELVE. Clean, well shod, good performance. £125. Dodd, "Rokehollow," Embley, Romsey, Hants. Tel.: Romsey 3378. [9471]

AUSTIN SEVEN SPARES, 1922-38, large stocks new and secondhand. Triumph spares, 1934-40. Most parts available. Price, Three Shires, Bearwood, Birmingham. [9472]

ALVIS 12.50 SALOON, 1931. Running order. Two spare engines, one spare back axle complete 4.5. Alvis T.J. 12/50, 1931, 2-seater sports. Fair condition, running order. £120 the lot, o.n.o. K. Thorburn, 15, Vine Street, Hazel Grove, Cheshire. Tel.: Stepping Hill 3409. [9474]

SCINTILLA (N.V.4), £6. Riley Nine dynamo (1933), £5. Riley oil gauge, 15s. Box No. J476, MOTOR SPORT, 15, City Road, E.C.1. [9476]

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M.G. PA 2-seater, silver-grey. Excellent condition. Bills for £200. A.A. inspection welcomed. £225, o.n.o. 100, West Way, Shirley, Surrey. [9477]

1926 BRESCIA BUGATTI with 4-seater touring body. Spares include half-shafts, crankshaft, etc. Reborn 11.6.53. £100, o.n.o. Must sell—failed finals. A. T. Robinson, Medical School, King's College Hospital, S.E.5. [9478]

A LITTLE GEM. Singer Nine, 1934, Le Mans coupé in good condition. Four good tyres: 43 m.p.g. Sacrifice at £90. Marchant, 54, Brook Street, Luton. [9479]

ALVIS SPEED TWENTY Charlesworth drophead, 1934. Rebuilt, re-registered 1949. Maintained regardless of cost. Offers. 11, The Poplars, Ferring, Worthing. [9480]

VAUXHALL 30/98 OE 4-seater touring, 1923. Original condition except for hydraulic front brakes, electric fuel feed and telecontrols. Very fine mechanical condition. £175. Lagonda Rapier drophead coupé, beige with beige leather. Excellent throughout. £245. Austin 12/4 4-seater touring, 1937. Very good condition. £185. Robins Oak, Oakley Road, Wimborne, Dorset. [9481]

£270. 1939 M.G. COUPE 10-h.p. Overhauled by specialists, in perfect condition. Seen by appointment. Tel.: Greaves, Brookwood 2222, extension 18, evenings. [9482]

S.S. SPORTS TOURER, 1935. A real eye-catcher. 25 m.p.g. at 50/60 m.p.h., maximum 80 m.p.h. £150, or exchange M.G. or special. 80, Kingsmead Avenue, Cheltenham. [9483]

MORGAN 4/4, 1938. Excellent condition. Good hood, etc. £245, o.n.o. Fawns, 119, Palewell Park, London, S.W.14. Tel.: PRO 2606. [9487]

FOR SALE—continued

WOLSELEY SIXTEEN, 1921, open tourer. £65 just spent. Engine as new. Excellent condition all round. £165, o.n.o. Also two unused 815 by 105 Dunlops. Thwaites, 62, Kingsgate Street, Winchester. Tel.: 2394. [9484]

TWIN S.U.s ex-J2 M.G., £10; 4-speed Austin box, £5; shaft to adapt to short chassis, £2; road springs; Ford radiator, £3; B.S.A. steering gear, £1. Latta, 50, Chessington Way, West Wickham. Tel.: Springpark 5713. [9488]

1904 CLEMENT TALBOT, date certified, £250. 1904 Jackson wagonette, £150. 1907 Darracq, £175. All in beautiful condition. Seaton, Ashby Sq., Loughborough. [9489]

RAILTON S/8 black saloon, 1935. Very good condition. Excellent performance. A.A. inspection invited. £200, o.n.o. Baker, Lavender Cott, Goring Heath, near Reading. [9490]

M.G., 1938, TA. Good condition. £250, or exchange Aston. H.R.C., or similar. 25, Cliveden Road, Thorpe Bay, Essex. [9491]

1928 TALBOT TOURER. Good condition. Repainted and refitted. All offers considered. Genuine urgent sale. McNabb, 18, Vernon Drive, Stanmore. [9492]

3½-LITRE DELAHAYE. The famous ex-R. R. C. Walker sports/racing 2-seater. Full details on request. Will consider selling half-share. D. Margulies, 59k, Netherhall Gardens, N.W.3. Tel.: Hampstead 5732 (evenings). [9494]

SINGER SPECIAL: Engine and chassis overhauled and rebuilt; in running order. Bodywork under construction. Offers. Hay, 42, Chaffinch Avenue, Shirley, Croydon. [9496]

DISMANTLING 1936 Triumph Gloria 10.8-h.p. (Climax engine). All parts available less body and frame. Two practically new Goodyear Eagle 5.50, 5.25 by 17 tyres and tubes. Waterhouse, 30, Sewell Highway, Coventry. [9497]

HUMBER 12/25 COUPE, 1926. Complete overhaul and new hood 3,500 miles ago. Also some spares. £95. M. Handford, 20, Alexandra Road, Waterloo, Liverpool. [9498]

BENTLEY 3-LITRE RED LABEL, 1926, 4-seater tourer. All-weather equipment. £215. 20, Pebble-Mill Road, Edgbaston, Birmingham, 5. [9499]

AUSTIN SEVEN SPECIAL. Re-registered 1951. Reconditioned engine, new tyres and electrical equipment. Spares. £45. Cuxson, Snitterfield, Stratford-on-Avon. [9500]

14-H.P. WOLSELEY HORNET Special, 1934-35. Recently rewired. New pistons 2,000 miles. Mechanically sound, body needs attention. Five good tyres. Too potent for wife to drive. Offers. Duke, Great Ostry, Shepton Mallet, Somerset. [9501]

ALVIS SILVER EAGLE, 1933; 11,000 miles only, original tyres, both spares unused. One owner. Atlantic saloon body. Lined burr walnut. Original cellulose. Prime condition. Unique car. £600. Victor Ashby, Towcester. [9504]

RILEY 12/4, 1935, FALCON. Reconditioned engine, steering, brakes; good tyres. £100. 35, Gungate, Tamworth. Tel.: 523. [9505]

M.G. PA. In excellent condition throughout. Dark green. Fitted Cromard liners. £220, o.n.o. Apply: 47, Chetwode Road, London, S.W.17, after 6 p.m. [9506]

1922 COWLEY. Hotchkiss engine. Instruction books. Good condition. £57 10s., o.n.o. Robertson, 7, St. Ann's Road, Coventry. [9508]

WOLSELEY HORNET SPECIAL CHASSIS. Complete, in running order. New and remould tyres. Rebuilt and refinished regardless of cost. Suit enthusiast. £60, or near offer. Tel.: Bishop's Stortford (Herts) 877. [9510]

ALVIS SPEED TWENTY touring, 1932. Good condition. All-weather equipment and hood. Sound, reliable and fast. £125, o.n.o. Routledge, Scholes, Leeds. [9511]

MORRIS COWLEY SPARES, including complete 2-seater body. Routledge, Scholes, Leeds. [9513]

VINTAGE ROVER TEN, 1928. Used daily. Spares available. £35, o.n.o. Tel.: Reading 71671. [9514]

RILEY NINE, 1930, Biarritz saloon. Enthusiast maintained. £150 spent last two years. Fast, reliable; body fair, upholstery good. £75. 157, Victoria Road, Ruislip, Middlesex. Tel.: Ruislip 3245. [9515]

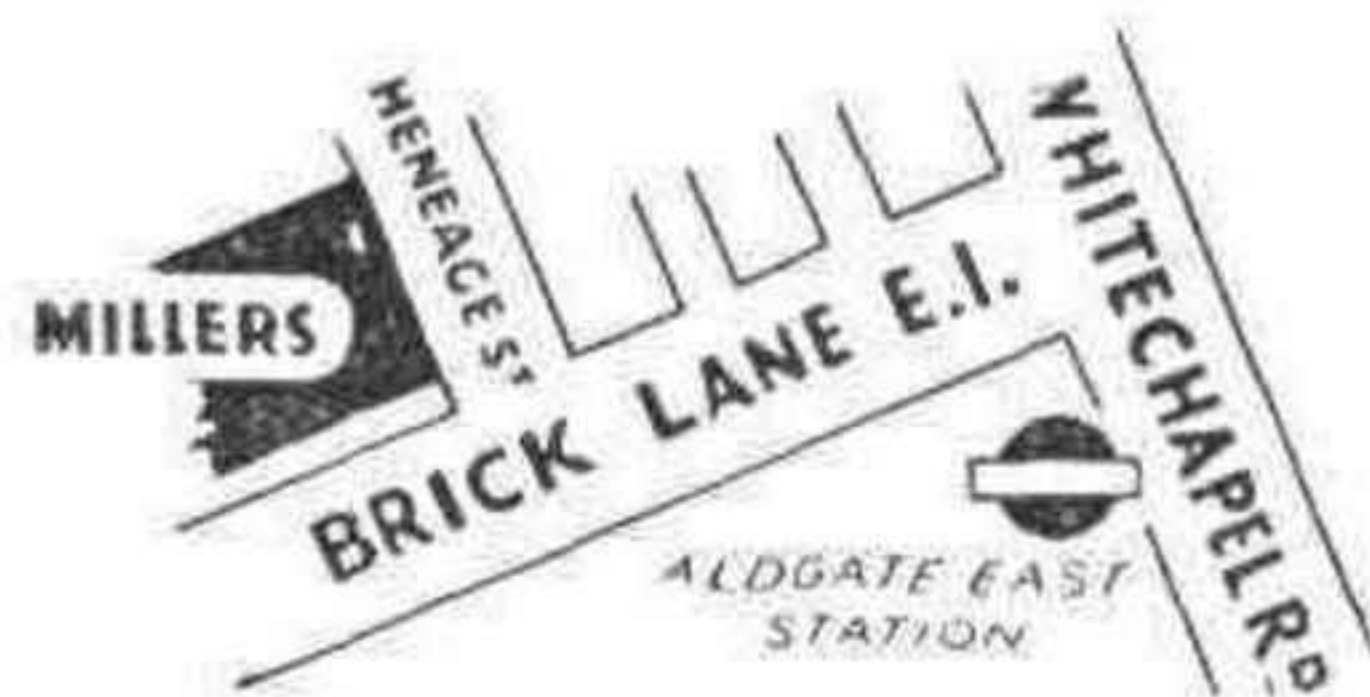
RILEY NINE COUPE ASCOT with dickey, 1932. Very silent engine. New crown and pinion. Taxed. £47 10s. Standard Ten saloon, 4-door, 1934-35. Very sound body and interior. New 12v. battery, Rear boot. Freewheel. Auto start. Real hide upholstery. Resprayed. Recent major overhaul. Any trial. £110. Daimler Fifteen drophead 4-seater. New hood. Clean, luxurious and reliable. Taxed and insured. £150. Alvis Speed Twenty Vanden Plas, 1932, foursome drophead. Extensive recondition. New hood. Resprayed. New batteries. £150. J. Smith, 10a, Widmore Road, Bromley, Kent. [9516]

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FOR SALE—continued

AUSTIN SEVEN SPECIAL 2-seater sports. Spotless condition. Two spare wheels. £165. Owner going abroad. Tel. (evenings): Byron 3543. [9587]

VERY WELL KNOWN and successful Riley Nine, special club-racing and sprint car. Just had complete engine overhaul. Many refinements. Electrically timed at 92 m.p.h., but now faster owing to Martlets and double valve springs being fitted. Amazing acceleration. Conforms with new R.A.C. trial specification. Trials wheels and springs, spare gearbox as extras. Price £250. Would consider exchange for saloon or D.H. coupé with cash adjustment either way. Write: Box No. J589, MOTOR SPORT, 15, City Road, E.C.1. [9589]

B.S.A. SCOUT, 1937-38 (Series 4). Very carefully maintained, in grand condition. Controls modified for big feet. New instrument panel in sycamore, clock, thermometer. New battery, fuel pump, Norek Roadmaster. Luggage rack. Hood, side-screens excellent. Seven tyres. Taxed end of year. £300, o.n.o. Box No. J590, MOTOR SPORT, 15, City Road, E.C.1. [9590]

IMMACULATE VINTAGE AUSTIN TWELVE heavy Windsor saloon in absolutely perfect condition. Fitted modern carburettor. New batteries. Nothing need be spent on this vehicle. Genuine reason for sale. Whole history known. Best offer over £100. Gayfields, Cutbush Lane, Earley, Reading. [9591]

NEW SPARES for all cars. Brake and clutch linings, fan belts, king-pins, track rod ends, axle shafts, crown-wheels and pinions, tyres, batteries, Lucas parts, etc. Best makes only. Mail order only. Write for quotation any item. We pay all postage. Saunders Garage (Mail Order Department), 3, Ackerley Street, Battersea, S.W.11. [9592]

WOLSELEY DROPHEAD TEN, 1939, 4-seater: 4-light, rare model, roomy, lively, economical; excellent order, extras. £350, or offer. 99, Fairholme Avenue, Romford, Essex. [9593]

1935 RILEY IMP. Excellent condition. Fullest details sent upon application. £275, or very near offer. J. Boote, 11, Beechley Road, Wrexham, North Wales. [9595]

RILEY FALCON, 1,726-c.c., June, 1935. Maroon, cream wheels, Sprite engine, new carburettor; well shod, general condition good. £130. Collins, 173, Ashton Hill Lane, Fairfield, Manchester. [9596]

WELFORD BROS. FOR RILEY SPARES—SERVICE. Largest and most comprehensive stocks of new and used spares in the Midlands. Welford Bros., Opal Street, Leicester. Tel.: 65903. See below. [9597]

RILEY: NEW REPLACEMENT valves, 11s.; guides, 5s.; valve springs: single, 10s. 6d. set, double, 19s.; damper springs, 3s. pair; tappet locking screws, 4s. doz.; 9-h.p. gaskets, 17s. set; king-pins and bushes, 70s. set; speedometer cables, 26s. complete; brake cables, 19s. 6d. complete; standard and high compression pistons for all models including Sprite. Timing gears for 1932 onwards. Service exchange brake shoes, clutch plates, BTH magnetos, dynamos, 12/4 oil pumps. One only: 18-in. Rudge racing wheel, triple-spoked, balanced ex T.T. Riley. New inlet and exhaust manifolds, single or twin carb. Complete overhauls, cylinder boring and sleeving and all general repairs. Addressed envelope with all enquiries, please. Welford Bros., Opal Street, Leicester. Tel.: 65903. [9598]

RILEY NINE MONACO, 1933. Good condition, new engine, manual box; taxed. £130. Welford Bros., Opal Street, Leicester. Tel.: 65903. [9599]

1934 ASTON MARTIN LE MANS. Short chassis, excellent condition, full weather equipment. Re-upholstered recently in beige leather. British racing green, engine faultless. Maintained regardless of cost. £400. Neasham, Blackwell Hill, Blackwell, Darlington. Tel.: 4849. [9600]

B.M.W., 1935, 1½-litre tourer. New hood, king-pins, brake linings. £220. Thomas, 138, Sherborne Road, Yeovil. [9605]

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1937 25/30-h.p. owner-driver saloon, good order throughout £700

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FOR SALE—continued

ALFA-ROMEO 1,750 unblown. Black 4-seater drophead, 1930; eligible V.S.C.C. events. Zeiss headlamps, mellow pigskin upholstery. Original and perfect condition. Recent £300 overhaul. 24 m.p.g. and real Alfa performance. £350, or exchange 10/14-h.p. tourer. Patrick Green, Old House, Kirby Muxloe, Leicestershire. [9602]

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1932 FRAZER-NASH T.T. Replica Brooklands Meadows. New ash frame body as original. New Park battery. £145. Metcalf, 87, Penkett Road, Wallasey. [9604]

M.G. 4-SEATER J-TYPE. £130. Overhaul including reconditioned engine, half-shafts, hubs and other parts resprayed. 936, Ecclesall Road, Sheffield. [9606]

1925 6½ BENTLEY saloon. Fitted Dodge engine. 18 m.p.g. £100. Leask, Fairmount, Henfield, Sussex. [9607]

TRIUMPH SOUTHERN CROSS 10-h.p. 4-seater open sports, 1934. Bargain. £120, o.n.o. Grimes, 24, Como Road, Aylesbury. [9608]

ALVIS SPEED TWENTY sports saloon. Late 1936. Immaculate throughout, magnificent mechanical condition. Resprayed, running-in, well shod, steering i.f.s. perfect. Recent tragedy forces sale. £300. Tel.: Camberley 1186 for appointment. [9609]

1924 3-LITRE BENTLEY. £75, o.n.o. Taylor, Pednor Road, Chesham, Bucks. Tel.: Chesham 428, after 6 p.m. [9610]

1933 RILEY KESTREL 12-h.p. Mechanical condition perfect. Bodywork immaculate. Tyres good. £125. Any trial given. Photograph available to genuine enquirers. Taxed. Insured until April, 1954. Terms can be arranged. Tel.: Royal 5419, between 6.30 and 8 p.m., 215, The Highway, London, E.1. [9611]

1925 3-LITRE BENTLEY drophead coupé. Just rebored and fitted high compression pistons; new valves, almost new tyres and hood. £200, or near offer. Beeson, 97, Huntingdon Street, St. Neots, Huntingdon. [9613]

RILEY NINE SPORTS GAMECOCK, 1933. In good condition. Twin carb., etc. £95. Tel.: Enterprise 6366. [9614]

ASTON MARTIN, 1934, Mk. II short-chassis tourer. Nice condition. £300, o.n.o. Godfrey, Burat House, Woodham Walter, Maldon, Essex. [9615]

ALMOST COMPLETED AUSTIN SEVEN 2-seater sports. Built on J-type M.G. lines in aluminium on oak frame, colour buff with red wheels. Fold-flat screen, remote control gear lever and many other sporty features. Basically 1929, but unused since 1939. £65. Good mechanical condition. Tel.: Perivale 1861, after 8 p.m. [9616]

TRIUMPH DOLOMITE saloon, 1937. One owner since new. Fast. Very good condition. Taxed year. £175, o.n.o. Tel.: NOR 3666 (10-6 p.m.), or evening: MAC 1321. [9617]

BENTLEY 3-LITRE RED LABEL, 9 ft. 9½ in. First class throughout. Any inspection welcome. Genuine reason for selling. Ingram, 21, Chaddesley Road, Kidderminster. [9618]

"MOTORS" 103 copies 1950-52, 25s., o.n.o. 1, Waverley Avenue, Beeston, Notts. [9619]

BENTLEY 4-LITRE engine and gearbox for sale. Offers to—Tel.: Gladstone 6373, or Box No. J620, MOTOR SPORT, 15, City Road, E.C.1. [9620]

AUSTIN TWELVE saloon, 1930. Original. Good condition. Taxed. £55. Another 1932, hand painted. £45. 56, Irwin Road, Bedford. Tel.: 5606. [9621]

FOR SALE—continued

1936 REGISTERED 4½-LITRE LAGONDA, Vanden Plas open tourer. Very fast. Smart appearance. New tyres. £195. Consider exchange for smaller car. Southwinds, Smugglers' Walk, West Worthing, S. ssex. Tel.: Goring-by-Sea 42131. [9446]

RILEY NINE MONACO saloon, 1933. Fair condition. Basically sound. In daily use. £55. Tel.: Tunbridge Wells 20870. [9623]

1931 MORRIS OXFORD, 1935 engine. Dismantling. Spares for sale. Jessop, 156, Choumert Road, London, S.E.15. [9624]

VINTAGE 14/40 M.G. tourer. Excellent condition. Good tyres. Taxed. £100. 91, York Road, Southend-on-Sea. [9625]

M.G. PA 2-seater. One owner from 1937; only 60,000 miles. New hood, side-screens, battery, etc. Suspension and steering reconditioned. £170, o.n.o. Consider exchange for good NA Magnette 4-seater tourer, cash adjustment. Richards, 106, Wood Lane, London, N.W.9. Tel.: Colindale 5322. [9626]

M.G. J2 ENGINE less crankshaft. Otherwise good condition. £15. Would dismantle. Also gearbox complete. £10. Starter, £3. 79, Shepherds Lane, Dartford. Tel.: 3504. [9627]

BUGATTI TYPE 57. Elegant sports saloon with exhilarating performance. Original bores, recent general overhaul included new rings, clutch relined, new batteries. Realistic price to enthusiast. Wallace, 27, Thaxted Way, Waltham Abbey. Tel.: Waltham Cross 2133, after 7.30 [9628]

ROESCH TALBOT 14.45 saloon. Excellent body and mechanical condition. Particulars on request. £95, o.n.o. Corlett, "Woodville," Douglas. [9629]

1934 WOLSELEY NINE o.h.c. cylinder head. Block 20 thous. o/s; crankshaft. £12. 12, Maple Crescent, Sidecup (evenings). [9632]

M.G. J1 MIDGET foursome saloonette. Excellent mechanical condition. £85, o.n.o. Chester, 37, Ellington Road, Lower Feltham, Middlesex. [9633]

ALVIS TWENTY SPARES, V8 aluminium heads. Many spares for special builders. Tel.: Eltham 5391 (evenings). [9634]

1925 RED LABEL BENTLEY short chassis. Series 55. £250, o.n.o. Robinson, Bedford Dye Works, Clapham Road, Bedford. Tel.: 67341. [9635]

SINGER ROADSTER, late 1939. Immaculate car; 8,000 miles since complete overhaul. Inspection arranged. £225. Exchange good sports saloon similar condition. Lawson, 6, Howden Crescent, Jedburgh. [9636]

RILEY, 1935, TWELVE-FOUR KESTREL saloon. Offer near £125. Mumford, Ashbourne Lodge, Western Road, Abergavenny. [9637]

RILEY SPRITE 2-seater, 1938 model with tuned engine, T.T. carburettors and manual crash-box. Mileage only 20,000 since new, and car is naturally in immaculate condition. Finished in British racing green, with hood and overall zipp divided tonneau cover. This car must surely be one of the finest examples of this famous model, in the country. Seen Glasgow. Nearest offer to £550. No dealers. Might consider exchange for closed car or drophead, which must be in equivalent mint condition. Box No. J638, MOTOR SPORT, 15, City Road, E.C.1. [9638]

M.G., 1939, TA. Immaculate appearance. Perfect mechanically. New engine 1950. Lavishly equipped. Oversize rears, twin spares. £300. Prefer exchange H.R.G., Sprite, 'Nash. Aston, Balilla, Morgan, similar. 7, New Street, Sheerness. [9639]

ASTON MARTIN MARK II. 40,000 miles. Superb condition. Many new standard fittings. Telecontrols. £525. Box No. J640, MOTOR SPORT, 15, City Road, E.C.1. [9640]

FORD 8-H.P., 1936, sports 3/4-seater. Completely rebuilt this year. Excellent performance with 47 m.p.g. Price £135. M. James, 14, Kempdown Place, Brighton. [9645]

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FOR SALE—continued

M.G. J2 BLOCK, lined 5,000 miles, £6. Many engine parts. No crankshaft. G. Bevan, Medical College, Turner Street, E.1. [9641]

ROLLS-ROYCE ALPINE tourer. Silver Ghost. Barker aluminium coachwork. Beautiful red hide upholstery. Hood, sidescreens, tonneau. Silver lady. Original. See MOTOR SPORT, April, 1952. £200. 29, Glenloch Road, N.W.3. Tel.: HEN 9179. [9643]

"BULLNOSE" MORRIS-OXFORD, 1921, drophead coupé. 11.9 Hotchkiss engine. Beautiful original condition, including bodywork. £45. More room needed. 7, Prothero Gardens, Hendon. Tel.: 9179. [9644]

STANDARD 16-H.P., 1933. Slight repair necessary. Ideal for cannibalisation. No reasonable offer refused as space needed. Tel.: Staines 4738. [9646]

REALLY BEAUTIFUL 1935 Hornet Special Fourteen. New maroon hood, screens, battery and tonneau; telecontrols; 4-seater. £160. Also quantity Hornet spares. London. Tel.: City 4556 [9647]

£135—RILEY 9-H.P. KESTREL, 1934. Sound body, four new retreats, very quiet Special Series engine, twin S.U.s, Scintilla Vertex, manual gearbox. Exchange J/P-type M.G. 31, Cloisters Avenue, Bromley, Kent. [9648]

HORNET SPECIAL, 1933—£130, o.n.o. Tyres, battery, weather equipment, etc., good condition. Four-seater. Taxed. Army calls! Tel.: Feltham—Howard 1174. [9649]

LE MANS JUPITER, 1950 class winner. Racing pistons, latest crankshaft, just fitted; c.r. gearbox, racing clutch, Alfin drums. Fast, reliable, in exceptional condition. £550, including spares, etc. Brearley, Elm Row, Galashiels. [9650]

ASTON MARTIN 1½-LITRE Bertelli saloon. Outstandingly good condition in all respects. £285, o.n.o. Full details from Discombe, 117, Shelford Road, Radcliffe-on-Trent, Notts. [9651]

POSSIBLY BEST J2 available. P-bodied; engine, tyres, battery, hood, tonneau, cellulose, chrome, truly outstanding (cub's honour). Perspex screens. Oil, hot, 60; m.p.g. 40. £205. Tel.: FIN 3277, 129, Etchingham Park Road, N.3. [9652]

£35 SECURES CAR of character: 1926 Lea-Francis 12-h.p. tourer. Excellent condition. Wyard, 37, Dunoon Road, S.E.23. Tel.: FOR 2877. [9653]

M.G. PA, immaculate. Rebored, recellulosed, new hood, battery. £180, o.n.o. Tel.: WOR 5172. [9654]

BENTLEY 3-LITRE RED LABEL, 1926, black fabric 4-seater tourer. £175, Sowrey, Boundstone Place, Rowledge, near Farnham. Tel.: Frensham 3546. [9655]

FOR SALE—continued

RILEY NINE: 1934 manual gearbox, clutch, 1931 engine, starter, carburetter, coil, distributor. Twin manifolds. 19-in. k.o. wheels, tyres. 76, Bridge Cross, Chase Terrace, Walsall. [9657]

H.R.G., 1947, "1,100." 42,000 miles. 3,500 miles since complete engine overhaul. View by appointment. Tel.: Hatch End 1811. Offers. [9658]

RILEY, 1937, KESTREL TWELVE, genuine Sprite engine; latest twin S.U.s, Scintilla Vertex. Exceptional condition. Consumption over 30 m.p.g. Heater and Ekco radio. Bodywork exceptional inside and out (black). £375. Dallison, 26, Kingsway, Mildenhall, Suffolk. Tel.: 2139, after 6. [9659]

AUSTIN SEVEN, 1930, in process rebuild. Engine fitted liners, mains, ends, guides, etc. Crankshaft ground; chassis lowered; steering column raked; braking system improved. New tyres. Wheels sprayed. Major portion 2-seater body available. Must sell. Offers. Ryder, Blymhill Rectory, Shifnal, Salop. [9660]

RILEY 1½ FALCON utility, exceptionally attractive streamlined coachbuilt ash/mahogany body. £325, exchange considered. 130, Ealing Village, W.5. Tel.: PER 2019 or FLA 5000 (day). [9661]

SUNBEAM, 1934, 16 h.p. Tickford coachbuilt saloon. New battery, recently recellulosed, clutch relined. 6d. stamps for photo. £120. 11, Henry's Avenue, Woodford Green. [9662]

BUCKLER. Aluminium 2-seater body with cycle-type wings. Fold-flat screen, hood, Lucas spot and pass-lamps. Tuned Ford Ten engine, twin S.U.s, 4-branch exhaust. Close-ratio gears and 4.7:1 axle. This car has won many awards in the last two seasons' racing. £350, or offer. Geoffrey Tapp, Summerdale, King's Road, Fleet, Hants. [9663]

RILEY NINE BIG PORT HEAD, tulip valves and double springs, £8. Riley Special and standard camshafts, from £2 10s. 1½-in. crankshaft and con-rods, £10. 1¼-in. crankshafts, each £4. Twin 30-mm. S.U. carburettors, bronze bodies, £6. Coil-type timing cases, £2 10s. 1933-34 Monaco radiator shell, unmarked, £1 10s. Silent third gearbox, right-hand change, fits 1928-33 models, £4. Sprite copper gasket, 10s. Fuel system air pump, £1. Large selection 9-h.p. pistons, valves, con-rods, starters, etc., cheap to clear. M.G. spares: Bent J2 front axle, complete with brakes and hubs, £3. J2 dynamo, sound, £2 10s. M camshaft, good condition, £1 10s. M cylinder head and manifold, with good S.U. carburetter, £2 10s. Outside exhaust and downdraught manifold for M or C type, £2 10s. C-type front wing stays, £1. C-type bellhousing, £1. G. R. Stokes, Motor Engineer, Northfield Avenue, Sawley, Long Eaton. Tel.: Long Eaton 2950. [9671]

DELAGE D100 (1934) sports tourer. Remarkable performance, first-class condition. Whole car has just been rebuilt, new plating and black cellulose; good tyres. Many spares available. Very attractive appearance. £300, o.n.o. Woodecock, Chapel Lane Garage, Thorpe, Norwich. Tel.: 33571. [9664]

1925 RED LABEL BENTLEY Vanden Plas tourer, in absolutely original condition. Exterior bodywork carefully maintained and in good order. The mechanical condition has been the subject of considerable effort and expense by the present owner. The engine has been dismantled and rebuilt, wiring renewed, clutch and brakes overhauled, and the cooling system reconditioned. A better-than-average Red Label, offered at £200. Box No. J665, MOTOR SPORT, 15, City Road, E.C.1. [9665]

1929 HUMBER 16-H.P. saloon, in original condition. Mechanically perfect. A rare opportunity to purchase a veteran car. Just resprayed in original colours. Any trial. Seven Acre Garage, Barker Lane, Ramsgrave, Blackburn. Tel.: Mellor 337. [9667]

RILEY BIG FOUR Blue Streak Adelphi, 16 h.p. Synchromesh and overdrive. Description is pointless as car is as new. Previous millionaire owner had car in use only occasionally; mileage recorded is 43,000. Paintwork red, with maroon hide interior. Ace discs. Travel length of country and you will fail to find a better or more original car and certainly not within £50 of my price, which is £375, taxed year.

RILEY, 1936, KESTREL Six Light, 1½-litre, 12-h.p., 4-cyl., low-chassis. Stoneguard on radiator and lamps. Mechanically perfect. Preselector box. Coachwork and wings are perfect and free from corrosion, but doors are binding slightly, but so is the price, £125, and she is taxed full year.

RILEY SPECIAL, 1953, tubular chassis, transverse front suspension, 9-h.p. special engine, polished ports and four Amals. Riley manual box, remote control. Aero-screens, four cycle-

type wings and strapped bonnet. Body is stark and no hood, but two comfortable Dunlopillo seats are fitted. This car was only built this year, costing small fortune, and has been vetted and approved by police and insurance companies. £115

RILEY NINE MONACO, late 1933, maybe 1934, model. One owner. Original paintwork on body, perfect mechanically. Two new tyres and battery. £72 10s.

RILEY, 1933, 12/6 saloon, very clean, original paint, interior immaculate. Good tyres. Taxed. £67 10s.

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1934 Lagonda 4½-litre V.D.P. tourer	£225	1935 Singer 9-h.p. Le Mans 4-seater	£175
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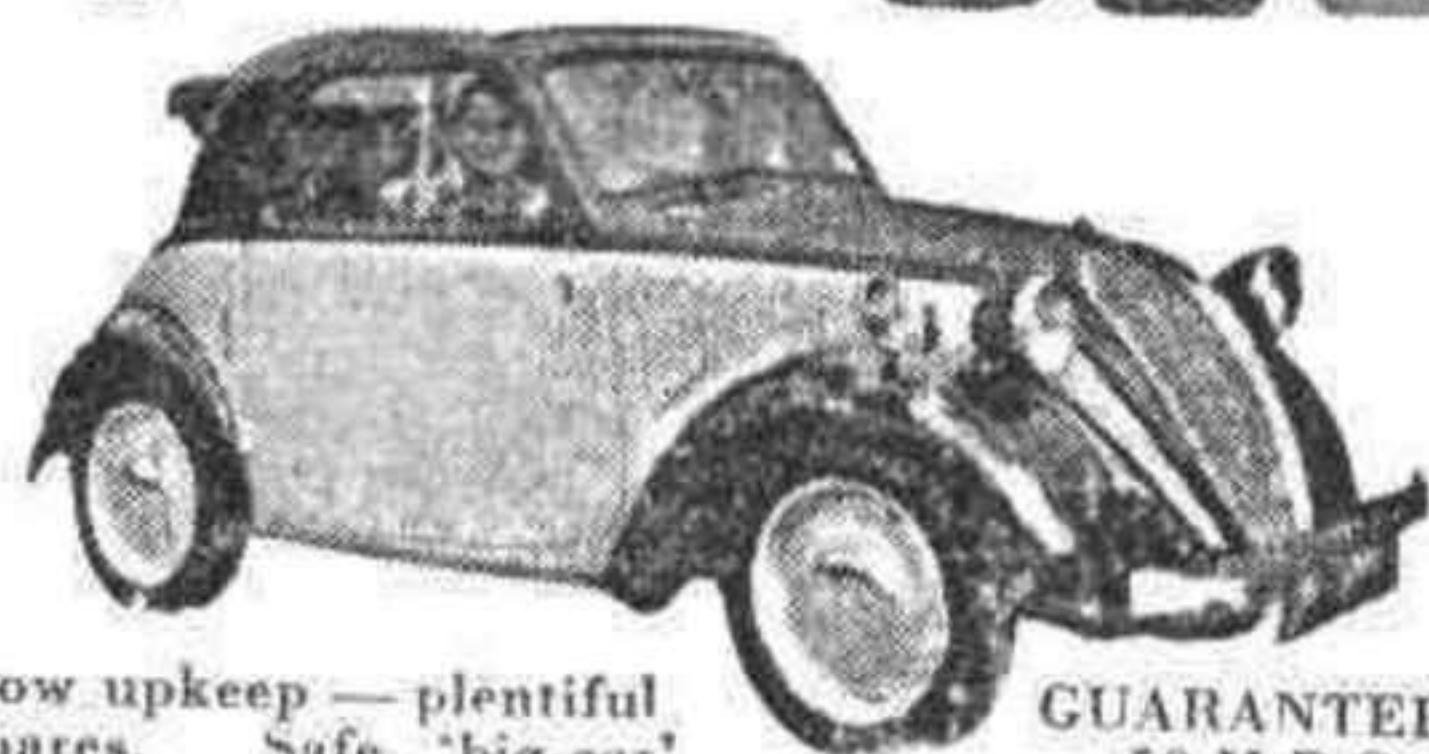
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MORRIS 10/6 SPECIAL sports, 1935. Mechanically excellent. Recellulosed, new hood. £155 or exchange saloon. Tel.: Sanderstead 4875. [9673]

RILEY NINE MONACO, 1934. Very good condition; extras; interior excellent; most reliable machine. £130. Arnold, 23, Cadle Road, Bushbury, Wolverhampton. [9674]

MINERVA 34-H.P. coupé by Vanden Plas. Mechanically sound. Photo and details on request. Offers around £85, or exchange motor-cycle. Cavill, 32, Alvanley Road, Liverpool, 12. [9675]

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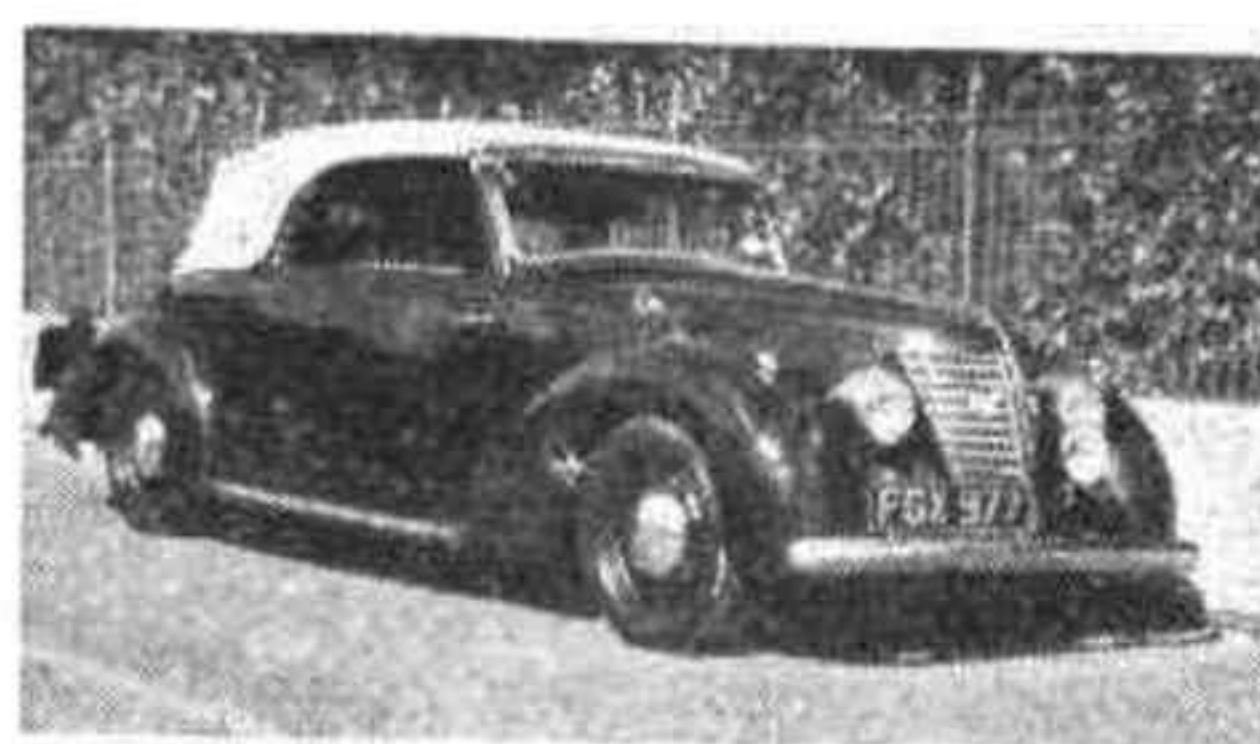
ALVIS FIREBIRD drophead, 1935. reconditioned engine, new hood, excellent black aluminium body, manual, gearbox. £170, o.n.o.; consider exchange. 42, Mayfield Avenue, Southend-on-Sea. Tel.: 2538. [9680]

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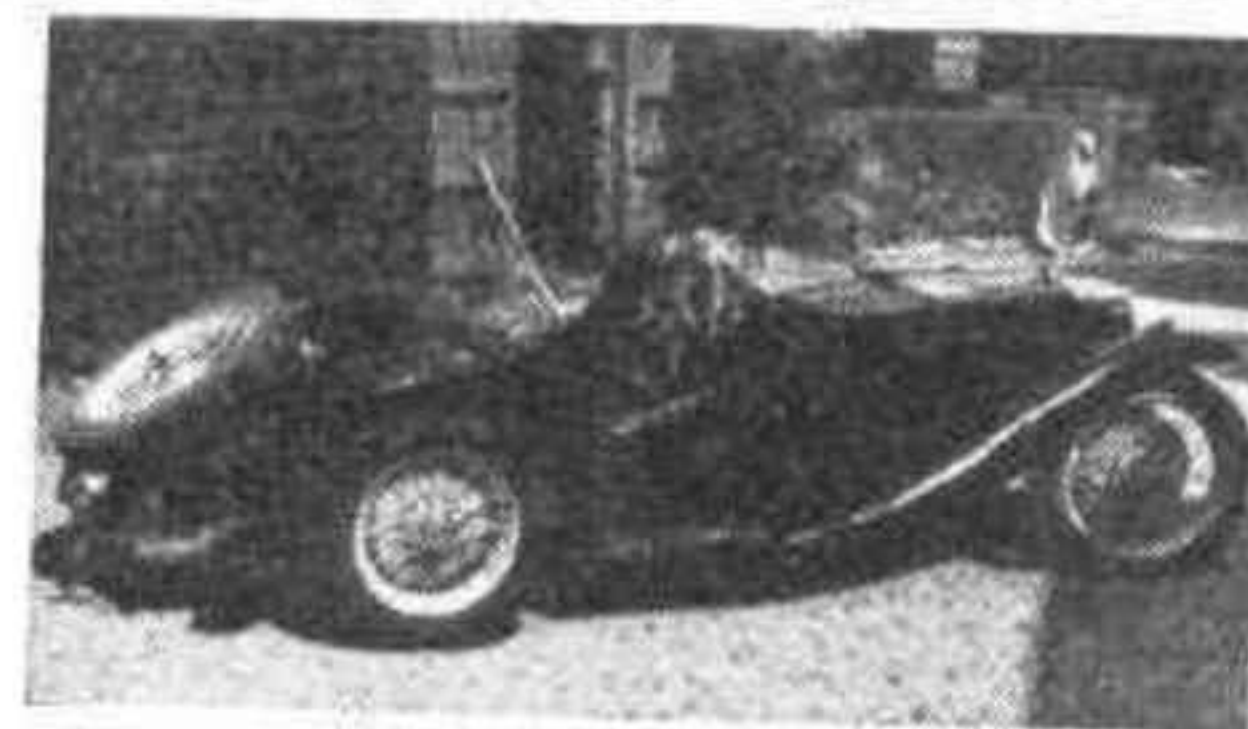
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RILEY NINE, 1938, sedan. Spotlight, radio. Engine, gearbox, renewed 1952; 35 m.p.g. Body good. New car. £200. Tel.: Droylesden (Manchester) 2000. [9691]

RILEY NINE saloon, 1932. Mechanically and electrically very good; reconditioned engine and over £80 on new spares in two years. Five perfect tyres. Large quantity secondhand spares. Taxed, insured June. £88. 46, Lansdowne Road, West Didsbury, Manchester, 20. Tel.: DID 6013. [9692]

FORD TEN engine with manifolds, carburetter. All as new. £15. Box No. J693, MORON SPORT, 15, City Road, E.C.1. [9693]

BENTLEY, 1933, 4-LITRE Mulliner saloon. Very nice condition. £250. Gelshe, 39, Benson Road, Forest Hill, S.E.23. Tel.: FOR 5464. [9694]

CROSSLEY 19.6 tourer, 1923. Excellent original condition. Handbook. Spares available. £80, or offer. Stanford, Hardwick Lane, Bury St. Edmunds, Suffolk. [9695]

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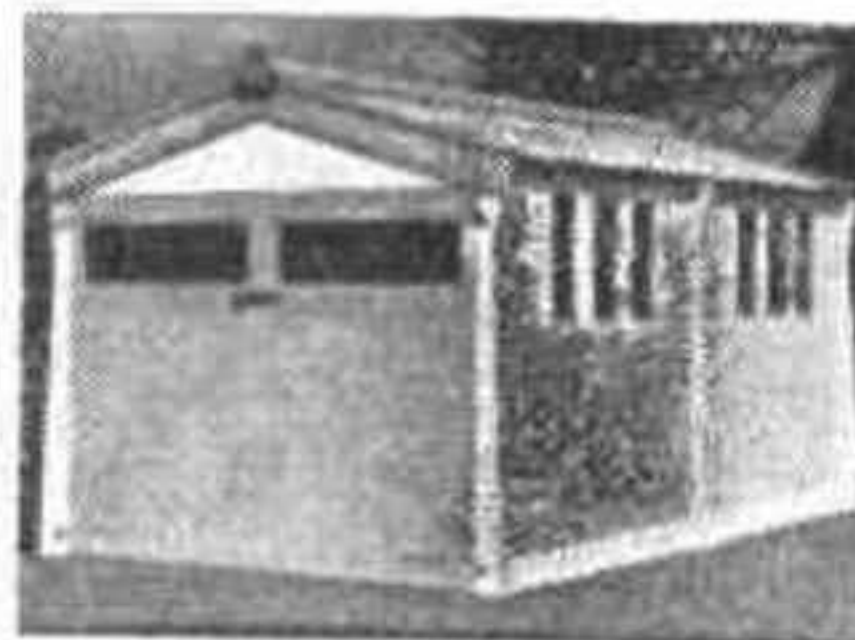
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1930 14/45 TALBOT. Reliable vintage car in excellent order throughout. Two new tyres. Any trial. Taxed. £65. 16, Brookfield, Hadlow, Kent. [9541]

CEIRANO 11-h.p. sports tourer, 1926. Excellent condition. £110, or offer. 22, Bellingdon Road, Chesham. Tel.: 276. [9542]

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BENTLEY 6½-LITRE 2/3-seater tourer. Complete engine overhaul. Brakes, clutch relined; rewired, new battery, tyres, hood. £250. Morris, "Cedars," Gawcott, Buckingham. [9549]

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JAGUAR, 1939, 2½-litre saloon. Owner going abroad. Will accept bargain price. Recently reconditioned engine. Bodywork good; h.p. terms. Lieutenant Short, H.M.S. "Sheffield," Portsmouth. [9552]

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M.G. FORD TEN SPECIAL. Tuned Ford Ten engine with Buckler manifold and twin S.U.s. Aero screen. Excellent tyres. Special 16-in. wheels. £180. Photo on application. Seen Mondays or Tuesdays. M. A. Knapp, 3, Church Terrace, Henfield. [9554]

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1926 DARRACQ. Unique in this country. 16.7-h.p. 6-cylinder 4-seater tourer. Engine recently completely overhauled and body resprayed. New battery. Three new tyres and three in good condition. Petrol consumption 20 m.p.g. Owner reluctantly selling due to overseas posting. Any offers to: Captain A. B. I. Fuller, 65th Training Regiment, R.A.C., Catterick Camp, Yorks. [9557]

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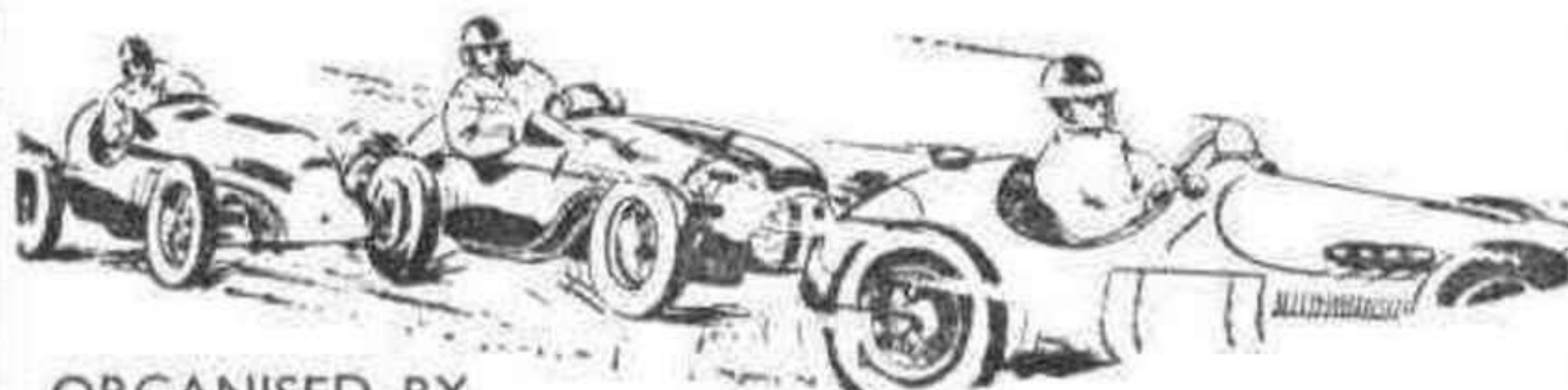
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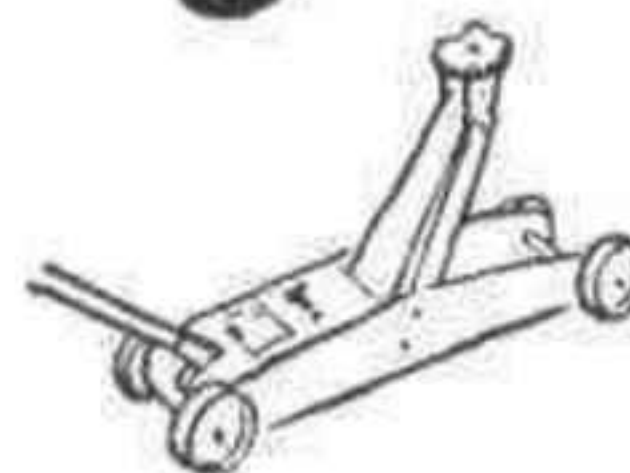
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ALVIS FIREFLY, 12 H.P., 1933. Excellent condition. Taxed. £130, o.n.o. "Linkway," Highdown Hill Road, Emmer Green, Reading. [9699]

ROLLS TWENTY, 1926. £125, or exchange Eight or Ten. Smith, Alsbrough, Blundells Road, Tiverton, Devon. [9701]

ALVIS, 1932, SILVER EAGLE, in good mechanical and structural condition. Someone make me a sensible offer; not being used and I hate to see it idle and possibly deteriorating. Joyce, 2, Manor Mansions, Hampstead, N.W.3. Tel.: PRI 3789. [9703]

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RILEY NINE BIARRITZ metal saloon. Excellent tyres and sound generally. £30. Tel.: Ealing 1068. Sinclair, 191, Uxbridge Road, Ealing, W.13. [9723]

HINDLE SPECIAL—Ford V8 in Riley Autovia, short chassis, 17-in. Girdings, five wheels, Scintilla. Would take R.G.S. fibre-glass body. Hutton, 139, Kew Road, Richmond. Tel.: 2771. [9724]

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ASTON MARTIN, 1938, 2-LITRE D.H. coupé. Just overhauled, excellent condition. £550. Box No. J726, Motor Sport, 15, City Road, E.C.1. [9726]

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AUSTIN-JEFFERY 750 FORMULA SPECIAL. Silverstone club lap, 1 min. 39.2 sec. £215, o.n.o. Manning, 86, Clifton Hill, N.W.3. [9728]

FORD TEN SPECIAL—£75. Wanted urgently, large hood or hood frame. Tel.: Harrow 4628. [9729]

1930 HUMBER SPECIAL, fitted reconditioned 24-h.p. Chrysler engine and gearbox, professionally-built open 2-seater body. Excellent tyres. £125. Atkinson, 366, Wilsthorpe Road, Long Eaton, Notts. [9730]

S.S.100, 1937, 2½-LITRE. Complete engine overhaul. Bills shown. New carburettors, clutch, seats, shock-absorbers, king-pins, crown-wheel and pinion. Superb acceleration. Poly-grey. Five good tyres. £365, o.n.o. Box No. J731, Motor Sport, 15, City Road, E.C.1. [9731]

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FOUR 6.00 BY 20 INDIA SUPER TYRES. Brand new in maker's wrappers. £10 each or near offer. Forbes, "Stackstones," Gerrards Cross. [9735]

£195 ONLY but real motoring. Well-known Monte Carlo Rally car. 1937 Ford V8, 4½-seater drophead. Special suspension, no rolling on bends. Remarkable performance that makes many "sports" jobs look rueful; equally happy giving whole family gentle airing. New tyres, battery, shock-absorbers and silencer. Twin spotlamps, heater, twin demisters. Taxed (only £12 10s. now). Fast, quiet, no temperament, first-time starter. Amazing reliability but, if you did need spares, they are plentiful and cheap. You can't motor better than this at the price asked. Box No. J736, Motor Sport, 15, City Road, E.C.1. [9736]

HANDBOOKS: Citroen, Ford, Jowett, Morris, Standard, Triumph, Vauxhall, Wolseley. 5s. 3d.; Austin, Cord, Talbot, Volkswagen, 7s. 9d.; Armstrong, Fiat, Hillman, Jaguar, Riley, Rover, Singer, 8s. 9d.; Chevrolet, American Ford, Morgan, 10s. 6d.; Alvis, Chrysler, DeSoto, Dodge, M.G., Plymouth, 15s. 6d. Catalogue 350 motoring books, 6d. Mail order only. Vivian Gray, Hurstpierpoint, Sussex. [9737]

MARSHALL NORDEC BLOWER, complete installation for Ford Ten, hardly used. £28. Arnell, 4, Tattenham Way, Tadworth, Surrey. [9738A]

AUTOMO LTD. OF HAMPSTEAD

FOR SPORTS CARS

INVICTA 100-M.P.H. 4½-LITRE, low-chassis S108. Believed to be one of the two Raymond Mays cars. Engine has just been reconditioned, new Meadows gearbox, Andrex enclosed dampers. Certainly one of the most satisfying sports cars of the pre-aerodynamic era. £475.

AUSTIN SPECIAL with genuine late-type Ulster U/S engine and 4-speed c.r. gearbox. Special chassis from Lotus. Large ports and special valve gear, S.U. d/d. carburetter, new pins and bushes, and springs. Offset wheels with all new tyres, 15 in. rear, 14 in. fronts. Very attractive body in aluminium of heavy gauge. £195.

ROLLS-ROYCE PHANTOM II Continental touring saloon by Thrupp & Maberley. Black, with brown leather interior. Just overhauled by Rolls repairer. Dashboard, etc., is original and unmarked. All tyres very good. Wonderful opportunity at £475.

S.S.100 3½ COMPETITION 100, this time in maroon. Has just been overhauled by us; repainted and new all-weather equipment fitted. All tyres are excellent and the whole car is in first-class order. £475.

We are always interested in hearing of these cars for sale.

RILEY NINE MONACO saloon, quite nice order, runs very well. Engine a bit noisy but very reliable. The year of manufacture is 1934. Was taken in part exchange and is offered at £95.

WE ARE ABLE TO OFFER two saloons, an Austin Ten, 1934, which is a very good runner, at £75, and a Standard Eight, 1948, which is first class in every respect, at £310.



RILEY 15/6 LYNX, 1936, 4-seater tourer, in lovely condition. New all-weather equipment, excellent tyres. A very good example of this very popular car. £275.

BENTLEY SUPERCHARGED 4½-LITRE with a good-looking 4-seat drophead body by Lancefield. A very fast D-type gearbox is fitted. Bosch magnetos have replaced the usual M.L.s. The chassis is very sound and the chrome and tyres are all excellent. The colour is blue with grey leather interior. £300.

J2 M.G., which has been completely rebuilt with a very fine aerodynamic body fitted. This car commands lots of attention mainly due to the beautiful streamline body. £275.

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229 WEST END LANE, N.W.6

'PHONE HAMPSTEAD 3430

FOR SALE—continued

RILEY NINE RACING UNIT. Circa 1937, with 1½-in. crank, bob-weighted KE805 rods, water pump. Engine is damaged through oiling failure and one rod departed, ruining block, rod and one piston. There are, however, four good rods as one was spare. Engine also lacks carburetters and magneto, further one crank journal needs regrind. Head is racing h.c. (c.r. 12.6), also oversize inlets are fitted. Rockers are non-standard, having greater leverage ratio. Apart from deficiencies stated all is 100 per cent. £47, delivered England. D. Parker, P.O. Box 4722, Cape Town. [9739]

A.C. 2-LITRE 2-seater, 1928. Rapid, reliable and rough. £50 or offer. Arnold, 14, De Parys Avenue, Bedford. (Away weekends except appointment.) [9744]

T. P. BREEN LTD. We are dismantling the following cars and most spares are available. Austin: 7 h.p. 1934, 8 h.p. 1939, 10 h.p. 1933/6, 12/4 1934-6 Standard Nine and Ten, 1934/5. Standard Twenty, 1939. Singer Nine, 1936. Singer Le Mans, 1934/6. Talbots 14, 18 and 21. Lagonda 2-litre. Alvis 12-h.p., 1934, and Speed Twenty, 1936. Bentley 3, 4½ and 6½-litre. Hillman Minx, 1936. Armstrong 12, 14, 17. Lancia Lambda. Rover Ten, 1933/7, and Fourteen, 1935. Ford Ten, 1935/6. Riley Nine, 1931. Morris Minor, Morris 8, 10, 12. Jowett. Delage 14 and 21. Sunbeam 16, 1930. High Road, Whetstone, N.20. Tel.: Hillside 2393. [9741]

VAUXHALL, 1953, VELOX oversquare engine unit, 2,262 c.c. Under 2,000 miles. £67 10s. T. P. Breen Ltd., High Road, Whetstone, N.20. Tel.: Hillside 2393. [9742]

CHILTERN CARS offer, in addition to the Austin, Bugatti, Citroen, M.G. and Lagonda cars featured in our full-page advertisement in this issue, the following cars at highly competitive prices: Supercharged Gran Turismo 1.750, long-chassis, Alfa-Romeo Castagna drophead coupé; 3½-litre Alta-Jaguar 2-seater, £1,150; 1934 Alvis Firefly 2-seater, £145; 1947 (Sept.) Bedford utility, £265; Type 46 Bugatti sports saloon, £285; Type 43/49 Bugatti 2/4-seater, £215; Type 37 Grand Prix Bugatti, £345; 1938 Citroen Light Fifteen roadster coupé, £265; 1936 Type 319 Frazer-Nash-B.M.W. Reutter drophead coupé, £225; choice of two low-chassis 4½-litre Invicta 2/4-seaters, from £265; 1953 Morris-Oxford saloon, 6,000 miles, £695; 1949 (Sept.) Land Rover, £285; 1939 2-litre M.G. saloon, £295; supercharged 1949 TC M.G., £435; Riley Nine Lynx 4-seater, £175; 1938 3½-litre S.S.100, £450; Volkswagens from £275. Terms. Exchanges, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel.: Leighton Buzzard 2060. [9745]

FOR SALE—continued

BENTLEY 4½-LITRE SPARES. Complete engine; front axle; magnetos; radiator; carburetters and manifold. Most other parts available. Also many for 3 and 6½-litres. T. P. Breen Ltd., High Road, Whetstone, N.20. Tel.: Hillside 2393. [9740]

TALBOT 105, 1934. Gearbox overhauled (£90). Excellent mechanical condition. £225, o.n.o. Tel.: GRI 1379. [9743]

SUNBEAM DAWN, 12.8 H.P., i.f.s. Low mileage. £100, o.n.o. Box No. J719, Motor Sport, 15, City Road, E.C.1. [9719]

LEA-FRANCIS 12/40, 1928, 2-seater coupé. Well shod, recently resprayed. Present owner 2½ years. View at Boro Farm Motors, Limsfield Road, Sanderstead, Surrey, or telephone owner: Sanderstead 3892. [9747]

RILEY NINE, 1933. Recently rebored, new crown-wheel, pinion, dynamo, brake cable. Body requires attention. Tyres reasonable. Good battery. £75. Kelly, 14, Stuart Road, Warrington, Surrey. Tel.: Upper Warrington 2875. [9746]

ARE WE GOING MAD? Well you might be excused for thinking so when you compare these prices. Austin Seven lowered suspension service. Lowers the car 4 in. rear, 2 in. front. Send axle beam and springs only. At only £3 10s. Guaranteed to give: complete directional stability and excellent road-holding, hands off at any speed you like, understeers instead of over. Cylinder head service: standard Austin Seven heads, faced off to give 6.5:1 c.r., at only 15s. Flywheels lightened by 2½ lb. at 10s. Austin Seven 3-speed box, £1. 1938 hour-glass, worm-type steering-column and wheel, fixes at side only and lowers without modification, £1 15s. Bargain. Ford Ten front axle assembly, complete but less wheels, 30s.—machined to take Austin Seven wheels and brakes, extra. 1938 dynamo, Austin Seven, £2 15s. Bowden Engineering Co., Market Lane, Ottery St. Mary, Devon. [9748]

"MOTOLYMPIA" has hundreds of car wheels, all types, removed from over 1,200 car types for last 25 years; also all the new easy-cleans. "Motolympia," Powis Hall, Oswestry. Tel.: 480. [9750]

HELLO! No car today? Don't be held up for parts. Telephone the confident dismantlers for rapid C.O.D. service. Parts for 1,200 cars. Trade accounts opened. Ward's "Motolympia," Oswestry (Tel.: 480). [9751]

SINGER LE MANS sports coupé. Resprayed black, re-upholstered, reglazed, rewired; new battery. £100 mechanics' bills. £120 or exchange Vespa. Tel.: Finchley 1941. [9754]

FOR SALE—continued

"MOTOLYMPIA": 1936 M.G. 2-litres stripped for spares. Two Lancia Dilibda cars, 1931/35, being stripped for parts. 16-in. Fiat disc wheels, about 1936/37, and complete frame with i.f.s. front axle, £12 10s. lot. Delage 1929/30 6-cylinder engine and gearbox. Modern cars being stripped for spares: 1936 B.S.A. Scout; 1935/36 Alvis 13.2; 1937 Austin Ten; 1937 Triumph Gloria Twelve; 1937 Rover Sixteen; 1937 Hudson Terraplane Twenty-two; 1938 Lanchester 10.8; 1939 Alvis Twelve; 1949 Standard Eight; 1946 Hillman Ten; 1946 Austin Ten; Talbot 21-h.p.; 1938 Wolseley Fourteen; 1937 Renault Eighteen; 1937 Packard; 1936 Daimler Fifteen; 1936 Talbot Eighteen; four other Talbots, 15 Morris cars, 10 Wolseleys, 20 Austin cars, five Rovers, six Humbers, three Daimlers. Over 1,200 others already dismantled. Ward's "Motolympia," Powis Hall, Oswestry. Tel.: 480. [9749]

SEPT., 1937, SINGER LE MANS 9-H.P. 4-seater. Overhauled. Recellulosed. Retrimmed. Hood, screens, re-proofed. Excellent condition. £200, o.n.o. Lambert, 120, Baldock Road, Letchworth, Herts. [9752]

LAGONDA 16/80, 1934, 4-seater tourer. Mechanical condition excellent. £150 spent recently (bills available). Textbook performance. Body, leatherwork, good condition. Adequate weatherproofing. £260. Deferred terms acceptable. Tel. Dr. Grant: Chancery 4993. [9755]

VAUXHALL 20/60, 1929, saloon. Fine town carriage in the vintage tradition. Weymann body, upholstery immaculate. New rings and big-ends 1,000 miles ago. £65. Tel. Dr. Grant: Chancery 4993. [9756]

£275—1½-LITRE TYPE VA drophead coupé M.G. June, 1939. Black. Carefully used. Recent overhaul, including new rings, clutch lining, etc. Hood only fair. Shelmerdine, Butler's Cottage, Hare Hill, Prestbury, Cheshire. Tel.: 8717. [9757]

BUCKLER CHASSIS, unused. Made to accommodate Vauxhall front suspension, but adaptable to other i.f.s. Originally planned for 4-ft. track and 7 ft. 6 in. wheelbase for coupé body. £50. Arnell, 4, Tattenham Way, Tadworth, Surrey. [9758]

LEA-FRANCIS 10-H.P. Engine good condition, rest needing attention. Two 12-h.p. saloon bodies on chassis frames, very cheap to clear. Large stocks of good used spares for all Lea-Francis and Meadows engines. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: LIV 1906. [9759]

AUSTIN HEAVY 12/4. All sound. 31 m.p.g.; 55 m.p.h.; £55, o.n.o. North Lodge, Swillington, near Leeds. Tel.: Garforth 2745. [9791]

FOR SALE—continued

SEVERAL AUSTIN RUBY CHASSIS in good order at £5, carriage paid. Largest stock of Austin Seven spares in the North. Lists free. Austin Seven Services, Kirby Wiske, Thirsk. [9760]

ROLLS TWENTY, owner-driver, rebuilt 1934. Good condition throughout. F.W.D. Nearest offer £200. Box No. J761, MOTOR SPORT, 15, City Road, E.C.1. [9761]

FIAT 1.500. £100 recently spent—engine, battery, tyres, distributor, steering, exhaust, petrol pump. Bargain at £185. 2, Brooklands Avenue, Withington, Manchester. [9762]

ROLLS TWENTY cabriolet by Barker. One of the very few really attractive Twenties in very good condition. Goes like a broom on a parquet floor. Vintage special—H.E. chassis and 3-litre Bentley engine. 4-litre Bentley shooting-brake. And the worst 14/40 Sunbeam I have ever seen. Offers. Next year's prices considered. Wanted: Vintage light car. Tel.: Horley 877. [9763]

M.G. J1, extensively overhauled. £40 spent; new battery, tyres. First reasonable offer definitely secures. Box No. J764, MOTOR SPORT, 15, City Road, E.C.1. [9764]

VERY GOOD 2-LITRE LAGONDA. Best offer over £155. Sqn. Ldr. McCullagh, R.A.F., Kidbrooke, London, S.E.3. [9766]

ALVIS 12/50 saloon (Nov., 1926), with spare engine, chassis frame, gearboxes, axles, etc. £90, o.n.o. Race, 56, Brindle Road, Bamber Bridge, Lanes. [9767]

1934 SINGER LE MANS 4-seater sports. Good condition. Recent respray, engine overhaul. £150, o.n.o. Thorpe, 141, Stanstead Road, Hoddesdon, Herts. [9768]

1930 FRAZER-NASH, Brooklands 4ED Meadows. Mechanically sound. Tidy. £160. Part exchange Austin or Ford Special. 11, South Street, Havant. [9769]

£32 10s.—AUSTIN SEVEN, 1926, tourer, in good running order. Alvis Speed Twenty dynamo and magneto for sale. Ace Motors, 13, Adam & Eve Mews, Kensington High Street, London, W.8. [9771]

VERY ROOMY 9.8 CROSSLEY saloon, 1933. Runs smoothly, looks well. Ideal family transport. £90. Tosh, 32, Elm Row, Edinburgh. [9772]

1935 RILEY NINE KESTREL saloon, Special Series engine. Excellent condition throughout. £200. 33, Heathcote Road, Fishponds, Bristol. [9773]

ROLLS-ROYCE TWENTY drophead. Exceptionally attractive replica by Connaught, rebuilt 1947. French-grey and burgundy. Latest radiator, wind-tones, radio, etc. Genuine 22 m.p.g. £475 or exchange Dolomite, Allard, S.S.100 or similar. Harrison, Tel.: Putney 2297. [9774]

500 FIAT, 1938, 50-m.p.g. convertible, green. Good condition. £195, or offer. Box No. J775, MOTOR SPORT, 15, City Road, E.C.1. [9775]

1926 10-H.P. CLYNO tourer with diekey. Excellent little car; very good condition; £30. Half-built Riley Nine—V8 Special, or in pieces. Cheap. Collins, 102, Harestone Valley, Caterham. [9776]

WOLSELEY HORNET E.W. SPECIAL, one of the finest specimens available. Immaculate order. Complete engine overhaul, wheels rebuilt; all bills shown. 24, Grafton Road, Worcester Park, Surrey. Tel.: Derwent 3492. [9777]

SPARES FOR SALE: Delage D.I.S.S. h.c. head and valve gear. Fiat 500 h.c. head and engine parts. Differential and crown. Easiclean road-wheel and tyre, 16 by 5.25 (Standard 3-stud). S.U. carburetters. Lanes. Box No. J782, MOTOR SPORT, 15, City Road, E.C.1. [9782]

1949 ALLARD drophead, requires new hood. Bargain £295. Wills, 11, Malvern Avenue, Lancaster. Tel.: 4942. [9789]

FOR SALE—continued

ROLLS PHANTOM II sedanca-de-ville, 1935, £375. Rolls 30-h.p. saloon, £750. Rolls Bentley 25 h.p., 4-door sports saloon, £550. Many others from £200. Perfect specimen Silver Ghost, £100. Johnson's, 26, Egerton Road, Fallowfield Manchester, 14. Tel.: Rusholme 3009. [9783]

17-H.P. ENGINE for 1937 Armstrong-Siddeley, also Wilson gearbox for same. £30 or near offer, or would sell separately. 3a, Portland Avenue, Hove, 3, Sussex. [9784]

£550—LANCIA DILAMBDA, 8-cylinder, 1937, Continental saloon. Black/chrome, red leather interior. Radio, all extras. Just resprayed and overhauled, 1953. New tyres, etc. Immaculate condition throughout. Sliding roof. Seen any time. Photo on request. Bull, Forest Green, Maidenhead. Tel.: 2459. [9786]

ROLLS-ROYCE 21.6 H.P., 1926, f.w.b. Mileage since sleeved to standard, 400. H. & G. liners, pistons; excellent tyres. Salmons-Tickford body. Taxed year. £230. Stephenson, 42, Carlton Gardens, Shelton Lock, Derby. Tel.: Chellaston 2207. [9787]

ALVIS 25-H.P. saloon. Colour blue/brown. Fair condition. Best offer over £120 secures. Demonstration within reasonable distance. Wheelers (Newbury) Ltd., The Broadway, Newbury, Berks. Tel.: 1020. [9788]

FOURSOME D.H. COUPE WOLSELEY HORNET SPECIAL, immaculate engine, new hood, carpets; £140 (h.p. could be arranged). Would exchange brisk 2-seater equal value. Reed, 47, Richmond Road, Worthing. [9780]

WANTED

BODY FOR T.T. LEAF, also "Clover Leaf" engine or parts. "Grotos Lodge," Blackheath, London. [9403]

TC M.G. rev.-counter and clock. Four 450 by 19 tyres. 511, Footscray Road, New Eltham, S.E.9. Tel.: FOO 4056. [9330]

ROLLS-ROYCE. A good home is offered to an old open Rolls-Royce which must have loving care and pride of ownership stamped over it. For companions she would have two thoroughbred saloons, pre-war and post-war, and she would preside as the "Old Lady." The prospective owner, apart from technical and mechanical pleasure wishes to sit "high, wide and handsome." Box No. J333, MOTOR SPORT, 15, City Road, E.C.1. [9333]

B.M.W. CAMSHAFT, Type 55, in any condition. Boston, Camvac Quayside, Cambridge. Tel.: 57142. [9340]

SALOON BODY adaptable to 1935 Alvis Firebird chassis. 86, Sunny Gardens Road, London, N.W.4. Tel.: Hendon 7472. [9346]

RAPIER ENGINE REQUIRED. No objections to one with damaged block, head or sump. No fancy prices. Any other engine or gearbox spares. Rapier chassis for sale. Box No. J351, MOTOR SPORT, 15, City Road, E.C.1. [9351]

£50 OFFERED by colonial enthusiast for the use of ten to infinity horse-power motor for leave in U.K. mid-November to February. Use will be limited to the inclinations of current popsis. Anybody hard up? Maguire, 41, Springfield Road, Leicester. [9352]

VOLKSWAGEN CHASSIS suspensions, engines for specials. Write-offs bought. Knight, Rookhill Road, Christchurch. [9354]

V.S.C.C. AND SUNBEAM Register member urgently requires garage St. John's Wood/Edgware Road districts. Reasonable rental appreciated. Please tel.: Cunningham 7615, evenings. [9378]

EITHER Body to fit M.G. PA, or purchaser for the rest, excellent mechanical condition except crown-wheel and pinion. £85. Details from Wetenhall, 11, Fairfield Road, Braintree, Essex. Seen at Derrington's, Kingston. [9411]

WANTED—continued

IMPECUNIOUS UNDERGRADUATE seeks proof that prayers are answered. Requires ridiculously cheap T.M.G. or Imp. Any reasonable condition. No desperate hurry. Box No. J412, MOTOR SPORT, 15, City Road, E.C.1. [9412]

FOUR-SEATER THOROUGHbred, preferably D.H.C., 20 m.p.g. plus. First-class body essential. Good price for the right car. Full details, please. English, 16, Nuneham Square, Abingdon, Berks. [9414]

TRIUMPH ROADSTER WANTED. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [9419]

ROLLS-ROYCE 20-25 2-door saloon. Must be in exceptional condition. Price and photographs to: Box No. J425, MOTOR SPORT, 15, City Road, E.C.1. [9425]

LAMBRETTA, VESPA. Exchange two kickstart Corgis, Hallicrafters Skychampion communication receiver, electric Singer sewing machine, vintage Boa-Constrictor, 1-h.p., 30-lb., compressor 6 cu. ft. Box No. J586, MOTOR SPORT, 15, City Road, E.C.1. [9586]

JAGUAR 100 2½ or 3½. Cash. Good condition essential. Box No. J527, MOTOR SPORT, 15, City Road, E.C.1. [9527]

INSTRUCTION BOOKS for J2 M.G., 1933. T. Hatton, 8, Rushmere Avenue, Northampton. [9551]

INTERESTING BUT INEXPENSIVE Riley Nine or 1½ Alvis. Smith, 16, Wellington Road, Aylesbury. [9563]

MEADOWS 4ED ENGINE. Complete or any major components, block, crank, etc. High Barn, Cobham, Surrey. Tel.: Cobham 347. [9564]

RILEY NINE, 1937, Merlin engine, or cylinder block. Radcliffe's Cafe, Manchester Road, Walkden, Manchester. [9579]

URGENTLY! Crown-wheel and pinion for Vauxhall 30/98. Also prop.-shaft for PA M.G. B. H. Newton, Officers' Mess, R.A.F., Westonzoiland, Somerset. [9581]

SUNBEAM-TALBOT 80 engine wanted. Martin, Craignish, Turner Drive, N.W.11. [9594]

14/6 RILEY. Cylinder head and other engine spares or complete engine. Cheap. Instruction book. Smith, 63, Bedford Road, E.17. Tel.: IAR 6555. [9612]

SOMEONE TO CHERISH Riley Mentone 14/6, 2,000 miles since complete engine overhaul. 8.5:1 c/r. Following items are new: Valves, double valve springs, timing gears, battery, electric wiper, dynamo, S.U., petrol pump. Three S.U.s. All insts. Working brakes relined, 25 m.p.g. Reason for sale, at around £165: Marriage rearing ugly head. Atkins, 67, Belvoir Drive, Leicester. [9630]

RUDGE WHEELS FOR RILEY. Three 17-in. with 550s and two 18-in. with 500s. Box No. J631, MOTOR SPORT, 15, City Road, E.C.1. [9631]

J2 M.G. engine or crankshaft with or without rods. Details. Edmondson, 140, Deighton Road, Huddersfield. [9523]

AUSTIN A70 chassis frame in any condition. Mephram, The Close, Fairlight, Sussex. [9502]

VINTAGE 12/40 LEAF 4-seater with optional lid. Robertson, 7, St. Ann's Road, Coventry. [9509]

ROLLS-ROYCE BULB HORN. Good price offered. Box No. J465, MOTOR SPORT, 15, City Road, E.C.1. [9465]

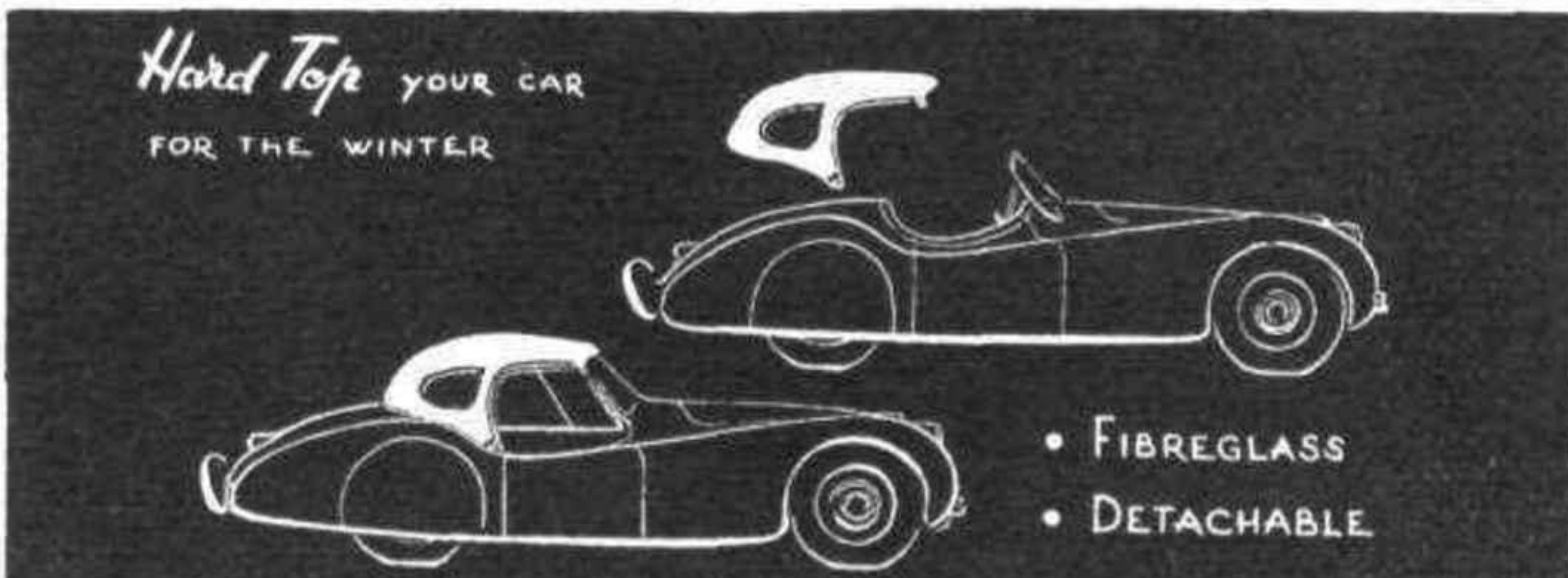
SINGER NINE LE MANS front stub axles, hubs, brakes and wheel centres. Rear hubs, brakes, Britlerrig, Seven Hills Road, Cobham, Surrey. [9466]

TA OR TB M.G. sports or coupé in good condition. Would consider similar. Flat 10, Lamcote House, Radcliffe, Nottingham. [9475]

- 1935 Lagonda Rapier tourer, excellent condition ... £250
- 1939 Baby Fiat convertible 4-seater, recent overhaul ... £260
- 1939 M.G. 1½ saloon, recent engine overhaul ... £295
- Riley Sixteen Kestrel, low mileage, superb condition. Offers ... £400
- 1949 Jowett Javelin, new engine recently ... £525
- 1950 (Oct.) Austin A90 coupe, excellent condition ... £595
- 1950 M.G. 1½ saloon, 25,000 miles, one owner ... Offers
- 1949 Bristol 400, 23,000 miles, one owner ... £1,150
- 1950 Bristol 401, 13,000 miles only, expected shortly.

KINGSWAY MOTORS
Market Street, Hoylake, Cheshire
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FOR THE WINTER



- FIBREGLASS
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For Jaguar XK120, M.G.s., Morris Minor and most open sports cars
UNIVERSAL LAMINATIONS
58, HOLLAND PARK MEWS, W.11
Telephone: PARK 4310

WANTED—continued

M.G. OWNER REQUIRES crankshaft for P-type M.G. or any suggestions. Box No. J486, MOTOR SPORT, 15, City Road, E.C.1. [9486]

BLOCK AND HEAD for TA M.G. Complete engine considered. White, 58, Melbourne Road, Earlsdon, Coventry. [9503]

CRANKSHAFT for 1934 PA-type M.G. Urgent. Patrick, 16, Dale Street, Smethwick, 41. [9507]

UP TO £150 for small 2-seater sports car, M.G., Austin, Ford 8/10 Special, etc. Details: Aikman, Darley Dene, Flackwell Heath, Bucks. [9518]

SPORTS BODY OR SHELL for Singer Nine. Cater, 40, Conway, Shirley, Birmingham. [9454]

B.M.W. Crashed or damaged for spares. Also engines or any parts. Details, price, etc. Box No. J432, MOTOR SPORT, 15, City Road, E.C.1. [9432]

ROLLS TWENTY coupé wanted now or later. Box No. J441, MOTOR SPORT, 15, City Road, E.C.1. [9441]

"BULLNOSE" TOURER. Excellent condition essential. Fair price and appreciative home. 7, Prothero Gardens, Hendon. Tel.: 9179 [9642]

SPORTS CAR or tourer wanted, up to 1,500 c.c. and £350. Disposal: 1936 Morris Eight crankshaft, rods. Write, 54, Twiss Green Lane, Colcheth, Lanes. [9666]

IMMEDIATELY: Four-seater touring body for Aston Martin 2-litre. Must be good condition, reasonable. S. Knowles, Ash Grove Cottage, Elland, near Halifax. Tel.: Elland 2564. [9670]

J2 M.G. CAMSHAFT urgently needed. 3, Parkside Gardens, S.W.19. Tel.: WIM 3389. [9676]

SERVICE MANUAL for 1931 Wolseley Hornet, Model No. 105268, chassis type 268/51. Box No. J677, MOTOR SPORT, 15, City Road, E.C.1. [9677]

LOW-MILEAGE, exceptional condition, 4-seater D.H.C. or saloon of quality, about 1½-2 litres. Late pre-war or early post-war. Realistic price. Tunbridge Wells area. Box No. J688, MOTOR SPORT, 15, City Road, E.C.1. [9688]

MEADOWS 4ED (H.R.G.) steel con-rod assembly, urgent. Ellis, 13, Sutherland Avenue, Sunbury-on-Thames. [9721]

BENTLEY RED LABEL, short chassis. Ford American coupé. Ford 91A coupé. Wag Bennett, Silvertown Way, London, E.16. Tel.: Albert Dock 2568. [9781]

BODY, 4-seater, 2-door open, for 1933 Lagonda 16/30 Special at present 4-door pillarless saloon. Must be body made for this chassis. Capt. Kent-Lemon, Gordon Barracks, Gillingham, Kent. [9778]

EXCHANGES

LANCIA LAMBDA 7th Series. Open tourer, 1928. Exchange for shooting brake (preferably Rolls) or utility in really good condition. Box No. J377, MOTOR SPORT, 15, City Road, E.C.1. [9377]

DARK BLUE RAILTON drophead, latest series, excellent condition, for saloon, Railton, Rolls or other. Dr. Malleson, 17, Gordon Street, W.C.1. Tel.: EUS 4400. [9567]

WANTED M.G. TA in good condition in exchange for 1938 Ford Ten 4-door saloon in excellent all-round condition. Tel.: Beckenham 4729. [9517]

Vauxhall FOURTEEN, 1937/38 series Tickford drophead for L.C. 4½ Invicta, cash adjustment. Other rugged sports carriage considered, or sell around £195. "Bray," Palace Estate, Thames Ditton. [9656]

LATHE, drill, grinder, etc. Exchange sports (Lloyd). Jones, 8, Beechmount Grove, Knowle, Bristol, 4. [9702]

TRIUMPH TWIN motor-cycle, 1946. Excellent condition for 2-seater M.G. or Austin. Keenan's Stores, Little Stretton, Shropshire. Tel.: Church Stretton 102. [9520]

MISCELLANEOUS—continued

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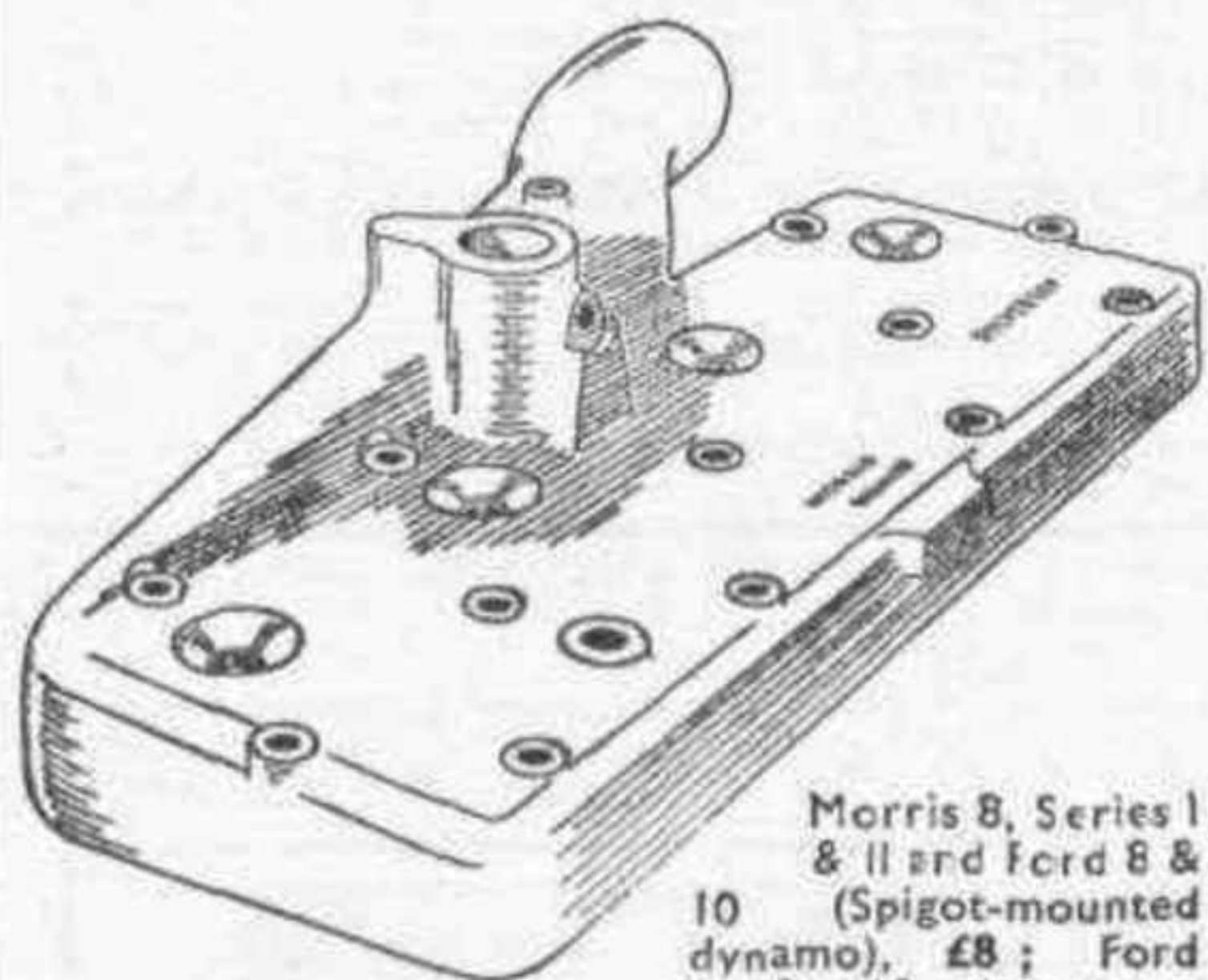
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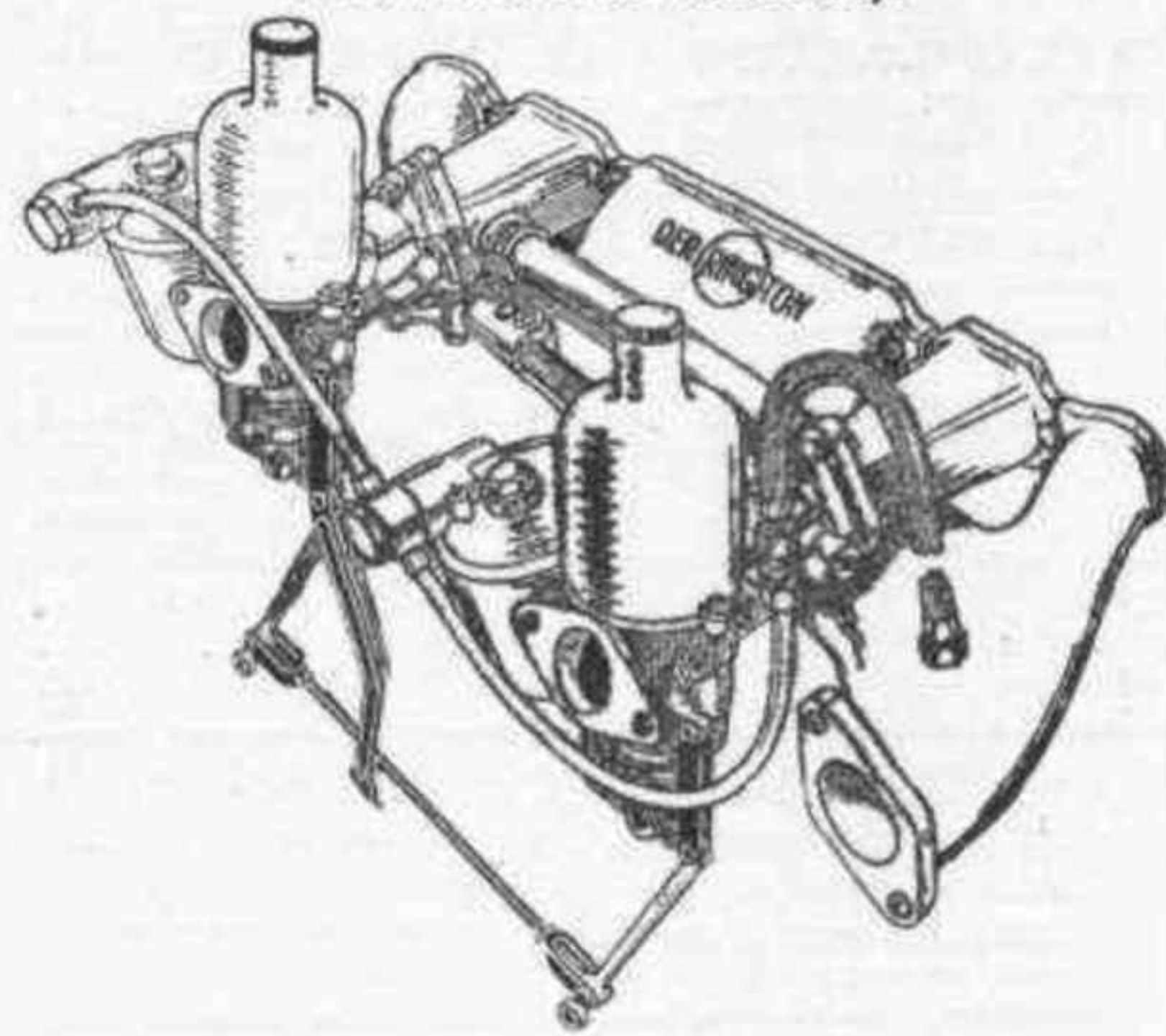
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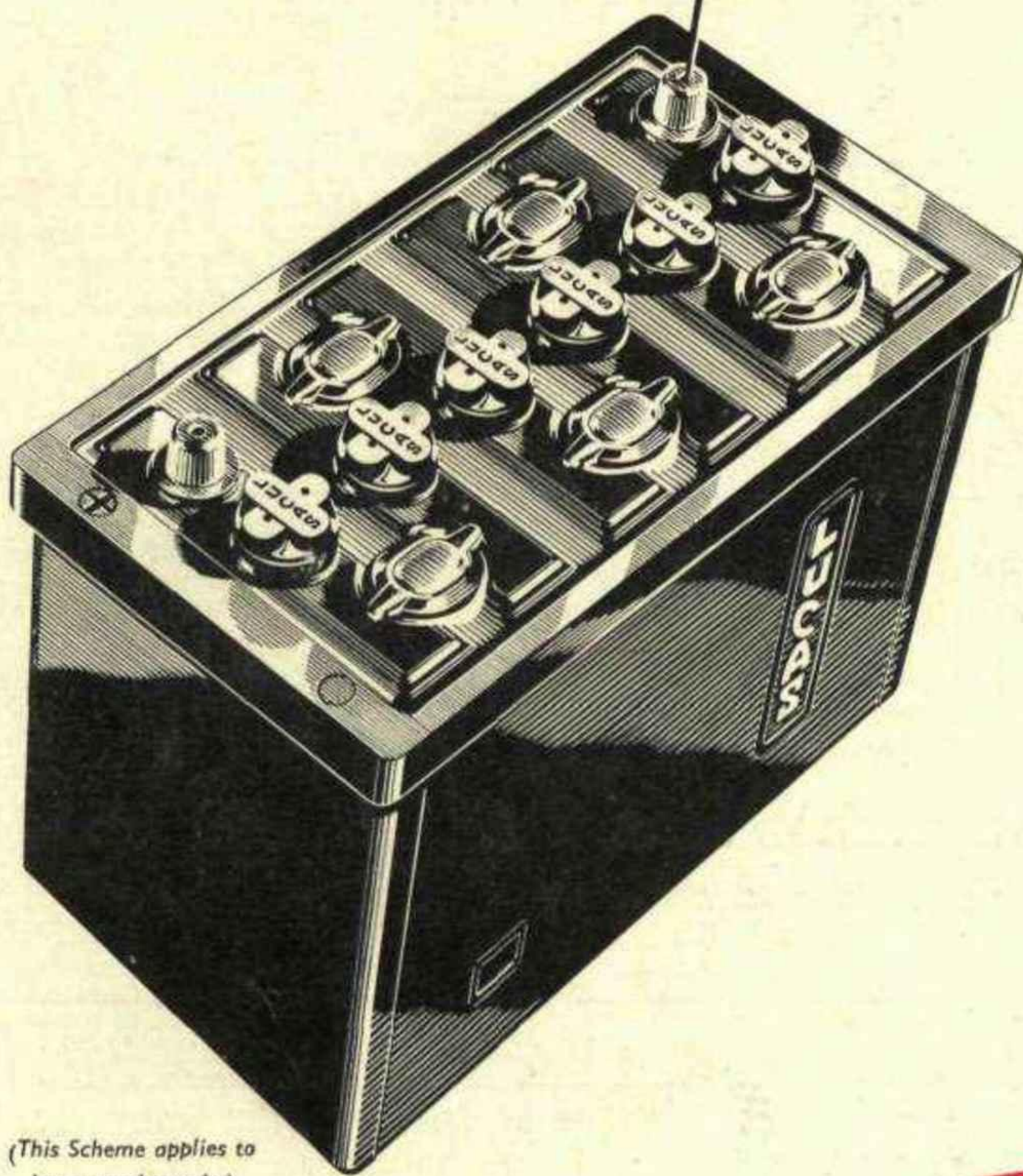
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