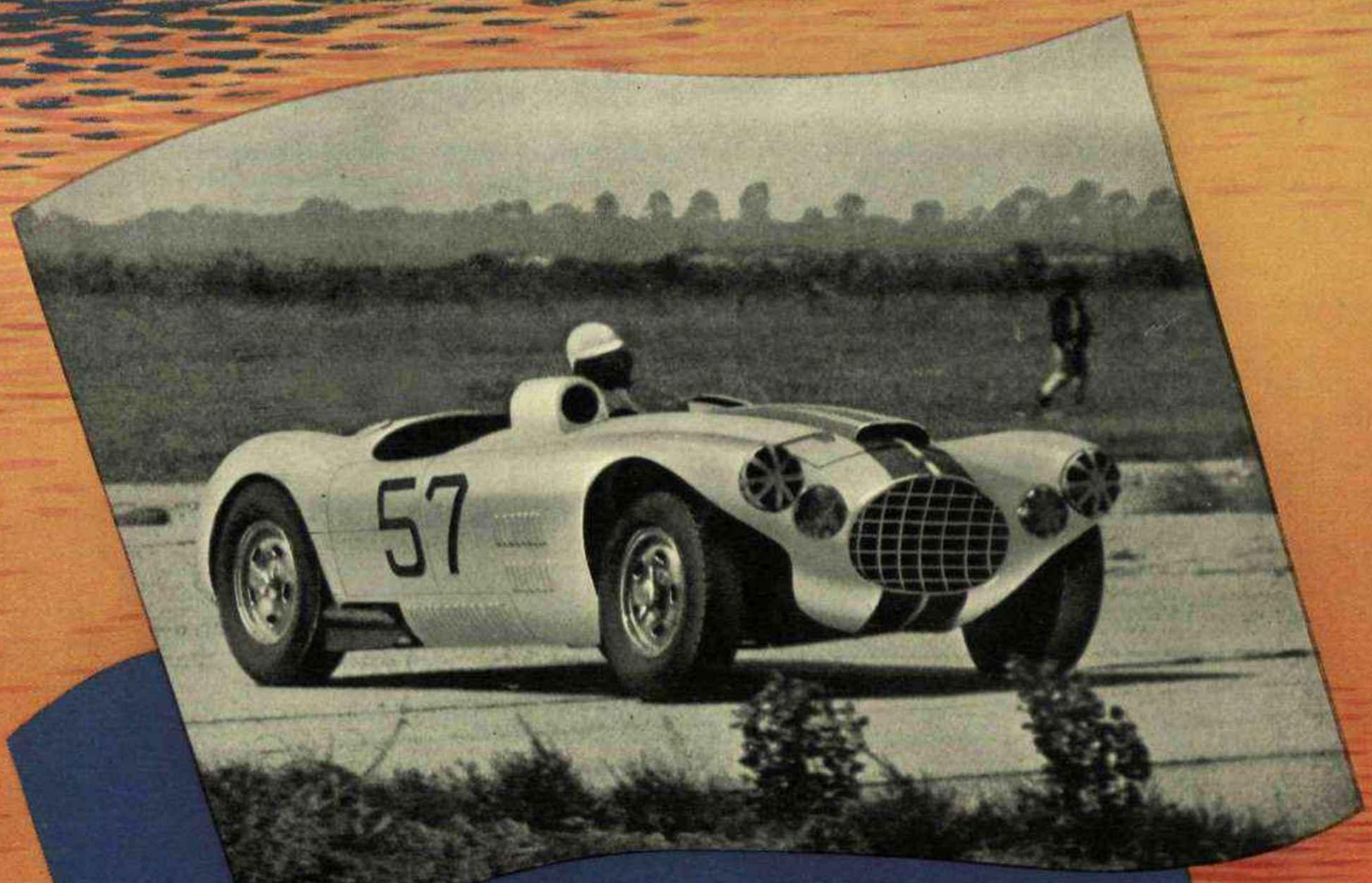
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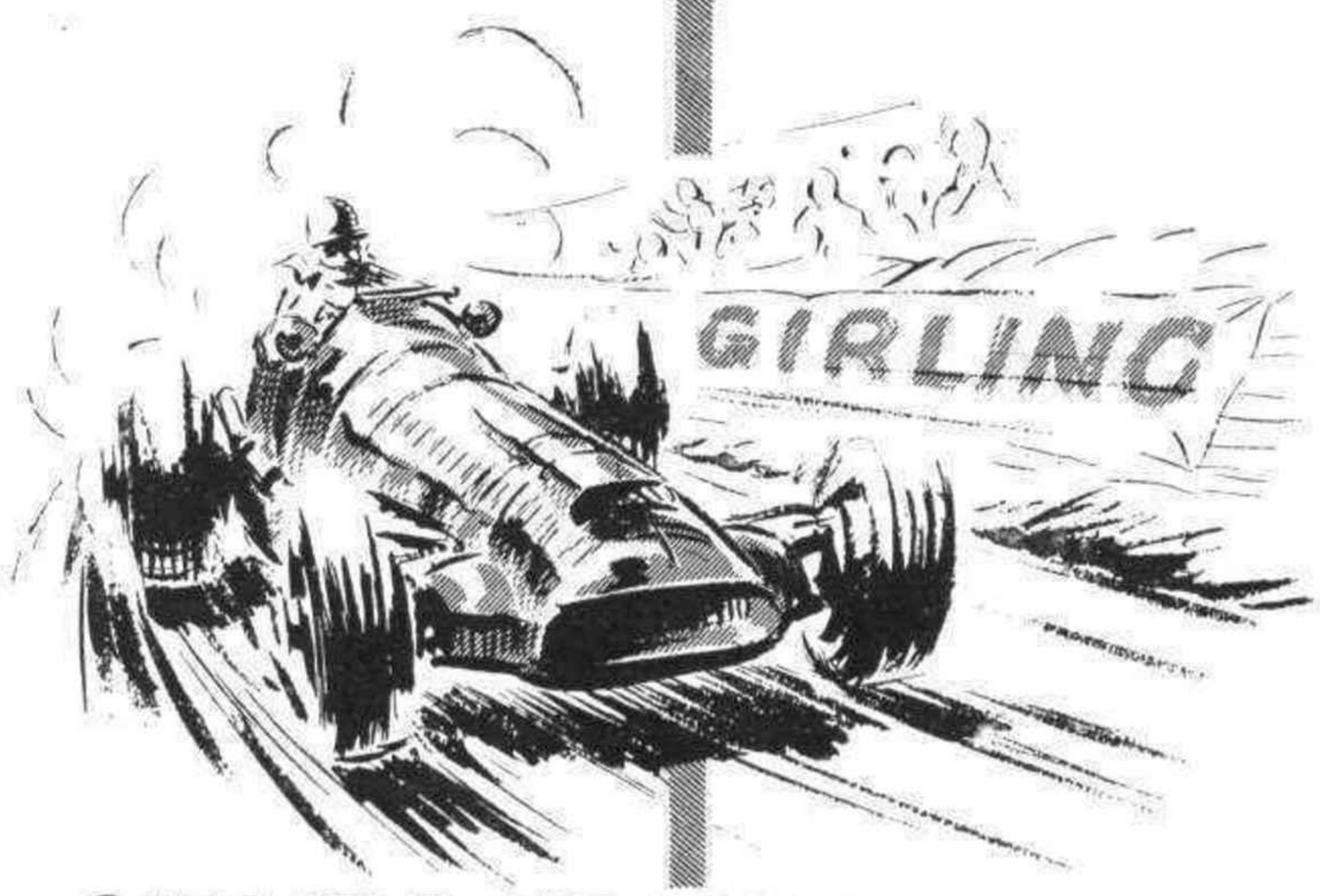
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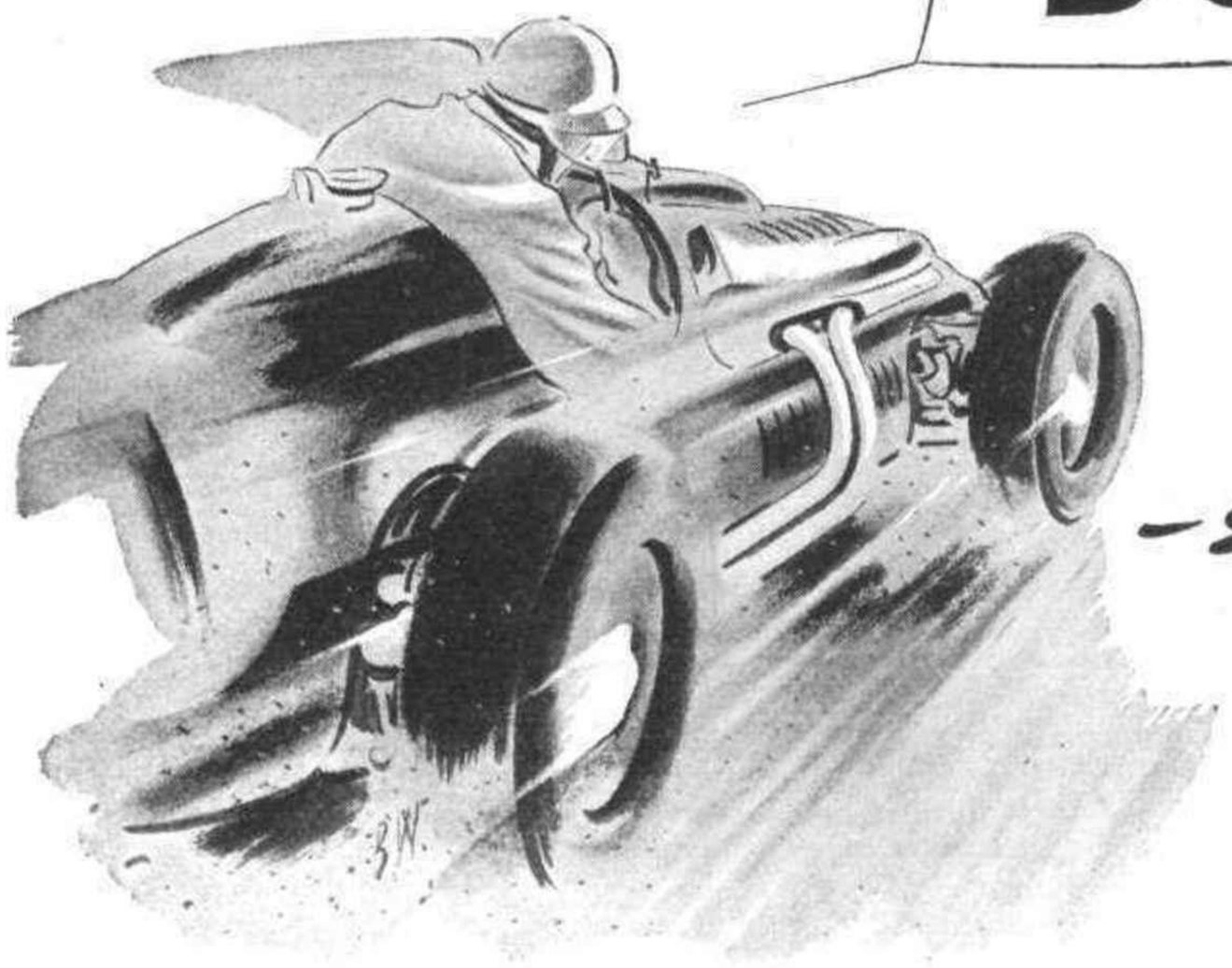
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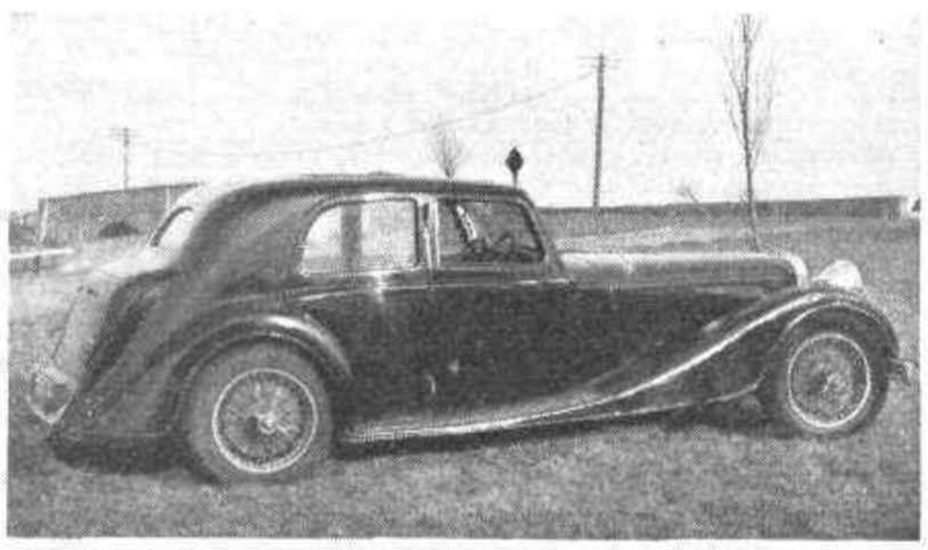


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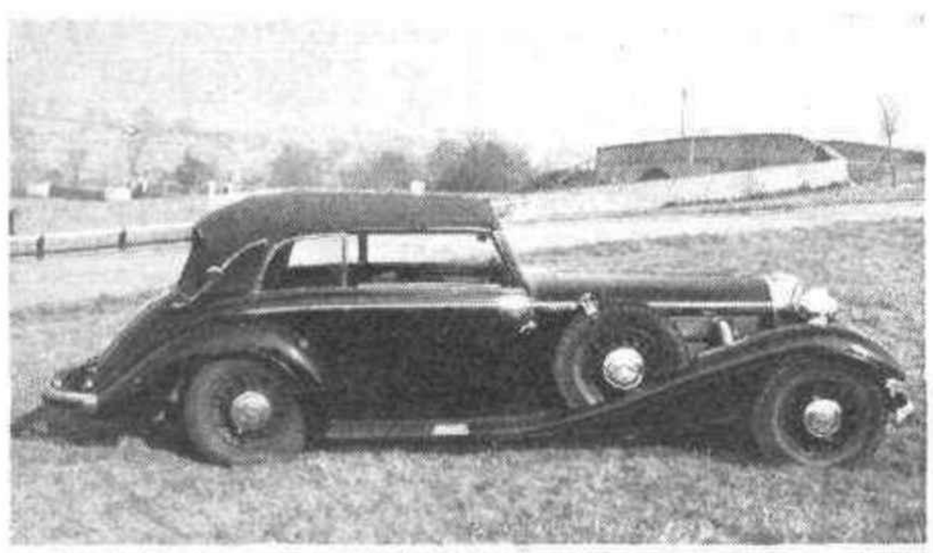
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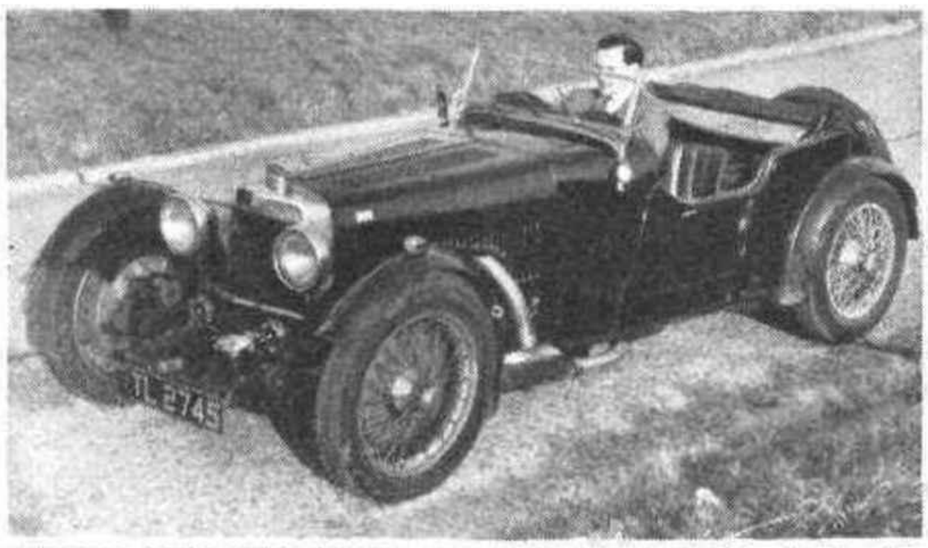
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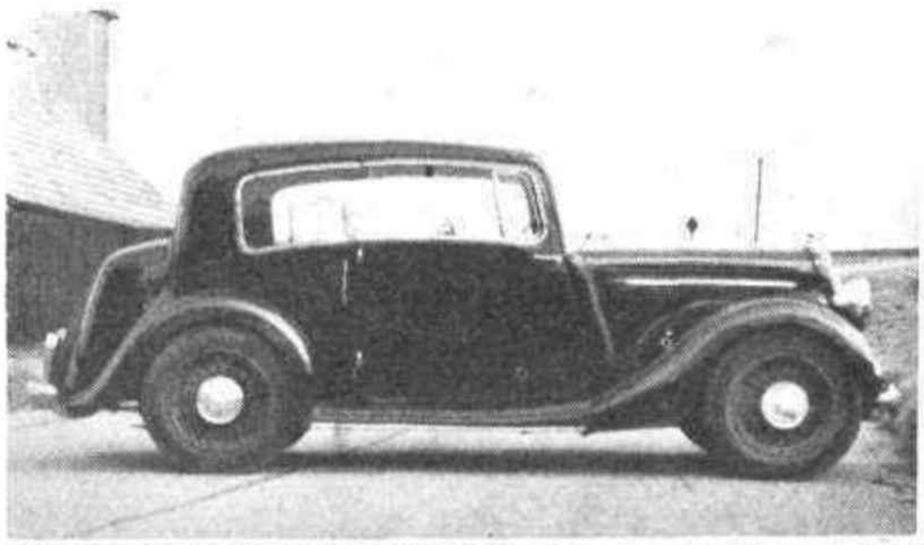
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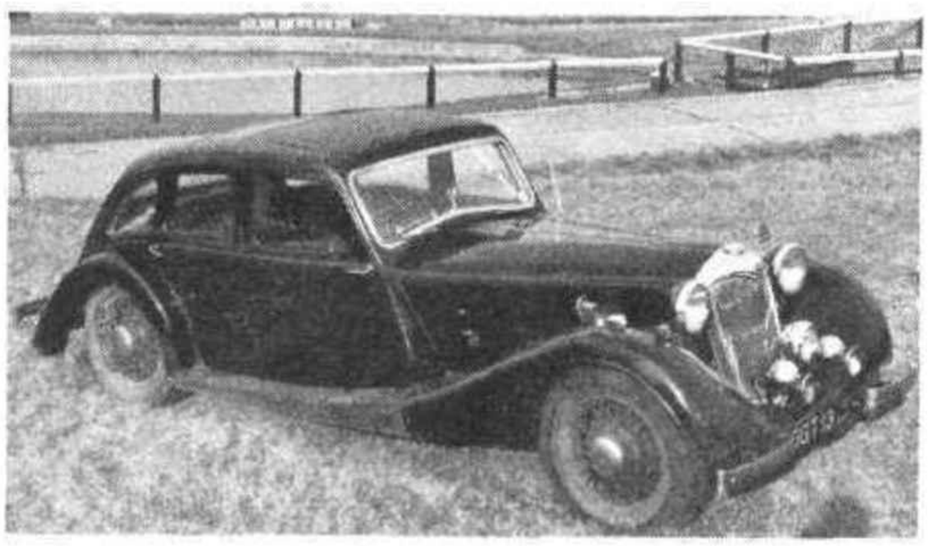
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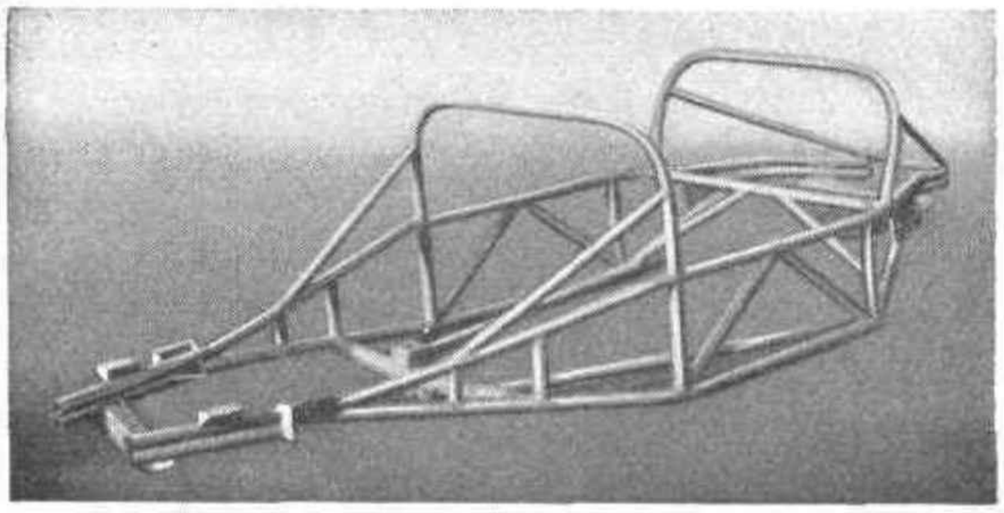
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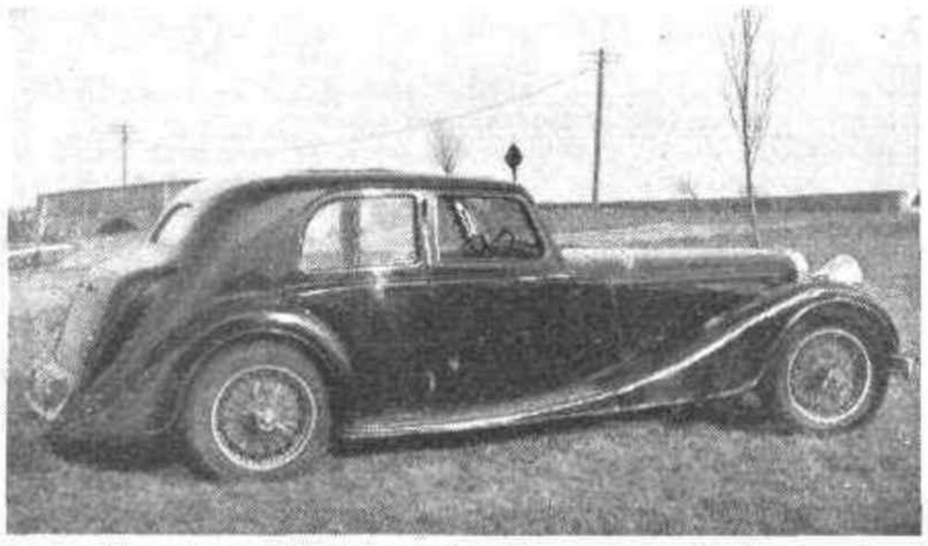
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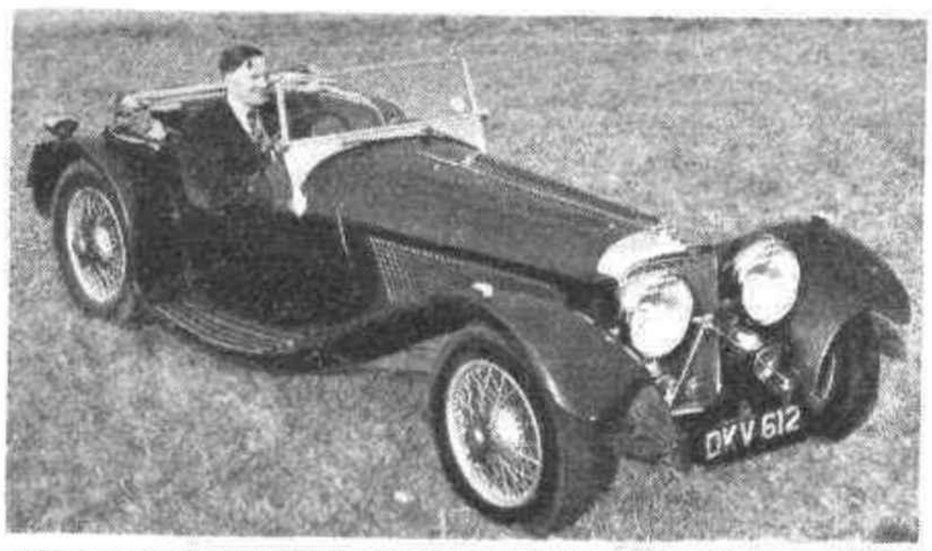
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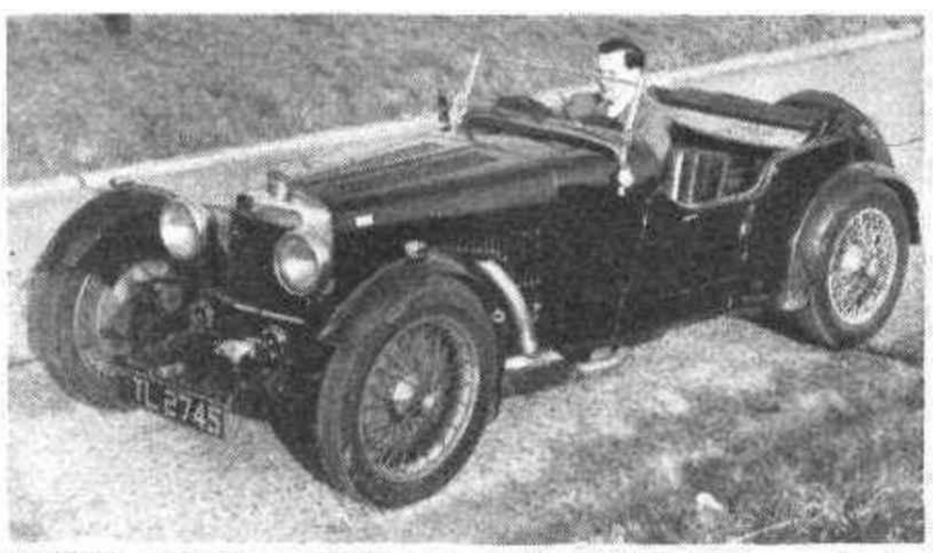
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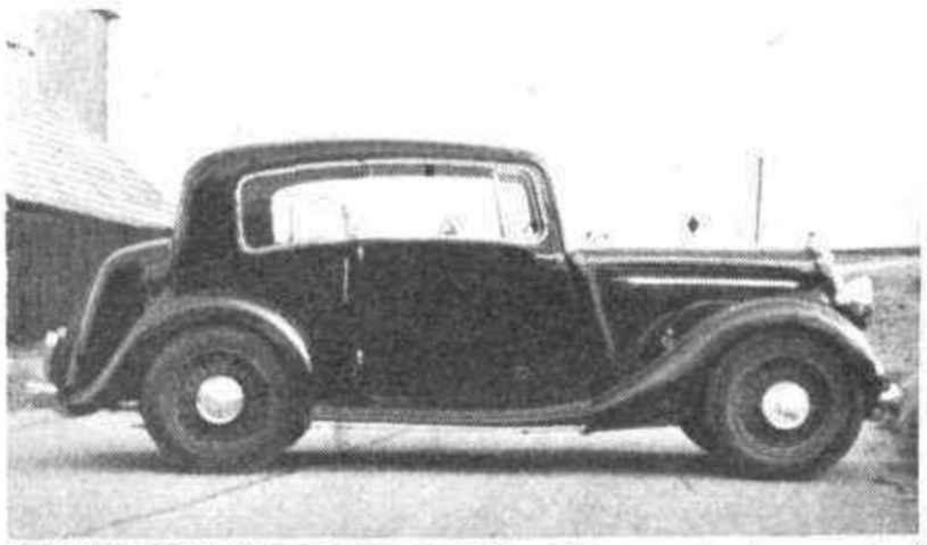
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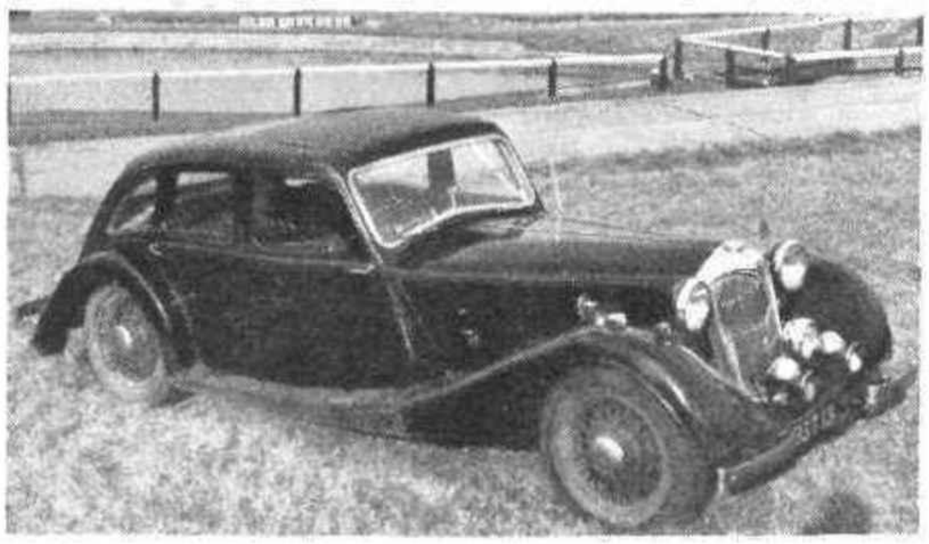
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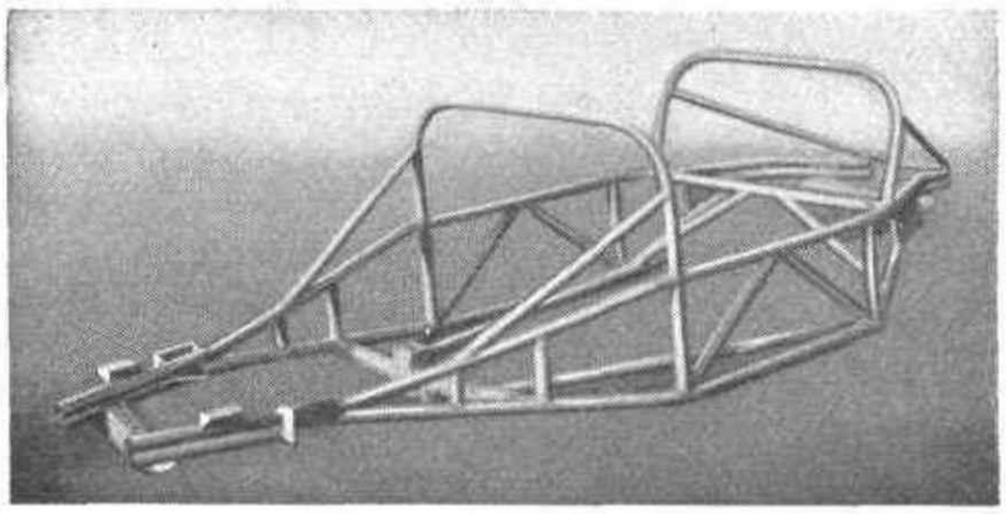
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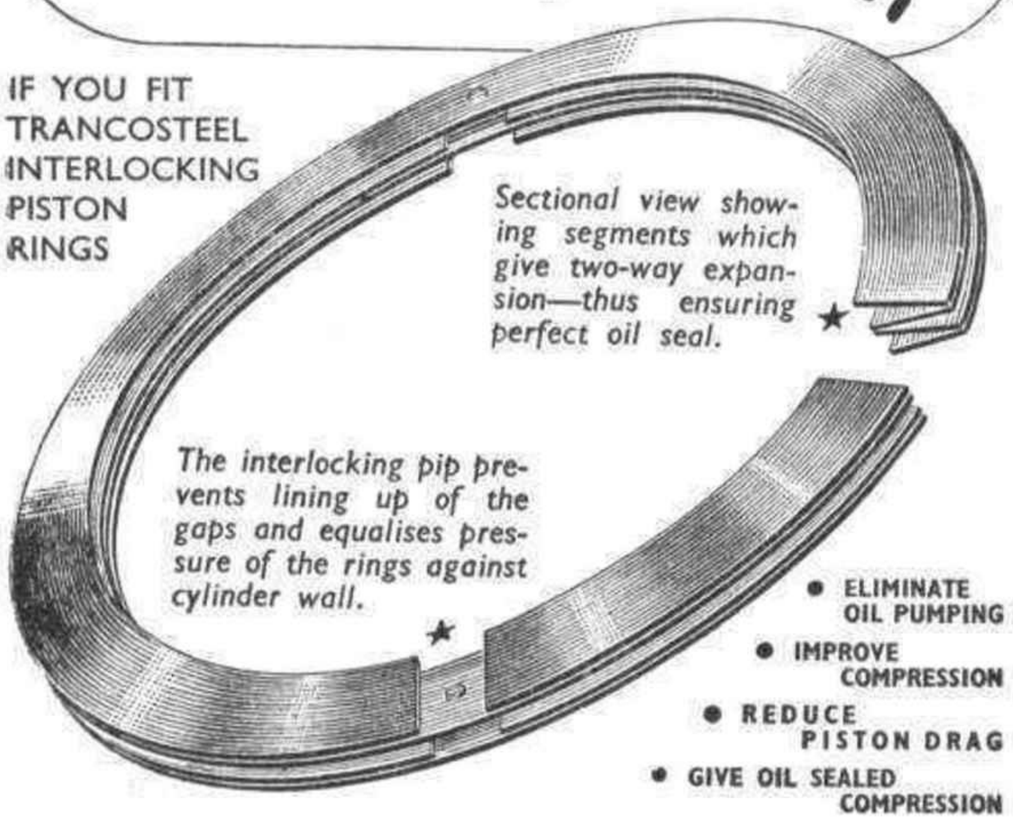
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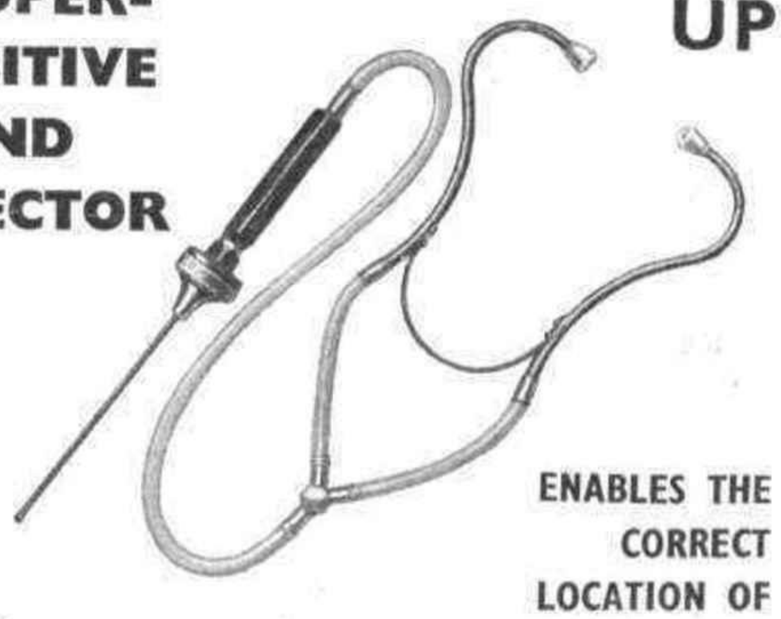
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ANNOUNCEMENT BY THE DIRECTORS

WITH the approval of the Board of Trade, the name of D. H. LOMBARD LTD. has been changed to :

Credit Finance London
LIMITED

There has been no change of address or telephone number and under its new name the Company will continue to give the same high standard of hire purchase and other financial facilities and advice as in the past from its offices at :

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Telephone No. Finchley 1191 Telegraphic Address: Finchley 1191

The change has been made by mutual agreement with Lombard Banking Limited of Lombard House, 5 Aldford Street, London, W.1. to prevent any confusion which might arise from the rapidly expanding activities of the two companies.

Richards & Brown (Sole Partners P. G. Johnson and A. J. D. Brown) are now trading under the title of

JOHNSON & BROWN

The management and business address remains unchanged. We have no association with any other establishment.

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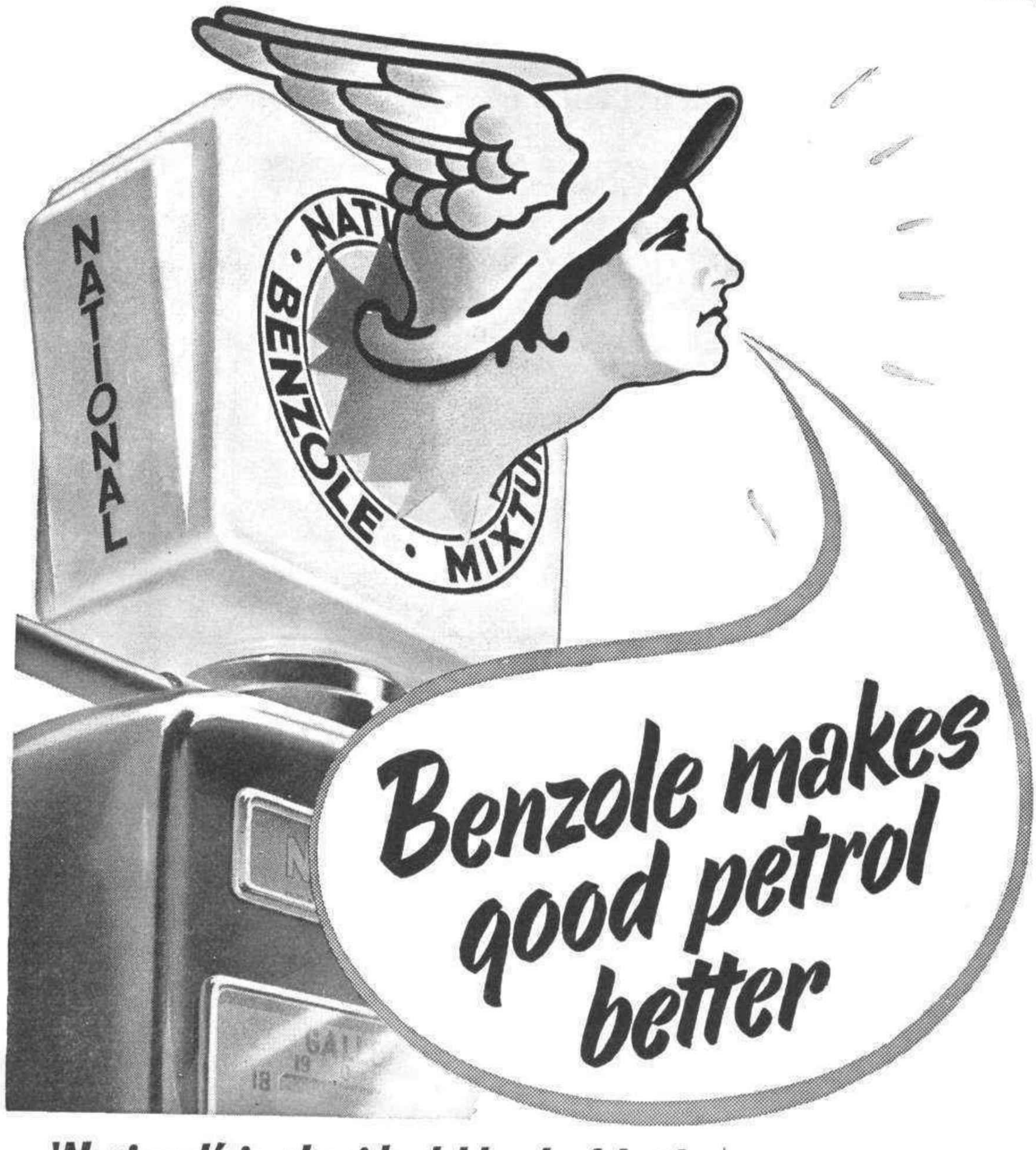
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VOL. XXIX No. 4 THE MERCEDES-BENZ 300 SL APRIL, 1953

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES
15-17, CITY ROAD, LONDON, E.C.1
Telephone: MONarch 8944

PUBLICATION DATE - - - FIRST OF THE MONTH
SUBSCRIPTION RATE - - - 20/- PER ANN. POST PAID

MATTERS OF MOMENT

A BUDGET GESTURE?

Motorists, perhaps more than other mortals, await the Budget with both fear and anticipation. It is not our intention to dwell on the political and financial moves which the Chancellor may or may not make. But in this Coronation Year will he announce just two concessions to one of the most heavily-taxed sections of the community? A reduction in the savage tax of 2s. 6d. on a gallon of petrol and the £10 10s. annual taxation rate to apply to cars of up to 8 h.p., R.A.C. rating, instead of those of 7 h.p. as at present.

A lower petrol tax has long been overdue. On the other issue we can only repeat that it seems absurd to have three rates of annual tax applicable to three classes of petrol-propelled four-wheeled road vehicles. The lowest rate applies to cars not exceeding 6 h.p., R.A.C. rating, and so few are involved as to make this division a Government subsidy of those who have built their own single-cylinder cars or who support the Veteran C.C. by running small veteran motor cars. The 7-h.p. field, too, both in respect of makes and total numbers of cars in use, is extremely restricted; offhand we can think only of the Baby Fiat, the older Jowetts, certain D.K.W.s and the Peugeot Quadrilette of the nineteen-twenties as able to benefit. But, extend the 10-guinea taxation rate to cars of 8-h.p. rating (must we then continue to stipulate pre-1947—another complication?), and hundreds of thousands of owners of Austin Seven, Singer Junior, Ford Eight, Morris Minor, Triumph Super Seven and other true pre-war economy cars will have reason to bless the 1953 Chancellor of the Exchequer and a Conservative Government.

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FRONT COVER PICTURE: A Cunningham, driven by Fitch and Walters, winning at Sebring, Florida. The American car which finished first in the 12-hour race used Ferodo VG/95 brake-linings, which Cunningham said "could easily have been run for another 12 hours."

RACING AGAIN!

After a particularly long, hard winter, and one noted for a high proportion of illness and disaster, the fog disperses, the sun shines, and we are in the thick of motor racing once again.

The B.A.R.C. commences the 1953 season with its Easter Monday racing at Goodwood, with eight short races to be contested, one can safely say keenly, over the Sussex circuit. It is expected that three again-vamped B.R.M.s sponsored by Alfred Owen will meet the 4½-litre Thinwall Ferrari and that the latest Formula II Maserati and the new Formula II Connaughts and H.W.M.s will compete, as well as Whitehead's exciting Cooper-Alta, Stirling Moss' new car and other exciting machinery.

Goodwood, near Chichester, can be reached by coach or by rail and 'bus if you are so unfortunate as to be car-less at Easter, and full details of stand bookings, admission charges, car-park facilities and so on are obtainable from the B.A.R.C., 55, Park Lane, W.1 (Tel.: Grosvenor 4471-2). It can be whispered that the public is usually admitted free to the enclosures while the drivers practise for a big meeting, which, this month, should mean active days on April 2nd and on Easter Saturday. Racing on Easter Monday starts at 1.30 p.m.

If Goodwood is the first important meeting, some excellent racing is sure to be seen at Castle Combe circuit, near Chippenham, Wiltshire, on Easter Saturday, when the Bristol M.C. & L.C.C. will put on 10-lap races for sports cars and Formula III machines. The first race is due to start at 1 p.m. Other April races are a Half-Litre C.C. meeting on Easter Monday at Brands Hatch, the Nottingham S.C.C. meeting locally on the same day, a Charterhall meeting in Scotland on April 12th, the Ibsley races on April 19th, starting at 12.30 p.m., and racing at Snetterton on the same day. Cast off—we're away!

CHANGES IN THE CALENDAR

Many readers rely on fixtures published in MOTOR SPORT to plan their summer holidays, as recent correspondence and telephone calls confirm.

Take note, then, of some changes in the International Fixture List. Cancelled: Erlen, May 9th-10th; G.P. of Luxembourg, May 14th; Monaco G.P., May 25th; and Lausanne G.P., Sept. 6th. The 24-Hour Race at Spa happens on July 25th-26th. Curragh's Wakefield Trophy Race is put off until September 12th, which means that you can see the T.T. and this race over the Dundrod circuit on consecutive weekends. And in the English International list place 500-c.c. racing at Crystal Palace on September 19th, but *cancel* the Whit-Monday Goodwood racing. That corrects lists given on page 133 last month.

ENTEBBE TO JOKKMOKK

While the vast Austin assembly plant at Longbridge was virtually idle last month due to a strike, Austin's P.R.O. was getting ready, in company with Ken Wharton and Ron Jeavons, to motor from Entebbe on the Equator to Jokkmokk on the Arctic Circle *via* Khartoum, Cairo, Tripoli, Tunis, Marseilles, Strasbourg, Hamburg, Copenhagen and Stockholm, in an Austin A40 Somerset. The aim was to do the journey in less than a fortnight, and as they started on March 17th you should know by now whether this was achieved.

COMPETITION REPRESENTATIVES

THE Competition Manager of a firm interested in racing has an interesting but hectic career. His job is to sign on the best drivers—like Keith Prowse with theatre tickets, only instead of the racing driver paying it is the firm which pays him! Having got his drivers the Competition Manager has to ensure that his products are in fact used at all agreed events, and that entails having a proper supply, and good servicing facilities, at all the important competition events.

Naturally, handling men as temperamental as actors or tennis stars in the heat of a motor-race meeting can result in "moments," but mostly the Competition "Reps." see the game from the inside, which should be compensation for anything.

With the enormous increase in public interest in motor racing we feel that our readers should be able to recognise the Competition "Reps." whom they will need to know if they have ambitions of getting anywhere in racing. So some pocket-biographies and a picture gallery follow.—W.B.



NORMAN FREEMAN OF DUNLOPS

Norman William Howard Freeman, to give him his full name, Competitions Manager of Dunlop Rubber Co., Ltd., was born on October 5th, 1892, at Birmingham, and was educated at the Sutton Coldfield Grammar School. His first job was in the Distribution Engineer's Office of the Birmingham Corporation Gas Department, where he passed final examinations in Gas Engineering, and afterwards became Junior Engineer at a branch works.

In 1920 he joined the Technical Staff of Dunlop Rubber Company, and after four years extensive experience in all departments confined his interests to the racing side. In 1925 he carried out experimental work for the company at Brooklands, and in 1926 accompanied the late Sir Henry Segrave to Daytona Beach, where the Land Speed Record was raised to a speed in excess of 200 m.p.h. for the first time. Again in the following year he was sent over by the Company to Daytona with Sir Malcolm Campbell, and in the same year was appointed Racing Manager of the Dunlop Rubber Co. Then, in 1930, he was put in charge of the Racing and Concessionaires Department, moving from Birmingham to London.

Norman Freeman, besides knowing more about racing tyres than most men, owes not a little of his extraordinary popularity among racing drivers all over the world to a very charming personality. In the preparation of a racing car for a big event, the supply of tyres is of paramount importance, and as a soothing influence on the jaded nerves of a team Freeman has many times proved invaluable.

Few men know intimately so many well-known International drivers—nor have seen so many races all over the world. He is a difficult man to talk to, at Silverstone or at a club, for so many other people want to talk to him at the same time.

He used to run a Talbot 65 saloon for his private use, and today motors in a Mark VII Jaguar. Hobbies—you wouldn't guess!: music and art. Particularly fond of singing.

Ask racing motorists here, there and everywhere—they all say the same thing, only in more languages than you or I can speak—"A great scout, Freeman of Dunlops!" He is, indeed, the doyen of racing managers.



H. W. IRVING of CHAMPION PLUGS

Harold W. Irving, Competitions Manager of Champion Sparking Plugs Ltd., of Feltham, has a life-long association with the Motor Trade, commencing with apprenticeship at the Daimler Motor Co., Ltd., in 1910.

He is a brother to Captain "Jack" Irving, designer of the "Golden Arrow."

After military service in World War I he joined the Experimental Staff of Alvis. Was chief racing mechanic to the late Major C. M. Harvey until 1928, with considerable success in speed and hill-climbing events.

Leaving Alvis in November 1928 Harold Irving joined the late Sir Henry Segrave and participated with the combination responsible for the designing and building of the "Golden Arrow" (Irving Napier Special), also the boat "Miss England I" for the world record attempts at Daytona Beach and Miami.

Returning to England in 1929 Mr. Irving joined Champions, taking the position of Technical Engineer of the English Company, also taking charge of Sporting and Racing Competition events.

In 1946 he was appointed Chief Engineer.

He has made regular trips to the Champion Company's factories in the U.S.A. and Canada for liaison with the Company's Engineering Executives in both countries and makes regular contacts with vehicle manufacturers in Scandinavia, France and Italy in addition to manufacturers at home.

He is a founder member of the British Racing Mechanics' Club.

With one or two exceptions he has probably the longest association with British motor racing both from the Competition side and also from the Accessory Suppliers.

Is a Riley car "fan"—driving a 2½ litre.

* * *



REX MUNDY of K.L.G. PLUGS

In 1907 Rex Mundy, Competitions Manager of K.L.G. Sparking Plugs Ltd., entered his first motor-cycle trial on a Triumph in the Auto Cycle Club's London–Plymouth 24-hour event and won a

Gold Medal. It will be noted that in those days the present A.C.U. was only a Club. From then onwards he drove various makes of cars and motor-cycles in races and trials (including International six-day and Scottish six-day trials) both in the British Isles and on the Continent. One of these cars was a Diatto.

In 1912 Mundy rode a Singer in the Senior T.T. Race and a Douglas in the Junior T.T.

In 1913 he rode a Triumph with a Phillipson pulley in the Senior T.T., which in that year was a two-day event, the machines being locked up overnight.

In 1914 he rode a four-cylinder F.N. in the Senior T.T. and then the war came along. During this period Mundy joined the Aeronautical Inspection Directorate and was stationed at the Bristol Aeroplane Co., Ltd., was made Examiner-in-Charge at the Fairey Aviation Co., Ltd., and later was Transport Manager for the South of England in the N.A.C.B. After the war he competed in a few events on both cars, including G.N., S.P.A. and Ansaldo, and motor-cycles, and then joined Bentley Motors Ltd., where he remained until in 1924 he went to K.L.G. Sparking Plugs Ltd. as Technical and Racing Manager.

During these 29 years Mundy has had various motor cars, including a Fiat, Riley, 3-litre Bentley, Vauxhall, Standard, Rover, and is now driving a Humber Hawk.

* * *



REG. TANNER of ESSO

Reg. Tanner, of the Competitions Section of the Esso Petroleum Co., Ltd., writes :—

"It is rather interesting that you should ask for these details at the moment as I have just completed my thirtieth year with this company and the whole of that period, apart from the war years, has been connected with the motor-car and motor-cycle racing side.

"I suppose if I give my candid opinion on this matter I should be looked on as one of those old 'so-and-so's' living in the past, but I think all the old stagers would agree that the present-day motoring fraternity do not get anything like the fun and troubles we used to contend with a quarter of a century ago. Especially having competed in Monte Carlo Rallies twenty years ago and now reading the account of this year's event. God forbid I should imply that the crews are less hardy than in the past, but the roads today are too good and the motor cars are too comfortable and reliable.

"When it comes to actual races I suppose we can turn round and say the damn things are too reliable, but the same does apply to motor sport today as it did, as far as my memory serves me, 30 years ago. It can only be carried on by the enthusiastic men and not by those who are in it for the money. Probably there are one or two exceptions, but those financially minded are not the motor-racing fraternity that we remember. The same applies to the mechanics. No racing mechanic would ever dare study his Union in the past. No racing driver would ever dare to consider his bank balance and, of course, representatives have no bank balances to worry about. I found during 30 years those that do get fun with very little work are our very gallant Press representatives.

"With regard to the motor cars I drive. Are you referring to those supplied by the firms or their own private cars? The only motor cars that interest me now are the cars that give most miles per gallon, plenty of comfort, plenty of quiet with a maximum speed of 60 m.p.h., chiefly because I must always watch my 'No Claim' bonus."



GEORGE WILLIAMS OF CASTROL

George Williams, Competitions Manager of C. C. Wakefield & Co., Ltd. (Castrol), who is 29, joined the R.A.F. direct from school and flew with Coastal Command. During his six years' service, he completed nearly 2,000 hours flying, mainly in Wellington and Warwick aircraft.

After leaving the R.A.F., he studied for a time at Birmingham University and joined Wakefields in 1948 as a member of the sales staff. After a few weeks, he became an assistant to the then Competitions Manager, E. J. Anderson ("Castrol Andy"). When Anderson retired, a year later, Williams succeeded him.

As Wakefields is a British Company, competition policy is controlled from London and Williams makes many overseas trips liaising with his staff abroad. Keenly interested in international economic problems and production methods, he finds his visits to foreign motor and motor-cycle manufacturers most instructive and he is very appreciative of his many friendships abroad.

Apart from his professional associations, George Williams has always had the greatest interest in competition motoring and has, himself, competed many times in club events and international rallies. He has also acted as pit manager in several record-breaking attempts, notably that of the Austin A40 10,000 miles in 10,000 minutes at Montlhèry in 1950. More recently, as a result of working closely with Donald Campbell and the late John Cobb, he has acquired a keen interest in high-speed development on water.

George Williams has also been responsible, in association with Richard Habershon, for the production of Castrol films on motor sport and himself spoke the commentary for two of these. His hobbies are golf and motoring and his own car is a Jowett Javelin.

(*To be continued*)

EAST ANGLIA M.C. AUTO-CROSS

The success of this venture can be judged by the fact that some three hundred cars filled the car park, and a thousand spectators were estimated to be in attendance.

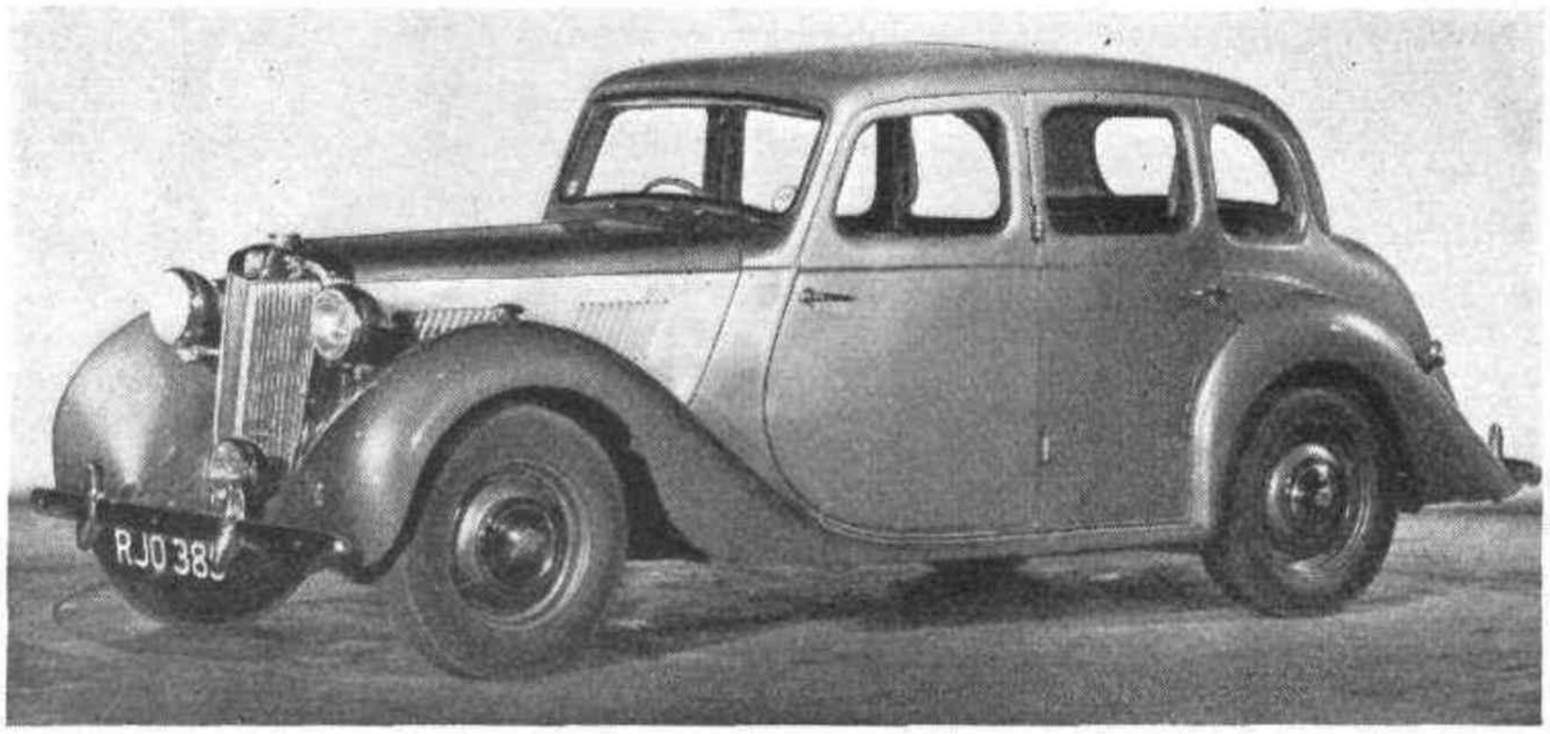
The 3,000-yd. oval-shaped course, mainly flat, twisted its way through Chalkney Wood, near Earls Colne. Most popular section obviously was the water-splash. After the first few cars had ploughed their way through the water took on the consistency of thick muddy cream!

Best time of the meeting was returned by D. S. Price in a blown Dellow, 3 min. 52 sec.; each competitor making two runs over the course. The second timed test entailed a sprint in a huge bowl-like hollow with a tight turn around. Here A. W. Guppy (s/c. Dellow) hit a tree, which rather bent his off-side stub axle. This was rectified to enable him to continue.

The final sprint test on the river bank provided excitement, though marred by Guppy's car getting into a bad skid and overturning. He was unscathed but his lady passenger had to receive hospital treatment.

The organisers provided a course, tough in parts, without being a chassis breaker. They propose to hold a repeat in October on similar lines.—W. J. F.

ON THE ROAD with the 1¼-LITRE M.G. SALOON



THE Series YB M.G. saloon is an interesting and logical variant of the sports TD model from the famous Abingdon company. It is a relief to many to find in production a car in the older style, with headlamps unashamed to be seen, normal wings, and a radiator shell which, to those who find streamlined shapes unacceptable, makes this M.G. " look like a motor car."

The attractive folder issued to publicise this M.G. saloon calls it a car " for sporting men who are also family men . . .", which is perhaps fairer than terming it a sports saloon, because with its substantial, generously appointed body and a single-carburetter engine of only 1,250 c.c., the Series YB can hardly be compared to what our Continental friends term *Gran Turismo*.

Let us face it, the 1¼-litre M.G. asks for full use of the gearbox to make it hurry, while its maximum speed is not much above 75 m.p.h. It is, therefore, on its appointments and handling qualities that this handsome, compact car should be judged. On such counts the M.G. gains very high marks.

The appreciation which the fine finish and well-balanced lines ensure on first acquaintance are well maintained when you open the doors and climb inside. The leather upholstery, the pile carpet with rubber mat at the driver's heels, and the deep walnut instrument panel are rare luxury in a small car costing, basically, only £635. As you tot up the practical features the quality is confirmed. The deep back seat has side and folding centre arm-rests, the front seats are comfortable buckets, there are two ash-trays in the facia sill and two more in the backs of the front seats. The doors have useful pockets, the windscreen winds open, the steering column is adjustable, the steering wheel is of " spring " type, there are twin anti-dazzle visors, the front doors are held from flying fully open, the driver's door takes the key, the luggage boot has a lockable lid which can be let down to accommodate bulky luggage. Listed thus, these amenities tend to be taken for granted, but as the prospective purchaser ticks them off the value offered can hardly fail to impress favourably. Especially as many other attractive details can be added—that now rare luxury, a (Pytchley) sliding roof, a neat roof switch convenient to the driver's right hand for the interior lamp, electrical equipment which embraces fog-lamp and reversing-lamp, a Lucas screen demister, H.M.V. radio, with unobtrusive roof aerial, safety-glass in all windows, a blind for the back window, and a heater which really does work and is easily controlled by turning one small knob. This, and the equally invisible but effective radio loudspeaker, deserve high praise after so many complicated, ugly installations.

The trafficators, worked from a knurled knob on the steering-wheel boss, cancel after a reasonable period, denoted audibly. The fuel filler in the near-side back wing is of a very simple quick-action variety, light in action and entirely foolproof to operate. The facia is of real walnut, with a huge cubby-hole, closed by a matching lid with light, automatic catch. Imitation wood inlays complete the air of luxury about the M.G.'s interior. The cubby-hole is flanked by the instruments and minor controls, two hexagonal dials comprising, respectively, combined oil-gauge (50 lb./sq. in. is normal), ammeter, and fuel-gauge, and speedometer with trip and total mileometers. The figures are clear and well lit. The lamps are controlled by unobtrusive pull-out knobs. Starter knob and choke control match. The ignition warning light is unobtrusive, the foot lamp-dipper well placed. Twin screen wipers, each with its own parking knob, work very efficiently.

The major controls are in keeping, the pull-up central hand-brake with press-button ratchet very convenient to use, and the gear-change, with a stiff central lever calling for short movements, a delight. Reverse, incidentally, is opposite third, beside the top-gear position, very useful in rally tests. The pedals, rather slight, are well placed and comfortable to use. The near-side side-lamp is visible to the driver. Altogether, one feels well in command of the car.

On the car tested the gear lever moved somewhat stiffly, but as the mileage run was under 2,000 this would no doubt wear off. A curious vibration was conveyed to the occupants *via* the gear lever, and the engine made a fair amount of noise. As handed over, considerable " pinking " was evident but, using National Benzole premium petrol, this was not noticed subsequently.

Our test embraced over 480 varied miles and we were able to appreciate the easy running and good handling qualities of this little saloon. The steering is smooth without being over-light, has useful castor action and transmits only slight return motion. Geared 2¾ turns lock to lock, it does not give an " over-low " impression and it is essentially taut and accurate. A pleasing aspect is the presence of definite stops at each end of the rack-and-pinion's travel.

The suspension, wishbone and coil spring at the front, underslung ½-elliptic at the back, gives a good balance between hard and soft riding. The cornering tendency is to understeer and while this can change to oversteer as roll sets in, the degree of roll is slight and is arrested firmly by the lateral control link. The M.G. is exceedingly happy when flung round corners, the tail " following through " pleasantly in a manner reminiscent of, if not quite so pronounced as in, the splendid little Morris Minor. The 9-in. Lockheed hydraulic brakes are about the best " anchors " you could wish to have. All of which adds up to a car the keen driver can enjoy.

As the fuel consumption works out at approximately 26 m.p.g. with spirited driving, a lot of enjoyable motoring is available for a modest outlay. No oil or water was needed during the test, and the engine got going promptly and without much financial anxiety. The tyres howl only slightly under the stress of very fast cornering, changes of road surface go unnoticed, and generally the M.G. runs unobtrusively for a 1¼-litre car carrying four persons with a high degree of luxury.

There is some wind noise, which is to be expected, round the angular body, and an odd whistle at about 50 m.p.h., perhaps from air passing over the radiator-grille slats. Less excusable were the rather too obvious rattles which developed, one of which was traced to a loose ash-tray. Negotiation of country lanes which deteriorated into tracks showed the M.G. to have ample ground clearance of all save its front number-plate and to grip well in slime. The speedometer maxima on the indirect gears were : first, 20 m.p.h.; second, 30 m.p.h.; third, just over 50 m.p.h. Sixty is a happy cruising speed, with the speedometer needle going easily to 70 m.p.h. without effort. The clutch is light and positive.

The smart green bonnet was apt to reflect passing shadows but this never became irritating, and the lamps, if small, gave just-ample illumination.

Points where full marks could not be awarded were few. The car is definitely a four-seater and those with long legs found the rear compartment somewhat cramped. In front, care had to be taken not to jab one's knees on the deep wooden facia or on the radio. It was necessary to stoop to reach the front window winders. The horn had a blatant note. Otherwise, 100 per cent. marks to this sturdy, well-appointed saloon. Incidentally, although it didn't roll

to any extent, emphasis that M.G. make only sports cars is lent by the presence of " pulls " whereby the back-seat occupants can brace themselves on sporting occasions. The only trouble experienced was a loose front number-plate nut—the one from which a spring washer had been omitted.

There should be a ready market for this inexpensive saloon amongst those who seek a tailor-made vintage car, the tradition of which is pointed by such items as the external radiator filler and undisguised lamps and radiator. We rated our weekend with a Series YB as a very pleasurable experience.—W. B.

THE SERIES YB 1¼-LITRE M.G. SALOON

Engine.—Four cylinders, 66.5 by 90 mm. (1,250 c.c.). Push-rod o.h.v.; 7.2 to 1 compression ratio; 46 b.h.p. at 4,800 r.p.m.
Gear ratios.—1st, 17.938 to 1; 2nd, 10.609 to 1; 3rd, 7.098 to 1; top, 5.125 to 1.
Tyres.—5.50 by 15 Dunlop on bolt-on disc wheels.
Weight.—21 cwt. (less occupants but with five gallons of fuel).
Steering ratio.—2¾ turns, lock to lock.
Fuel capacity.—Eight gallons. Range approx. 208 miles.
Wheelbase.—8 ft. 3 in.
Track.—Front, 3 ft. 11 in. Rear, 4 ft. 2 in.
Overall dimensions.—13 ft. 8 in. by 4 ft. 11 in. (wide) by 4 ft. 9 in. (high).
Price.—£635 (£989 5s. 6d. with p.t.).

PERFORMANCE DATA

Speeds on gears :

1st :	20 m.p.h.	3rd :	52 m.p.h.
2nd :	30 m.p.h.	Top :	75 m.p.h.

Makers.—The M.G. Car Company, Ltd., Cowley, Oxford.

REPORTS of RECENT EVENTS

EDINBURGH U.M.C. DRIVING TEST (Feb. 21st)

1st : R. M. McLaughin (M.G. TC) ; 2nd : W. S. Howgate (Bentley) ; 3rd : N. Somerville (TA M.G.).

TAUNTON M.C. MINIATURE RALLY (Feb. 22nd)

T.M.C. Cup (Best Performance) : W. G. Cawsey (Ford Zephyr) ; **Runner-up :** Dr. J. T. Spare (Standard Vanguard) ; **First-Class Award :** E. V. Beach (Humber).

CHELTENHAM M.C. FOREST RALLY (Feb. 22nd)

Best Performance : A. E. Tumin (Standard) ; **First-Class Awards :** C. M. Walker (Fiat), T. Buckingham (Vauxhall), Miss Pearson (Standard), K. W. Hobbs (Morgan), J. Noel McGeogh (Singer).

NOTTINGHAM S.C.C. PILKINGTON TRIAL (Feb. 22nd)

Premier Award : H. A. Shaw (Austin) ; **Runner-up :** N. B. Shepperson (H.R.G.) ; **First-Class Awards :** M. W. Newbold (Morris), J. S. Hollings (Morris) ; **Second-Class Awards :** S. Asbury (Ford), P. C. Todd (Sunbeam-Talbot), J. M. S. Keen (Morris).

SAM COLLIER SIX-HOUR RACE, U.S.A. (Feb. 25th)

Distance : 1st, J. Fitch (Cunningham), 82.2 m.p.h. ; 2nd, W. Spear/P. Hill (Ferrari), 82.0 m.p.h. ; 3rd, J. Kimberley/G. Hunston (Ferrari).
Handicap : 1st, B. Cunningham (Osca), 77 m.p.h. ; 2nd, Kimberley/Huntson (Ferrari) ; 3rd, R. Makins/F. Bott (Osca).

SESTRIERE RALLY (Feb. 26th/Mar. 3rd)

1st : Seibert/Bolz (Citroen Six).
2nd : Scala/Mazzonis (Lancia).
3rd : Damonte/Marsaglia (Lancia).
Up to 750 c.c.—Maranzana/Carlotti (Dyna-Panhard).
Up to 1,500 c.c.—Scala/Mazzonis (Lancia).
Up to 2,000 c.c.—Damonte/Marsaglia (Lancia).
Over 2,000 c.c.—Seibert/Bolz (Citroen).
Production Sports Cars.—R. Valerzano/Sponsetti (Lancia).
Greatest Distance.—Rogers/Condovi (Riley).

RHYL & D. M.C. BRAID TROPHY RALLY (Feb. 28th/March 1st)

Braid Trophy : A. Robinson (Austin Seven) and J. Jones (M.G.) ; **Brookes Parry Trophy :** S. Kennedy (S.S.100) ; **Novices' Award :** N. V. Bier (Austin Sixteen) ; **Open Cars under 1½-litres :** T. Davies (Wolseley Special) and J. Winn (Dellow) ; **Closed Cars under 1½-litres :** B. Wallis (Standard Eight) and Mrs. Fenton (Austin A40) ; **Open Cars over 1½-litres :** B. Davies (Morgan Plus Four) ; **Closed Cars over 1½-litres :** M. Hinde (Alvis) and G. Sterling (Sunbeam Talbot).

W. ESSEX C.C. MOONLIGHT RALLY (Feb. 28th/March 1st)

The first Map Reference in a course of 200 miles was Barwick Ford, just north of Ware, where competitors had to cross a ford 40 ft. wide and about 1 ft. in depth ; they then proceeded to the next control which was at Stanstead where there was a wheel-changing test against the stop watch.

At the third control the competitors had to maintain an average speed over a short circuit ; the mileage had to be worked out by them.

The next Map Reference was at Newmarket and then on to Thruxton. At these controls clues had to be found. Having found these clues the next Map Reference was at Wormingford Aerodrome, five miles from Colchester, where two tests were carried out at dawn. After these tests the competitors proceeded to Gally Wood Horse Race Track where a simple questionnaire had to be answered. (It was surprising how many competitors did not know their own registration number or tyre sizes).

The competitors then carried on to the final check at the Club Headquarters at Woodford Bridge.

There were no competitors with clean sheets, and everyone voted it a thoroughly enjoyable rally.

Best Performance : J. V. Lewis (Riley), 23.
1st Class : D. McTurk (Ford), 38 ; E. Thurston (Vauxhall), 74 ; H. Bodger (Austin), 82 ; S. Pipe (Ford), 90.
2nd Class : D. Hayes (Standard), 112 ; J. Lavers (Jaguar), 115 ; J. Williamson (M.G.), 118.

MUNSTER M.C. & C.C. SPRING TRIAL

Relic Cup, Best Performance : D. Conway (TD M.G.) ; **First-Class Award :** A. Canty (Singer Nine) ; **Saloon Award :** D. O'Leary (Wolseley Fourteen).

DUBLIN U.M.C. NIGHT TRIAL

Best Performance : K. P. Murray (M.M.2) ; **First-Class Awards :** M. Carey (M.K.V), H. Johnson (Lancia Special), C. Vard (C.E.R.), E. Connell (Ford Special) ; **Second-Class Awards :** A. L. Young (M.G.), J. Gibney (Ford Special), G. D. P. Colley (Volkswagen), M. C. Hogan (M.G.), T. D. Lord (Ford Prefect) ; **Saloon Award :** Colley (Volkswagen).

S.S.C.C. MOONBEAM RALLY

First-Class Award : N. L. Paterson (M.G.) ; **Second-Class Awards :** G. Noble (Vauxhall), I. Bennie (Riley), H. C. Ballantine (Riley) ; **Ladies' Award :** A. Neil (Standard).

SHENSTONE & D. C.C. TRIAL (March 1st)

Shenstone Cup : R. Kemp (Kemp) ; **Shenstone Trophy :** J. Deeley (Cranford) ; **Saloon Cars :** B. J. Smith (Ford) ; **Production Sports Cars :** G. A. Lewis (H.R.G.) ; **Trials Cars (1913) :** B. J. Bodenham (Dellow s/c.) ; **Trials Cars (1949) :** G. M. Grindall (Dellow s/c.) ; **First-Class Awards :** W. A. Scott (Bradford), J. W. Rowley (Austin), L. M. Austin (Dellow), W. E. Wykes (Dellow) ; **Second-Class Award :** L. J. Tracey (Dellow).

YORKSHIRE S.C.C. 4/44 TRIAL (Mar. 8th)

4/44 Trophy.—T. C. Harrison (Harford).
Gambles Trophy.—A. D. Alldred (Bassinett).
First-Class Awards.—A. W. Lilley (Wharton), E. Harrison (Harford), A. Richardson (Ford Special).
Best Old Formula Car.—P. Dickinson (G.R.H. Special).
Ditto, First-Class Award.—D. S. Rayner (Allard).
Team Prize.—" The Westriders "—T. C. and E. Harrison and M. Wild (Ford Special).

CAMBRIDGE U.A.C. SPEED TRIAL (Mar. 8th)

Up to 1,201 c.c.—D. Moore (M.G.), 1 min. 18.67 sec.
1,201-1,500 c.c.—D. Moore (M.G.), 1 min. 18.00 sec.
1,500-2,500 c.c.—J. R. Stoop (Frazer-Nash), 1 min. 15.84 sec.
Over 2,000 c.c.—G. D. Parker (Jaguar), 1 min. 15.10 sec.
Racing Cars.—L. Marr (Connaught), 1 min. 13.88 sec. F.T.D.

HANTS & BERKS M.C. BLACKWATER TRIAL (Mar. 8th)

Best Performance.—C. L. J. Fisher (Gregory Special).
Open Cars.—C. L. J. Fisher (Gregory Special).
Closed Cars.—D. C. E. Johns (Austin A90).

A SUNBEAM THROUGH THE FOG

Character Cars of Wimbledon recently put on a clever demonstration of the fact that used cars, even if twenty years old, can be both reliable and reasonably speedy. They took a customer's 1933 20.9-h.p. Sunbeam saloon and motored it 3,300 miles round this Island. The intention was to average at least 30 m.p.h. but fog defeated this aim, holding the travellers up for 19½ hours in Wales. Nevertheless, the Sunbeam managed 27.8 m.p.h., *all other stops included*, gave no trouble of any sort, and its sump required topping-up on two occasions only. This average, over a distance greater than that faced by Monte Carlo competitors, in a comfortable almost-vintage car, is highly praiseworthy. If Character Cars continue to deal in vehicles of this condition and calibre they are assured of a stream of satisfied clients into and out of their South London premises.—W. B.

CHAIN CHATTER

by

"CARROZZINO"

BY the time these words are read Easter will be upon us and the racing season will be in full swing with minor National events happening up and down the country. The International brigade will be down at Pau on the Franco-Spanish border and should be ready to start a very full season of Circuit events, week-end after week-end. Just before every season one hears of all sorts of people who are going to join the "continental circus" group, but over the years the numbers seldom get very large and seem to maintain a happy medium. Of perhaps a dozen prospective runners only two will make the grade and get "in," while of the dozen or so regular British members one or two invariably retire from activity, or, regrettably, pay the price of the risk involved when you race every week-end on pure road circuits, which is a fatal accident or, if you are luckier, a mere disablement that puts you out of racing for good. It may seem morbid to ponder on such thoughts, but in any modern high-speed activity, whether on the ground or in the air, the risk gets greater as the speeds increase and in motor-cycle racing speeds keep going up and up.

While the professional "circus" riders are already under way, the professional "works" riders are still in training for the first round of the World Championships. Our own Isle of Man T.T. is the first in the series this year and already there is quite a lot of activity on the T.T. circuit. The Germans seem to be tackling the job in their usual thorough manner, concentrating on making their riders learn the circuit first, both B.M.W. and N.S.U. being thus engaged. The Italians have a slight advantage in that they all have English riders in their teams, whose knowledge of the T.T. circuit is excellent. Guzzi take a very practical approach to their proving, by using the Ospidaletti road circuit at San Remo, which is a real tester for brakes, gearboxes, acceleration and general handling. Gileras and M.V.'s on the other hand tend to concentrate on Monza, which is in between their respective doorsteps, there perfecting their machines for the last possible ounce of speed. Of our two English teams, Norton and A.J.S., a comic situation has arisen in the sporting world by the rising of the ugly head of big business on the production side, the result being that the Plumstead firm now own the Birmingham firm financially. The two racing departments will continue to be keen rivals in all outward appearances, but somehow one cannot see A.J.S. letting Norton get away with any technical advantages that accrue from the brains being paid by them. So far Nortons have not admitted to anything new except a rather dubious-looking fully enclosed 350-c.c. model on which the rider lies in a semi-prone position. This, however, cannot be taken very seriously for Gileras and Mondials tried the same idea about three years ago and discarded it on the advice of the riders, who found it impossible to cope with crosswinds. Maybe Nortons have designed a gyroscopic stabiliser to combat this, but I should not like to be the rider who has to take avoiding action. So far their testing has been confined to aerodromes and the Montlhèry track, while the parent firm from Plumstead seem limited to the Lindley proving grounds at Nuneaton. However, this season will see the T.T. starting the Champions rolling, and with so many British riders on foreign machines, there is quite a reasonable possibility that the T.T. will be International in a small way.

While on the subject of the T.T. it is amusing to see that one of its keenest supporters has been advocating in the weeklies that it be withdrawn from the World Championship series, mainly due to the feeling that the other nine classics are out of step with the T.T. Truly the T.T. is out of step with the other Grand Prix meetings and it always has been. Being the oldest race still running it would be a nice gesture to put it on a pedestal on its own and run the World Championships over the other eight events which do bear some similarity. The T.T. should not be abandoned, but should be left as a very special event which counts for nothing but stands as an all-time measure of riding ability, so that anyone feeling he was losing form could use the T.T. to obtain a certificate of raceworthiness to justify his competing in the pure classic races. There is no doubt at all that only a "star" man can put in a 90-m.p.h. lap, always assuming he has a "star" motor-cycle, and having done so he can then reckon he is capable of tackling racing anywhere except for one thing ; that is, the effect of having become used to riding on his own in the T.T. time-trials, the sudden realisation that there are 25 or 30 others of equal calibre leaning on him in the first corner may put him off a little. But as no one rides solely in the T.T. that is only hypothesis. The thought of the T.T. not being in the classic series is by no means hard to bear, but the thought of it being abandoned altogether is unthinkable. Before leaving the subject of the World Championship series the question of the Ulster Grand Prix is an interesting one, for it looks as though authority is going to force it to be held on the Dundrod circuit instead of the traditional Clady circuit. Apart from sentimental reasons this appears to be a good move, for the Dundrod circuit is a road circuit as good as they come and would appear to be receiving official support in its construction and facilities. If this change of venue takes place there will be many who bemoan the loss of the Clady circuit, but in a few years Dundrod cannot help but become a classic in its own right.

Leaving racing for a while and viewing normal motor-cycling the last of the season of motor-cycle Shows took place recently at Geneva, and it was rather significant that German and Italian machines dominated the exhibits. British machines were there in very small numbers and not even representative at that, which rather looks as though British motor-cycles are not as popular as they were. It will be interesting to view the motor-cycling population of Switzerland again this season, for so far over the past few years it has been very noticeable that German machines were being bought by the everyday rider and the specialist was looking to Italy for his sports motor-cycle. One exhibit that interested me personally was the little Spanish Montesa 125-c.c. touring model that had electrically heated handlebars and saddle. I covered quite a mileage on the prototype model and found the heated twist-grips a blessing, though the saddle top with heater elements inlaid was not too comfortable. While it worked admirably it gave one a peculiar feeling in the nether regions. It really is time some manufacturer got down to this problem of the cold on a motor-cycle, for every day during the winter you hear people complain of the impossibility of keeping their hands warm. The temperature is one thing that will stop motor-cycling from becoming really popular and one would have thought that the brains of the industry would have turned to this problem long ago. In the car world it is almost a waste of time to try to sell a utility vehicle that has not got a heater installation, yet the motor-cycle manufacturer goes gaily on churning out the same old hand-freezers year after year leaving the glove manufacturers to try to solve the problem. Could it be that there is a business tie-up somewhere ? Happily, we can look forward to a few months of warm handlebar clutching, but it would be nice to see some attempt to solve this problem appearing for the next Earls Court Show.

LONDON M.C. COVENTRY CUP TRIAL (Mar. 8th)

Advanced spring weather greeted the assembly at the Spring Tavern, Wrotham Hill. The eight sections were grouped in the Boxley area, off the Chatham-Maidstone road, the approach being *via* picturesque and historic Aylesford.

Though conditions underfoot were favourable, some sections were so tough that all finishers received penalty marks. There were eight retirements from 25 starters. The spectators enjoyed the "rough stuff," particularly in sections 5, 6 and 10.

E. Chandler (Chandler), second-class award, departed from his usual dignified style on section 5 and literally stood his car on its rear treads. The deep gulleys on No. 6 provided fun for the onlookers and jarred bones for crews.

After lunch the sections were used again, some reversed, others modified. No. 9 was unassailable, and W. Waring did well here, though his failure on No. 14 probably cost him the top award; however, he was the runner-up at the end of the day. His W.H.W.-Dellow performed better than in the R.A.C. Championships.

The root-strewn surface of No. 10 resembled oversize corrugated sheeting, and provided some thrills. Acceleration and reversing tests were held in a narrow, greasy-surfaced lane, with lots of sliding.

R. Chappell (Dellow) performed consistently throughout the day to win the Coventry Cup. Full marks to cars and crews for surviving the harder sections.

Altogether an enjoyable event, thanks to ample marshalling and slick timing. Tony Rumfitt, dashing about the bumpy terrain, kept everyone in the picture. But, whose car was he using ?

Tea followed, at the top of Wrotham Hill, where the provisional results came through with gratifying speed, thanks to Mr. D. W. Price and his colleagues.—W. J. F.

Results :

Coventry Cup.—R. F. Chappell (Dellow).
Runner-up.—W. H. Waring (W.H.W.-Dellow).
Best 1949 Formula.—D. W. Price, Jnr. (Price Special).
First-Class Awards.—B. H. Dees (Deeford) and P. A. Barden (Cotton).
Second-Class Awards.—E. J. Chandler (Chandler) and E. W. Vero (Dellow).

Some Thoughts on Mercédès-Benz

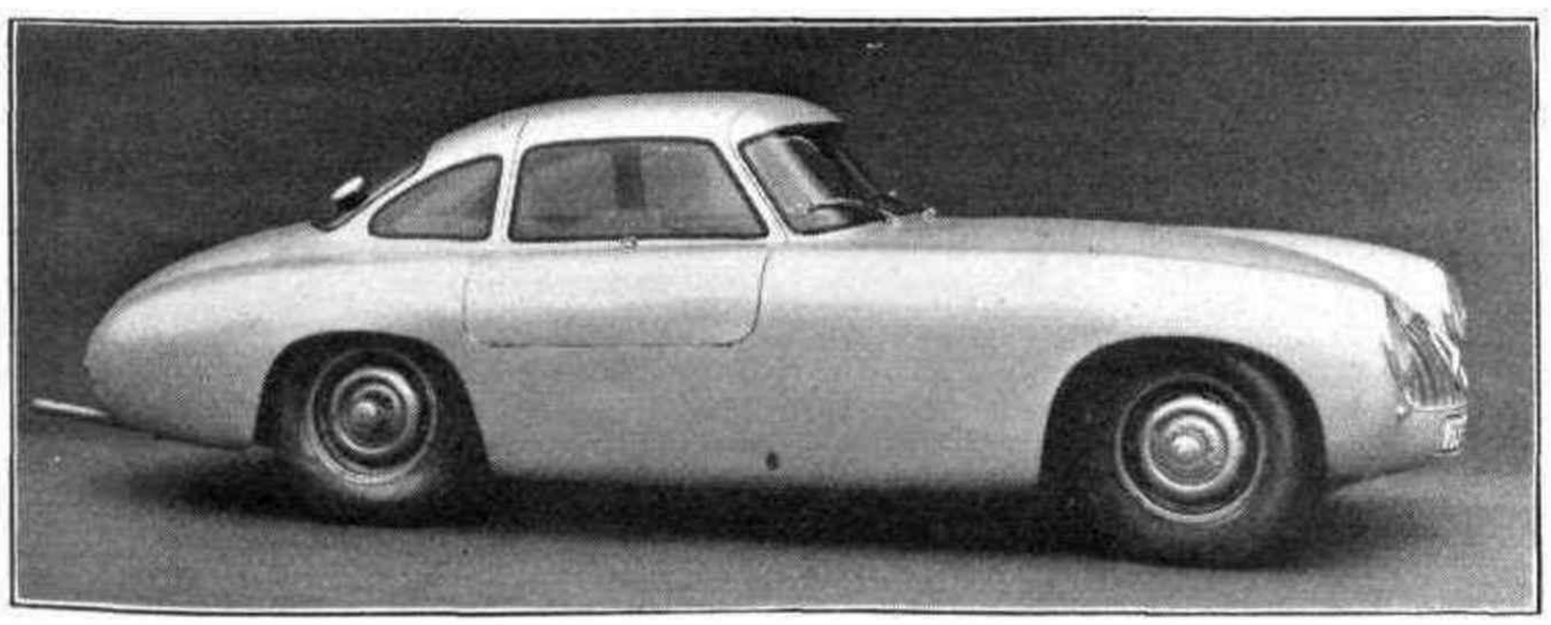
NOW that the Mercédès-Benz company has announced the withdrawal of its 300SL models from International racing, it is not without some interest to review briefly what these cars have accomplished in a very short time. Back in 1934 the Mercédès-Benz firm made a serious onslaught on Grand Prix racing, appearing with very little flourish or publicity and proceeding during the following years to assist in turning motor racing from a happy-go-lucky sport into a calculated science. Whether this was desirable progress or not I do not intend to discuss here ; suffice to say that in the years 1934-39 motor racing did become a science, as far as Grand Prix events were concerned, and a big part of its success was due to team organisation. In these years Mercédès-Benz built up a fabulous organisation that became a yardstick for everyone else, whether it was pit work, transport, practice, or actual racing. This organisation was obvious in every move that the Mercédès-Benz team made and it played a very major part in their monopoly of most of the immediate pre-war years. It was not the sort of organisation that revolved on forms and papers, neither did it rely on hordes of " yes " men and clerks. It was a fine example of simple and straightforward efficiency with no unnecessary frills.

With the war this organisation for racing purposes was disbanded, but when racing resumed the nucleus began to form again and it was not long before prominent members of the Mercédès-Benz *equipe* began to appear at the Swiss Grand Prix to study post-war form. As Germany was not allowed into International racing until 1950 there was little they could do but watch, and when their entries became due the great Mercédès-Benz organisation still sat tight, saying nothing, but nevertheless taking a keen interest in what was going on around them. Always the racing world felt that Mercédès-Benz would return one day, but no one could say when, and the Germans appeared much too busy building up their industry to tackle racing. In 1952, very early in the year the news was released that Mercédès-Benz were re-entering International racing and intended to compete in sports-car events. Photographs were sent out showing the new models to be very compact and smooth 3-litre saloons, outwardly bearing nothing obviously Mercédès-Benz with the exception of a large three-pointed-star motif on the air intake grille, which immediately gave an impression that these cars were out to win and to regain the pre-war standing of the firm. Somehow, that star said " We are Mercédès-Benz cars and we want the world to know." Almost at the same time as this release three entries were sent in for the Mille Miglia, one of the toughest sports-car events, and for years the preserve of the Italian firms. With that same air of efficiency that prevailed in pre-war years the team of cars set out by road from Stuttgart accompanied by the rest of the *equipe* and as the three silver cars drove down through Switzerland they created the impression that Mercédès-Benz were re-entering racing very near the point where they left off in 1939. The Mille Miglia saw one of the silver saloons finish in second place, needing the inspired genius of Giovanni Bracco's driving of his Ferrari to keep in front. The Mercédès-Benz was driven by Karl Kling and Hans Klenk, neither of whom had driven in a Mille Miglia before, while Rudolf Carraciola and Kurrle finished fourth. The third car driven by Hermann Lang and Gruppe, was forced out when they crashed, but the new cars made such an impression that many mutterings were heard about this team coming back into racing with " their specially-built racing cars competing against our production-type sports-cars." While this accusation was true in some respects it was only because Mercédès-Benz had built their cars in an efficient manner as close to the allowed regulations as was mechanically possible, as distinct from other teams who only went halfway. While the Germans had been unable to beat the Italians on their home ground, they had given them a lot to think about and were well satisfied with their first outing.

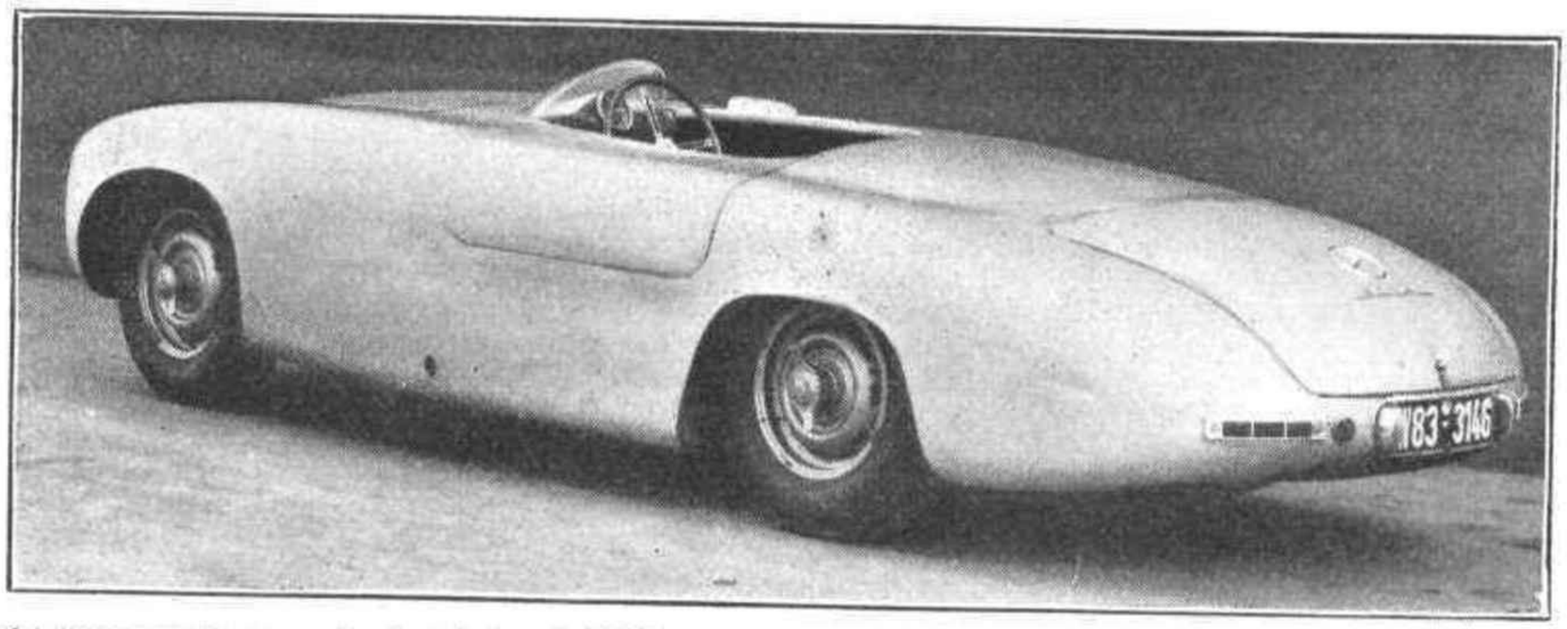
Their next appearance was at Berne for the sports-car race preceding the Grand Prix and here they appeared with four cars, one red, one green, one silver, and one blue, thus appeasing everyone in this neutral country. They had little opposition at this race, the only Ferrari being driven by a local driver, though it was a works 4.1-litre model and it made fastest practice lap. In the race the Mercédès-Benz cars were quite untroubled, for the Ferrari broke its transmission as it left the line, and they put up a fine demonstration in the leading four positions until Carraciola crashed the red car just before the end. The finishing order was Kling, Lang and Riess, with the works Ferrari being dismantled behind the pits.

Following this race the team entered for Le Mans and again their very thorough organisation was prominent throughout the event, both in practice and in the race. During practice hours they were sufficiently prepared to have three team cars, once again silver in colour, a spare practice car painted red, and an experimental silver car, and while the drivers took turns at consistent lapping with the hack car the experimental one was doing tests and the team cars were awaiting the actual race-day. In the 24-hour race they adhered to a strict constant-running programme, letting the other teams set the pace and blow-up in the process. Relentless clockwork-like regularity won for them first and second places, driven by Lang and Riess, and Helfrich and Niedermeyer. Their whole programme of running was carefully calculated, each car having a clock and list of times for refuelling on its dashboard, while the Mercédès-Benz star was used as a pit identification mark. While Jaguar, Cunningham, Ferrari, Talbot, and Gordini fought for the lead, the German cars played a waiting game, relying on efficiency and calculation of their rivals' weaknesses to bring them victory. They were not entirely free from trouble, for the car driven by Kling and Klenk was put out with dynamo failure, oddly enough the same trouble that caused Carraciola's retirement from the Le Mans event in 1930 with the SSK model. While the 300SLs made no attempt to prove themselves the fastest or most powerful sports-cars they gave a pretty good demonstration of the efficiency of their team organisation and it was fairly clear that they were aiming for bigger things than sports-car racing.

Whenever they were tackled about the possibility of a Grand Prix team they always explained that such racing was very expensive, only intimating that it was too expensive for them, but never saying so. The final European appearance was at Nurburgring for the sports-car race preceding the German Grand Prix and there the practice period for sports-cars appeared to be especially for Mercédès-Benz. They had as many as six cars out and four of them had been converted into open models and lightened considerably, while one open and one saloon car were tried with a supercharger fitted. Throughout the meeting the keynote was one of preparedness with time for experimentation. Opposition came from a single 4.1-litre Ferrari from the near-works Marzotto organisation, driven by Piero Carini, and a single works 2.3-litre Gordini. Mercédès-Benz finished 1-2-3-4 in the general sports-car category, the Ferrari being quite incapable of challenging, while the Gordini broke its gearbox. The finishing order was Lang, Kling, Riess and Helfrich, but still



VICTORIOUS.—The 300SL Mercédès-Benz in coupé form. These cars won four out of the five International races for which they were entered in 1952 and, having achieved this supremacy, they will not be raced again.



PRUNED.—The 300SL sports/racing Mercédès-Benz, faster than many racing cars, in the open form in which it was run at the Nurburgring.

the team made no pretext at being infallible, for the supercharged cars were not raced as they were overheating.

The final appearance of the 300SL models in 1952 was in Mexico for the Pan-Americana race and two saloons and one open car were run, with works Ferrari, Lancia and Gordini opposing them. Although the crazy Bracco led until the last stage of the event, it cannot be disputed that Mercédès-Benz finished a convincing first, and second, the drivers being Kling and Klenk, and Lang and Riess. The third car, driven by the American John Fitch, was disqualified, due to a misunderstanding of the rules, but finished the course nevertheless. Once again there were faster cars in the event, but they blew-up and Mercédès-Benz did not, and to finish first is surely the aim in racing. It was interesting to note in this event that while most of the competitors were permitting their cars to be blatantly plastered with advertising and gaudy colours, the Mercédès-Benz team concentrated on the job in hand and had the minimum of "decorations," so beloved by the Americans, to adorn their cars. They did, however, have a very large three-pointed star prominently displayed.

Out of five events entered Mercédès-Benz had won four and finished second in a fifth in their first season of post-war racing, and though it could easily be proved that there was a great deal of luck in their winnings, or lack of opposition, the fact remains that the organisation behind the team must surely be of a high order. While others broke down, Mercédès-Benz did not, while others did not enter, Mercédès-Benz did, and while others said what they could do, Mercédès-Benz did what they set out to do. At the beginning of 1953 when everyone was musing on this season's sports-car races a note arrived from Stuttgart to the effect that the 300SL cars would not be raced in 1953 as the last season had proved all they had set out to do, the race organisation had been proved, the drivers had been well tested for future projects and Mercédès-Benz had proved that their cars were the finest in the world. As an after-thought it was mentioned that in addition to the above reasons for withdrawing from racing for 1953, the factory would be too busily engaged in preparing their team for the 1954 Grand Prix season. All this caused quite a bit of havoc one way and another. Ferrari and his men were hopping mad as they considered they had the best sports car, while everyone else pondered deeply on the final part of the Stuttgart statement. Ferrari challenged Mercédès-Benz to prove their sports-car claim, but this was turned down with the polite statement that there had been ample opportunity during 1952 and anyway they were not interested in beating challengers, being more concerned with winning races.

What of 1954? Last season showed clearly that the Mercédès-Benz race organisation is highly capable and it is true to say that it was the preparation rather than the actual racing that gave them a score of four wins out of five, so that with the same team building Formula I cars we can expect a repetition of 1952 activity. There is no need to expect the 1954 Mercédès-Benz cars to be vastly superior to their rivals, but we can assume that they will be as efficient as they know how and that they will be backed by an organisation who care about only one thing and that is, to win.—D. S. J.

BOOK REVIEW

"Those Bentley Days," by A. F. C. Hillstead. 196 pp., 9 in. by 5½ in. (*Faber and Faber, Ltd., 24, Russell Square, W.1; 21s.*)

This is an excellent book in every way, nicely produced, with rare photographs, and filling in many gaps in the history of the old Bentley Company from its formation in 1919 to its demise in 1930. The author, who was on the sales staff from beginning to almost the end, tells a rather sad tale of endless financial struggle but in the telling the magic atmosphere of the nineteen-twenties is captured admirably.

There is a good balance of technical data, some of it new, but obviously the book is intended for a broad readership. Our only criticism is that much of the material has appeared previously in the *Autocar*, *Motor* and elsewhere. But there is much of interest between the covers for Bentley fans as well as some excellent anecdotes of fast motoring and its personalities. The foreword is by W. O. Bentley himself.—W. B.

"The Vintage Alvis," by N. H. Johnson. 39 duplicated pages, 8 in. by 6 in. (*Privately by the author, 5s. 6d.*)

This excellent history of Alvis cars from 10/30 times, through 12/50 and f.w.d. era to the six-cylinder vintage models is extremely interesting not only to vintage Alvis enthusiasts but to all students of motoring history. It is neatly duplicated, contains a number of historically and technically interesting photographs, reproduced mainly from the *Autocar*, and has a chapter devoted to the racing activities of the Alvis Company.

The book was compiled for the enjoyment of the Alvis Register and concludes with a record of reference numbers of all known Alvis cars from 1920 to 1933. Fortunately, Mr. Johnson has prepared a few extra copies for distribution to interested persons at 5s. 6d. each, which is a Very Good Thing.—W. B.

QUIZ—NEW STYLE

A reader sent in the following Quiz with solutions in a sealed envelope and the Editor, swelling out his chest, wrote answers down at once and scored 2½ out of 5. You may care to "have a go." Solutions in the May issue:

1. A very small car. An air-pump was driven from the rear of the camshaft. A *forward* movement of the gear-lever gave top gear.

2. An even smaller four-wheeler. Cable and bobbin steering. No reverse. Rear engine.

3. Had f.w.b. but no r.w.b. Ran at Le Mans.

4. O.H.C. four-cylinder. Cylinder-head a complete dry-faced joint to block: no gasket. Two-litre but paid more tax than 3-litre Bentley.

5 (Difficult). Four-cylinder; copper water jackets; o.h.c. valves, detachable, complete with seatings; two magnetos driven from cross-shaft at base of o.h.c. drive: *two* foot brakes (internal expanding on rear wheels, and transmission brake), and hand brake (external contracting on rear wheels).

* * *

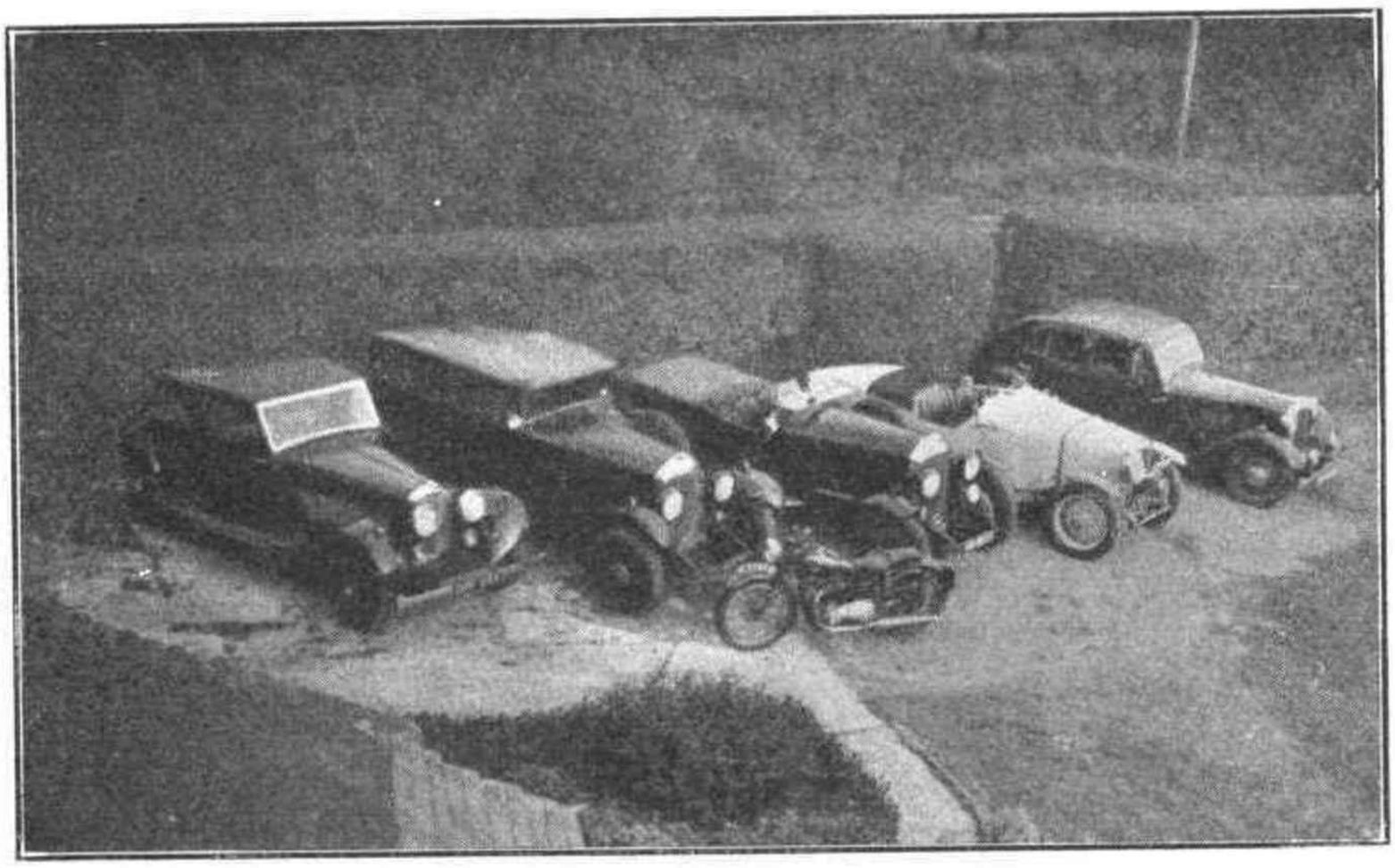
CUMMINS DIESEL

The puzzle picture of a radiator bearing the name "Cummins Diesel" which appeared on page 133 last month caused much speculation amongst readers. Suggestions were that we took it at Indianapolis last year (we had *hoped* for this one!) and that it was Fred Agabashian's 138 m.p.h. car (Sir!); that we saw it in the B.R.M. test-house (!); that we had taken our camera with us when X-rayed in a mobile X-ray unit, and so on. All wrong! This American plant is used for pumping at the Redex establishment at Chiswick.

CARS I HAVE OWNED

by W. Harry Charnock

This contribution to a popular series comes from William Charnock, who, although well known as the motoring bard and a Bentley enthusiast, has had a far longer motoring career (and, need we add, an entertaining one) than we, and possibly you, realised.—ED.

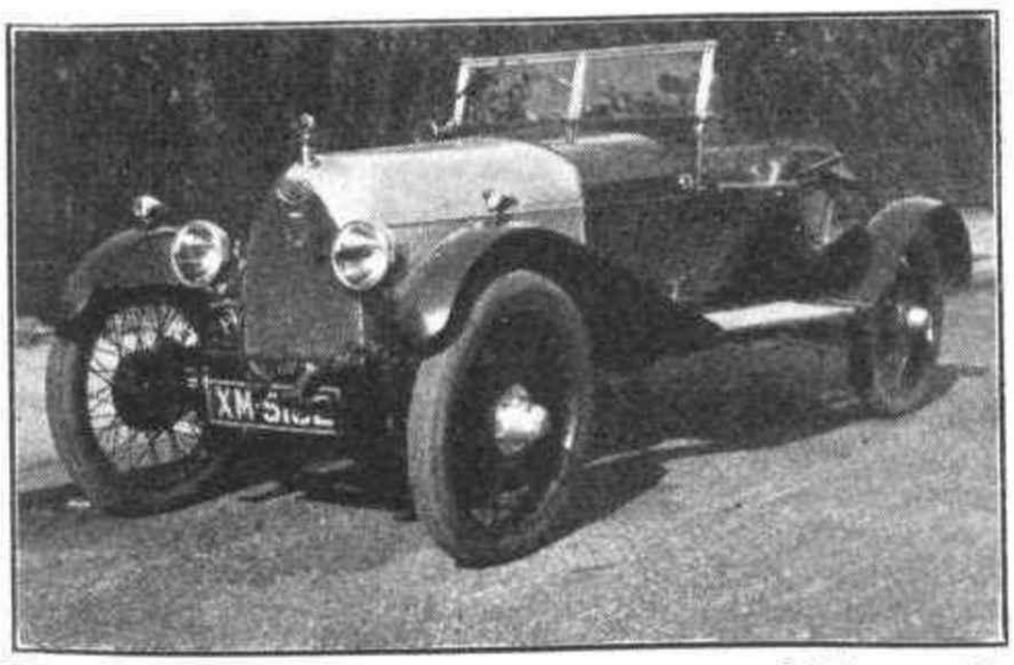


THE AUTHOR'S STABLE.—From left to right, the troublesome Talbot 105, the 4½ saloon Bentley, the open Bentley, the rebodied 1936 Silver Eagle Alvis and the very much appreciated Rover Fourteen saloon.

IN following these fascinating articles, I have noticed one predominant fact: almost all the contributors have possessed indulgent parents, appreciable means or considerable mechanical skill, and sometimes a combination of all three. We have thus been able to sample vicariously many voluptuous conveyances we may never hope to own, and to share in feats of workshop virtuosity we may never dare to emulate.

Here, by way of contrast, is the thirty-year saga of one who has been able to spread the bread and butter of everyday transport but thinly with the jam of performance, and for whom the chance to be automobilious in the grand manner has never presented itself. Moreover, I am the world's worst mechanic; although an engineer, I am the wrong sort for this caper, and a lifetime of lumps of concrete tends to develop the "bash and hope" mentality at the expense of skill and patience. As a result, my garage contains a vast chest, a sort of mechanical mortuary, full of broken bits with stripped threads which may come in useful one day, but never do. I have always known better than the makers so that my own particular road to hell is paved with bad inventions, my motto is "Omnis mihi accedit," and even that is probably wrong, for my Latin is about as ropey as my motor cars.

Through these reminiscences, by the way, runs an almost unbroken thread of motor-cycles, beginning in 1920 with a Rudge

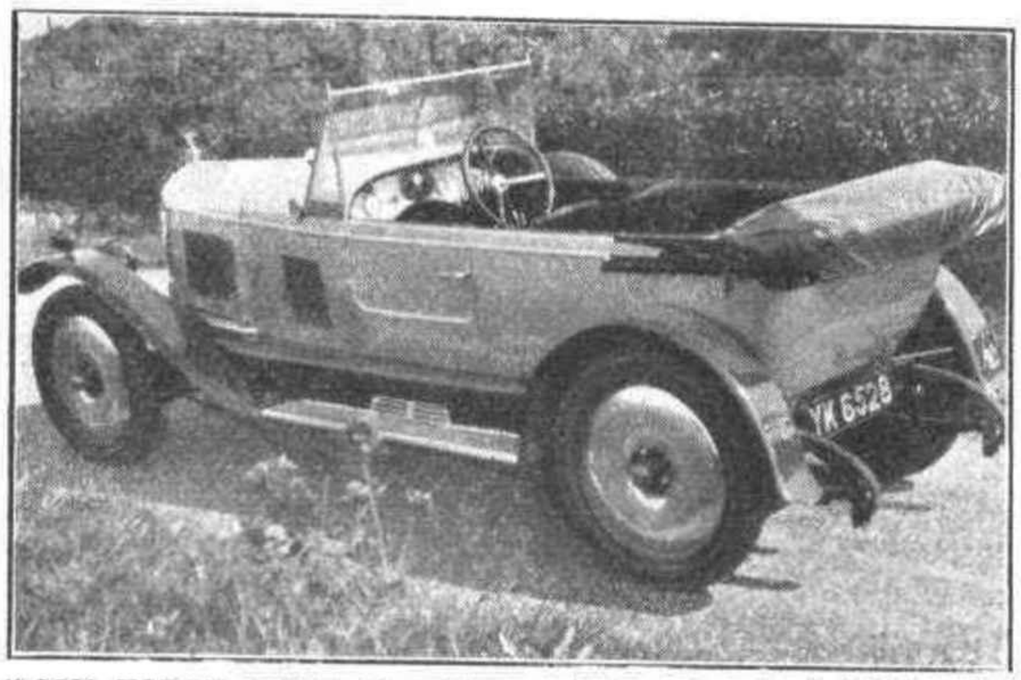


THE H.E.—"A grand motor car, in many ways, faultless steering, first-pull starting on the handle and, once mastered, a lovely gearbox."

full of *anno domini* and, now that these have been transferred to the owner, culminating in a Triumph Twin. The Rudge broke exhaust valves and only last summer the Speed Twin broke its handlebar lug—*plus ca change* . . . Believing, however, that these brutish but lovable devices are of little interest to the connoisseur, I propose to skip them.

In 1924 I acquired my first car, a two-year-old 2-litre H.E. three-seater. The appearance was vaguely raffish—imagine an illicit and loveless union between Bentley and Bugatti—but I had worshipped the thing since its inception. My total driving time previously had been limited to 40 minutes tuition on a Rover Eight and 20 on a moribund G.N., and I had never gone solo; not a promising start with what was then regarded as a pretty potent carriage. The pirates of Great Portland Street having delivered my green and aluminium wonder at the front door, I had my first bash in our crowded suburban High Street on Saturday afternoon. Round and round we went, the car and I, down the hill in neutral, round the block in first, back into the High Street groping for the still-unattainable second, despairingly into neutral once more. A lot of buses got behind schedule that day and the afternoon shoppers had a riot of entertainment and only a few hairbreadth escapes. After that, I taught myself on bitterly cold autumn mornings when the roads were deserted and cats and milkmen the only mobile hazards.

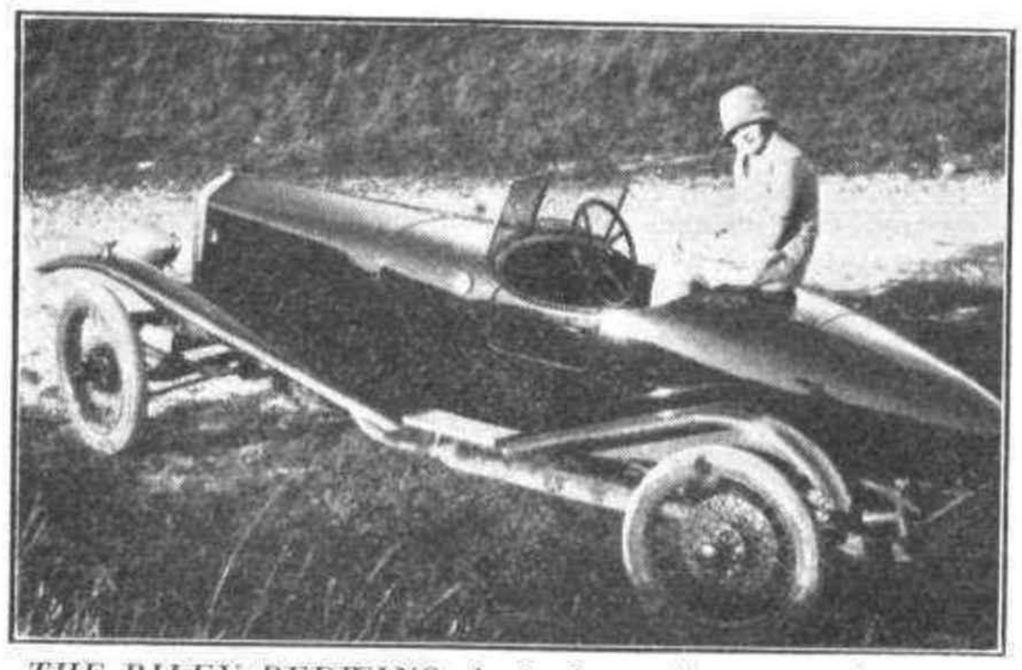
It was a grand car in many ways, faultless steering, first-pull starting on the handle and, once mastered, a lovely gearbox. You drove looking through the huge steering wheel, the scuttle lifted along a continuation of the bonnet hinge to give instant access to instruments and wiring, and there was a vast undertray, from the filth of which I fished the nucleus of my prized collection of O.P.T.s (Other People's Tools). Fifty-eight m.p.h. and never a bit more came up on the beautiful and accurate Bonniksen speedometer, and the tremendous exhaust note, suggestive of dinosaurs at play, helped the local rates quite a bit in fines. The cops were never far from our door with those little blue papers—15 m.p.h. in Mitcham, no lights in Wakefield, dirty number plate in Kingston—those were the days! After several thousand miles, one of the tubular dural con.-rods buckled, at 30 m.p.h. in top, and although it was straightened by the local Vulcan and resumed duty, the bodywork was beginning to fall to bits and I felt that the time had come to apply for a legal separation. Fascinated by the activities of the late Cecil Kimber down at Oxford, I turned in the old H.E. against a new Morris Garages Special. As Stewart and Arden's minion drove it away, the instrument panel split and sagged down on to his knees. Alas, the minute allowance on my credit note had already discounted all such little jokes.



"MY FIRST M.G."—One of the earliest produced. "All the solid Morris virtues were there."

In August, 1925, I took over my first M.G., one of the earliest produced. Unambitious in conception, it motored only slightly more briskly than the standard Oxford. Instead of "sit up and beg," it was "lie down and peer," with the steering column raked right back and the seats on the floor. However, one felt a hell of a chap and all the solid Morris virtues were there—one hoped. The finish was in varnished aluminium, which today would be described as "polychromatic jewellescent stardust," with dark red wings, chassis and leather. Like many cars of the period, it suffered for lack of a substantial bulkhead and the gravity petrol tank hung thereon would slip its moorings and bounce on to the engine. The cushions were hard as nails, the springs (with Gabriel "snubbers" like overgrown tape-measures) soft as jelly, but it bounced there and back for over 24,000 miles, using only two lots of pistons and bearings in the process. My favourite memory of the red M.G. concerns a nice misjudgment of width between two horse-drawn carts in Oxford Street (shades of today's driving tests!), and of both dignified rear wings nipped upwards simultaneously into the then fashionable flared shape. Incidentally, I once did this trick between two trams in Woolwich on a motor-cycle, instantaneously converting "full T.T." handlebars into "upright touring" and landing halfway up the tram's stairway on the outside. The public didn't need the Crazy Gang and radio to get their laughs in those days.

In 1927, still hankering after "real" sports cars, I bought as second string a 1925 Redwing Riley. The wings were the authentic colour, the body an emetic primrose which I at once had repainted in glossy varnished black for the ruinous sum of £3. Within a week the rear axle collapsed and no half measures, and, having got that one sorted out, I ran it up to Riley Service for a few small jobs. That night the Thames overflowed into Riley's basement, inundating my Redwing like the submarine it resembled. Rileys were very good about it, giving me almost a new car, which I promptly spoilt by fitting Whitehead front-wheel brakes. These did absolutely nothing, save to provoke the dreaded sideslip, sometimes to order and sometimes not. The Redwing had a maximum of 58 (they all seem to have had their ceiling around this speed) and rattled through 7,000 miles, rattle being the operative word. It was very comfortable,

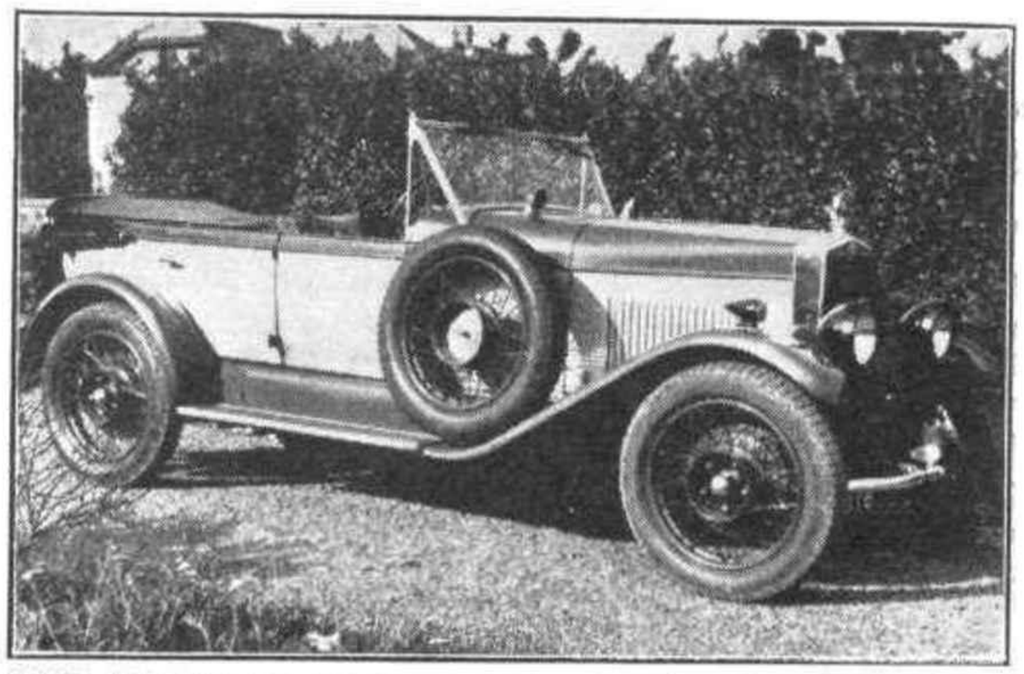


THE RILEY REDWING, destined to suffer many adventures.

however, and, with its slender tapering tail, a pretty enough little thing. This tail housed the third seat, reached by opening a microscopic hatch. If a bulky character were inserted therein, it proved almost impossible to get him out and we nearly sold the car with a corpulent aunt growing out of the "carosserie" in this way.

In time the red M.G. gave way to the blue M.G., a 1928 flat-chested version and a much more sophisticated job. This car really did out-Morris the Oxford, putting the usable maximum up into the sixties and being solidly built all round. With cellulose finish, "balloon" tyres and every mod. con., it was a great step forward. This model was the first to carry the famous M.G. octagon. It was everywhere, even to the instrument dials, and it came as almost a disappointment that the steering wheel retained its archaic circular shape. The headlamp dipper worked off a massive right-hand lever which matched the central gear-lever. On going aboard over the doorless off side, one lever went up each trouser-leg with unfailing accuracy, to the delight of one's crew, and eventually made bicycle clips part of the conductor's uniform. The blue M.G. did 27,000 faultless miles in all and, to show how finicky one was in those days, I only sold it because a crack appeared in the panelling of the scuttle.

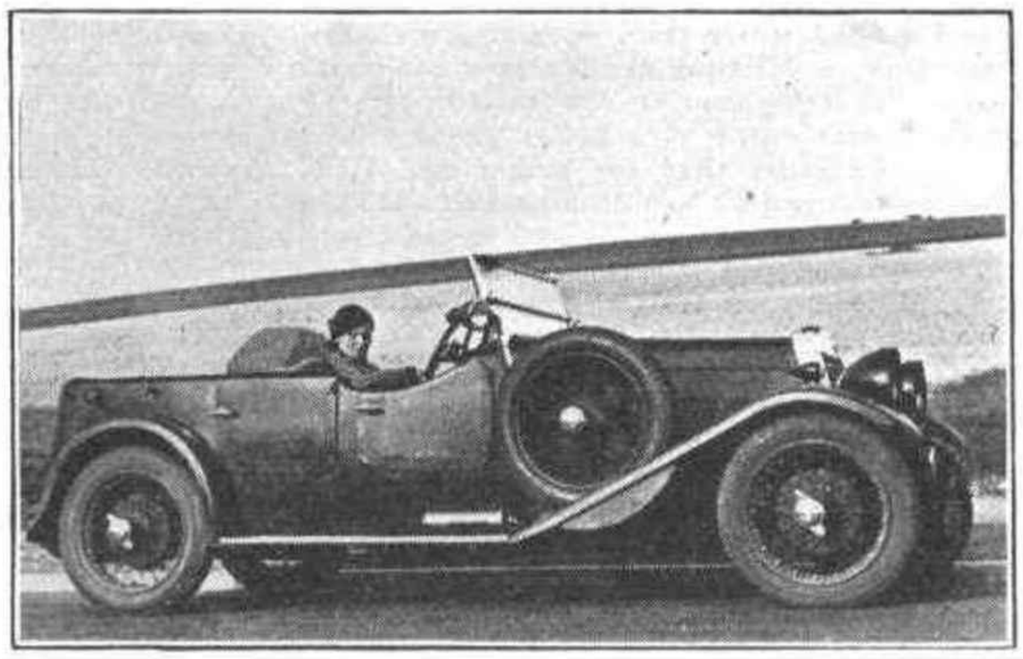
The Riley, palsied within and without, was next traded in for my first closed car, a 10/25 Rover sportsman's coupé. This term has always seemed to me a misnomer; why only the sportsman should suffer impaired visibility through those blind rear quarters I have never understood, unless it were to conceal his nefarious back-seat activities on run-you-home-after-the-dance occasions. But I digress. This little Rover had the most beautiful tan leather upholstery I have ever seen outside Rolls-Royce, but it was never really happy with me, nor I with it. It was undergeared and underpowered and



THE AUTHOR'S SECOND M.G., which "really did out-Morris the Oxford . . ."

prone to break its external oil pipes, and when the 1929 Show produced the Light Six Rover, one of these was promptly ordered. This was the model which started the fashion for beating the Blue Train across France, later to be done much more convincingly by Alvis and Bentley. However, for a car costing some £380 only, it was a considerable achievement. The Blue Train Rover has been damned by abler pens than mine; everyone hated it, but other men's poison has often been my meat and here was a car that I never regretted. Perhaps I persevered more than most, through that first dreadful year of defective safety-glass, wheel-wobble, split radiators and broken half-shafts, but Rover's honoured their two-year guarantee to the very limit. With a 45-b.h.p. 2-litre o.h.v. six in an 8 ft. 10 in. chassis, full four-seater, two-door Weymann body, exceptionally raked screen, right-back sunshine roof and neat cycle-type front wings, this superb little car had many features well in advance of its time and many more for which one looks in vain on modern offerings. It was admittedly very tail-heavy and the magnificent luggage grid provided could not be loaded to capacity without causing the front end to come unstuck altogether. Its virtues when negotiating mud and snow, however, were obvious, and chains were never needed to promote wheel-grip.

The road-tests never did this car justice and, with Mr. Derrington's "deep-note" exhaust system unleashing unexpected m.p.h. and m.p.g., it would give these to the tune of 75 and 23 respectively, as well as producing a spirited rendering of a Speed Six Bentley in good voice. Clutchless changes up and down were the order of the day, a form of virtuosity which I have never mastered on any other car, and even when the torque-tube broke, surprisingly elongating



AUTHENTIC NOISES.—The blown Lea-Francis which Charnock rebodied, as seen in this picture.

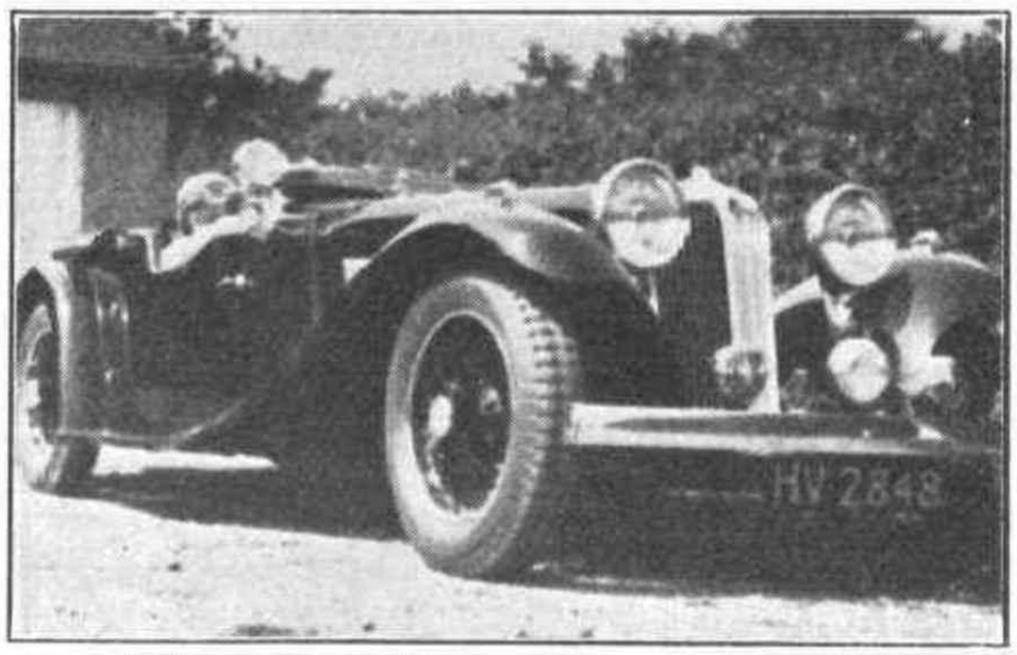
the wheelbase, or when the rear-axle casing came in three, that car still got us home, groaning along on binding brakes at walking pace. Even now, I grow misty-eyed over the old Light Six, and if the V.S.C.C. still retains a specimen, I salute it in all reverence. Only when the impending addition of a carry-cot to the family impedimenta made the restricted back seat unsuitable did we turn it in, after 50,000 memorable miles, for another Rover.

Meanwhile the blue M.G. had given place to a 1930 four-seater blown Lea-Francis. Here were all the authentic noises when you opened the tap: blower whine, exhaust snarl and the wind in the willows. If one was to retain that easily indicated 80, it appeared that the Cozette needed overhauling every few thousand miles, and a stopping distance of 90 feet from 30 (with vacuum servo), plus 14 m.p.g., always seemed to me inadequate. The Leaf had a curious canine quality; it wagged its tail at all times, panted when excited, and leaked oil, petrol and water all over the place. Finally, I had so many mods. done to it at once that I had to flog it to pay the resultant bill. After a decent interval, I bought a new Hornet Special, and after an indecent one, about ten days, I sold it. My wheelbase was just too long to fit into the thing.

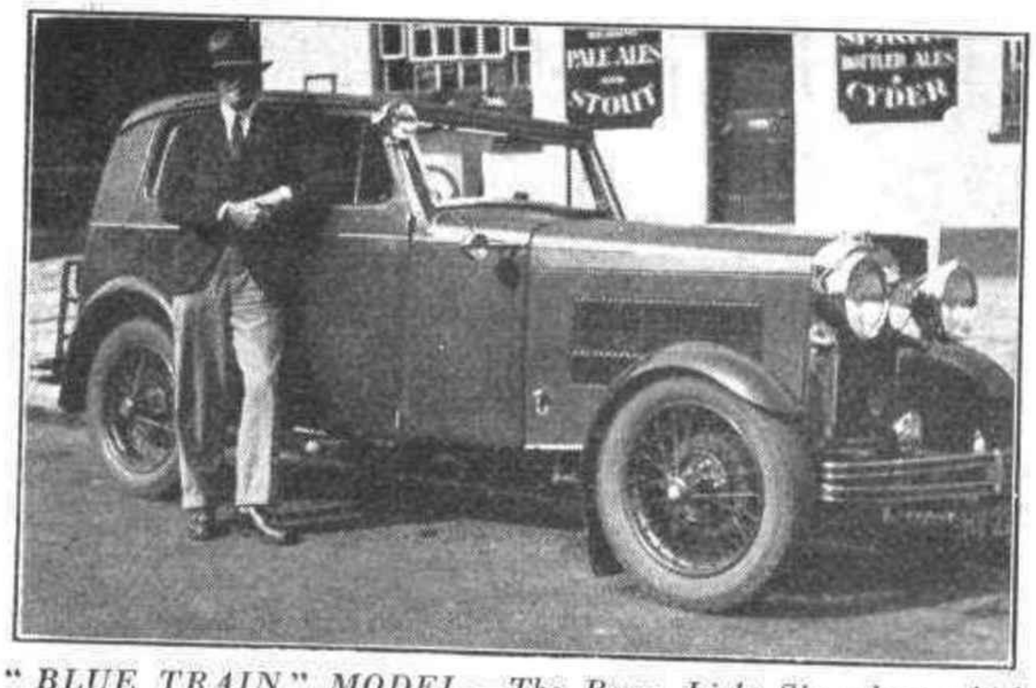
About this time, matrimony loomed and it seemed a good, if scatterbrained, idea to get a real cad's car, use it for the honeymoon and grin and bear the inevitable loss on subsequent resale. I chose a 2½-litre S.S. tourer, just then coming into production. This was in 1933 and, far from letting it go a few weeks later, my wife and I finally said a sad goodbye to it in April, 1949. Here is another instance of a sound car dismissed by the cognoscenti as trash. Despite the rude nicknames it endured, the S.S. in its day climbed the "old" Honister, Hardknott and Wrynose and was going strongly on Alms Hill, Henley, when it belly-grounded on dead leaves. Once it won its class in a Concours, was utterly comfortable for unbroken runs of well over 300 miles, closed up as snugly as any saloon, cruised at 55 (70 on the clock !), and gave anything up to 24 m.p.g. It was always a vile starter from cold, gumming up, even with thin oil, beyond belief. To remove the front tray and use the handle was a major operation, and when you had finished your right hand usually needed a few minor ones. We got 35,000 miles from this prehistoric Jaguar and then, some years after the war, came a monumental dice back from the West Country with a Red Label Bentley. Before starting, I imposed what handicaps I could, urging my opponent to take on a goodly quantity of beer and agreeing on a route which I knew and he didn't, but the S.S. had to work for its living harder than usual that evening, and next day second gear failed to report for duty, having distributed itself throughout the box. Had this happened to a Bentley back axle (it can, you know) there would have been loud cries of "Hard luck, old boy"; as it was, all I got was: "More clot you, for driving such a thing." After suitable dental renovations, I realised that the time had come, etc., but for sixteen years it had been a good partnership. I often see the S.S. about, with a further 20,000 up and bores and bearings quite happy, so it would seem that even trash, suitably cared for, can survive.

But, to go back a good many years to the Rovers. In 1935, the old Light Six gave way to a new Fourteen with the long-tail saloon body. The performance fell sadly short of its predecessor with much less engine to pull slightly more weight. I never thought I'd be able to get used to this and to the inferior gearbox and low axle-ratio, but needs must when finances drive and I knew I'd got to keep it. Slowly the green Rover took its place in our lives as had the black 2-litre. When the war came, it stayed with me to the bitter end, as long as the last dreg of legitimate petrol was available, dumped in the mud up and down the country and languishing on bleak camp sites for months on end. Finally, with a few gallons still on board, it was laid up in great haste for the duration. Later, while on leave, I got it out once more to use those few precious gallons before they turned to gum. The battery was finished, the (then irreplaceable) Bowden clutch cable broken through rust, the free-wheel unserviceable, and yet for several days we motored, after a fashion. How one got under way with these disabilities is best forgotten; it was a brutal business but the gearbox bore it manfully. Today, 81,000 miles are on the clock, after an initial rebore at 73,000, it still gives its original 26 m.p.g., the general performance is little changed, and my son, for whose carry-cot the car was originally chosen, now drives it on L-plates. To me, this is the very zenith of car-ownership, to have possessed a vehicle, of however modest a type, capable of giving service and pleasure to two successive generations. The V.S.C.C. does not recognise the Rover as a post-vintage thoroughbred; it is just a beautifully made piece of craftsmanship which seems ready to go on for ever—doubtless there is some difference between the two.

In 1943, the Army having declared me unfit for human consumption, I returned home to do some furious thinking. With conditions of 1919-20 still much in mind, two facts were cruelly obvious: never again would I be able to afford new cars, and the post-war price of secondhand ones was going to be very, very steep indeed. It behoved me therefore to accumulate sufficient transport of good quality to keep mobile for an indefinite period once the war was over. The first problem was storage and this was solved by renting half an ancient barn in which my friend the local coal-merchant had laid up some of his lorries for the duration. It was a fearsome place, pitch dark, the floor uneven and dusty, the great somnolent trucks bristling with projections to catch the unwary head or elbow. But it was at least dry and the only hazard the rude birds of the air roosting high up in the gloomy roof. Storage assured, I got down to it on Saturday afternoons by bus, train, bicycle or flat feet. Cars lay everywhere in the semi-evacuated areas of the South Coast, many choice pieces unattainable through my inability to discover the owner's identity, but the majority had endured the open too long to be more than sources of spares. My first catch was a 1936 Talbot 105 saloon for £50, rusty, sabotaged and sad, but with its previous history readily obtainable. With sundry bits missing from the big Zenith, this car was miraculously delivered under its own steam (or rather black smoke) to the barn. The petrol gauge read "empty" and it was not until many weeks later that I found 16 gallons of high-octane in the tank and once more blessed the previous R.A.F. owner. There followed a cone-clutch 4½ Bentley Albany saloon, mechanically excellent but unfurnished, for £90. Prices were not going my way so I took a dive into the lower strata of really rough ones and fished up another Bentley, a plate-clutch Mulliner saloon, for £35—a runner, even if somewhat out of training. I took delivery of this worthy old gentleman on a towrope behind a paralytic taxi, barely able to pull itself let alone the Bentley. Progress was negligible and the blackout was threatening, so in desperation the Bentley's Autovac was filled with lighter fuel and it burst into song, ran over the towrope and almost took the taxi unawares. However, journey's end was reached at long last, and without the Bentley having to tow its unwilling host. £90, then £35. I felt that things were improving and that my third Bentley should come gratis or even with a cash bonus. But it was not to be; £12 was demanded for the next



2½-*LITRE S.S.I. TOURER, a car which proved so much better than its reputation. "W. H. C." had this car for sixteen years.*



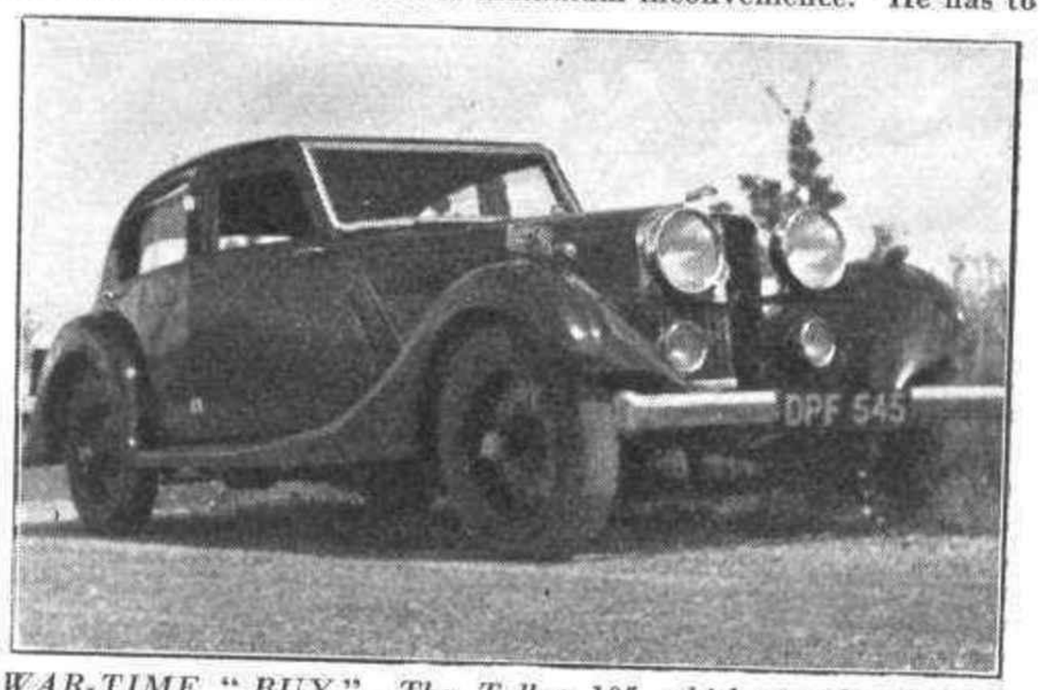
"BLUE TRAIN" MODEL.—The Rover Light Six, about which the author mainly has nothing but praise; indeed, he "still grows misty-eyed" over it.

½, a superannuated fire-tender and a non-runner. The beautiful instruments had succumbed to some nasty little boy's whim and their delicate entrails hung in dying agony, but I paid up promptly; you had to in those days to forestall other scrounging types. Then the Ministry of Home Security stepped in with an embargo on the resale of ex-C.D. vehicles except as genuine scrap, and I got the radiator, wheels and shockers but no more. The junk dealer who, throughout this epic quest had been my informant, go-between and general spiv, held my £12 still and was loth to return it. Finally he made the blind offer of whatever car next turned up—it was a sporting bet and I took it. A week later I was presented with a 1935 Silver Eagle Alvis, three years unemployed in an exposed field, sump full of water, bonnet full of convolvulus.

I have written elsewhere the tale of this Alvis over the past seven years so the briefest recap. will suffice here. In her original sloppy state and with a terrible home-built three-seater, she went fantastically well for a lash-up. Thus encouraged, I have had her meticulously rebodied and rebuilt to my own ideas. Somewhere in the long list of mods. a ghastly howler has crept in and the original sparkle has gone from her performance. By further experiment with exhaust manifolding, carburation and pistons, the correct results would perhaps be forthcoming, but I have neither the money nor the ability for these. Perhaps I expected too much in the first place, but the experiment has been made and that it has failed is no one's fault but my own. I am left with a full four-seater, giving, up to its maximum, a take-off comparable with an Alvis Speed 25; very nice, but of little use against modern opposition in sprints and hill-climbs. I could have got the same results more cheaply by buying a 25 in the first place but I would have missed years of absorbing muddle, of hilarious exaltation when the stop-watch wasn't working properly and of chaotic despair when it was. She is a delightful car to handle and almost unburstable, so perhaps all the effort that has gone into her has not been wholly wasted.

The two Bentley saloons were slowly and painfully cannibalised into one good one and one not-so-good (there are no bad Bentleys) and the latter sold for what it would fetch in 1946. Again, in ignorance I did the wrong thing, retaining the Albany on account of its better lines and letting the Mulliner go. Later of course I learnt not only that Mulliner coachwork lasts for ever, but also that the Bentley plate-clutch is a better proposition for everything save sheer performance than the earlier cone type. However the old Albany 4½ served as an introduction to the B.D.C., gave me 9,700 surprisingly economical miles and was not sold until 1951 when it had become surplus to requirements. Meanwhile, in 1949 the S.S. plus a small bag of gold was exchanged for a "real" Bentley, a 1930 4½ motor, box and axles in a 1927 Red Label chassis with the standard V. d. P. body. For me, this car represents a sort of Journey's End—a final compromise between the ideal I have been seeking all my life and the deadline of what I can afford. The performance is too well known, as are the snags, to need repetition and the general handling is good enough to be very safe but not so good as to make you forget the job in hand until you hit something—a fault which I feel is becoming apparent in some of the pluperfect modern cars. Above all else, the Bentley has so much tradition and character in its make-up that the most commonplace journey never fails to take on an undefinable "first-day-of-the-holidays" quality. If this sentiment makes me a member of the lunatic vintage fringe, then I would not willingly be sane.

There remains, in the family stable, the Talbot. The cold war of 105 versus W.H.C., now in its eighth year, still shows no appreciable gain for either protagonist and no end is in sight. Both combatants are beginning to feel their years but after 17,500 bitterly contested miles, there is no question of abandoning the struggle. The car has a superb brain, thinking ahead with icy precision, so that that little nonsense with the gearbox bands or distributor or water pump may occur at the exact moment of maximum inconvenience. He has to

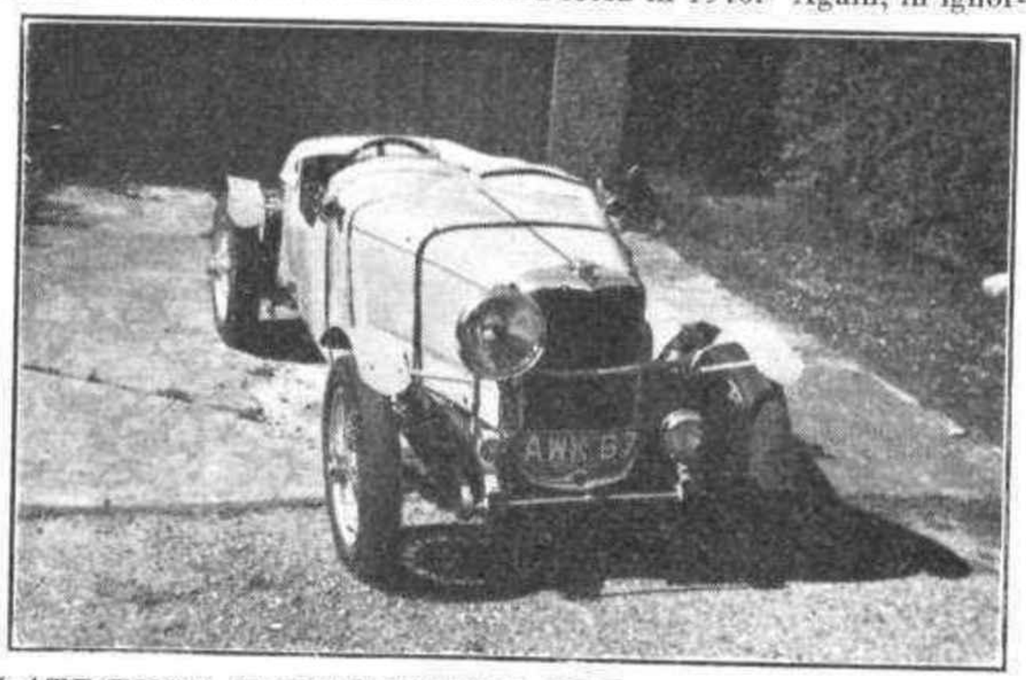


WAR-TIME "BUY."—The Talbot 105 which was found semi-derelict and painfully restored to good order.

date developed some 45 distinct faults and as each is laboriously rectified, several others rise in its place. He has now retired for his annual sojourn in hospital with one broken front spring, screen-wiper gears stripped, a hole in the front exhaust pipe and a suspected bent starter spindle. That is about the average score for three months' running and is not unsatisfactory. If ever the day comes when I give best to this diabolical vehicle, then I shall have taken the first step into sedentary middle-age and a peculiar zest will have gone out of life.

So here I am, with "all those cars" as the neighbours say, Rover, Alvis, Bentley and Talbot, each no better than it should be. The total outlay from scratch has been less than that needed to acquire, say, a Mk. VII Jaguar, and the sum spent on actual repairs no more than the P.T. on the same car. I have learnt a great deal, wasted a little money and a lot of time, watched my son develop into an enthusiast, scared the daylights out of myself more than once and met a lot of mad and charming people. I have never been other than last in my class in speed events, I have never achieved an average high enough to be disbelieved, but a third of a million miles have gone by, it seems, in a flash and I have, I hope, been spared some of that smug pomposity which so often comes with the fifties.

As has become customary in this series, may I sum up in brief? I like motor cars to be cheap because there is less at stake and anyway, I damned well have to; I like them old for only then are they seasoned and unobtrusive and friendly, and that bashed wing is no longer the heartache it once was; I like them to give some trouble, for trouble disciplines the spirit, driving out conceit and complacency, keeps the brain alert and, above all, opens a door upon the co-operation and comradeship of one's fellows for which there is no other key.



LATE-TYPE ALVIS SILVER EAGLE, rebuilt, perhaps unwisely, by the author.

SIDESLIPS

BY "BALADEUR"

IN an earlier article of this series, I indulged in a day-dream to the effect that, having been born in 1870 (which is actually a little bit before I did see the light) and having inherited a fortune of £1,000,000 at the age of twenty-one (which is actually about a million times the sum I did come into at that age), I had, from 1895 onwards, consistently bought what I considered to be the best car of the day, limiting myself, however, to one car at a time. And at the end of that article, the war of 1914-18 had found me the proud possessor of an Alpine Eagle Rolls-Royce. At this point I propose now to resume my fairy-story and see what would have happened to my motoring career between the wars.

I should have taken the Rolls, no doubt, to Lyon for the 1914 Grand Prix, but even if the Mercédès victory on that occasion had brought back affectionate memories of the "Sixty" I had bought in 1903 these would soon have been erased by wartime Germano-phobia. Instead I should probably have retained as my most notable impression of that race the performance of the French cars such as Peugeot and Delage with their front-wheel brakes. (I might have had them on the Isotta-Fraschini which I am supposed to have bought in 1909 if I had waited but one more year for it; but they had not yet been proved by racing — on the results of which I was usually accustomed to base my choice of a car—and I should doubtless have reflected that Mercédès had tried them earlier still and had pronounced them to be unsafe.) I should have been in France again, no doubt, in October 1919 for the first post-war Paris Salon, and at the Salon I should have seen the new six-cylinder 100 by 140 mm. Hispano-Suiza, with its overhead camshaft engine and servo-operated four-wheel brakes. Remembering the *réclame* of the little Alfonso model before the war, and the success of its prototype in the 1910 *Coupe de l'Auto*; reflecting too upon the reputation of the wartime aero-engine; I should certainly have fallen for the 37-h.p. Hispano, which was indeed the most elegant mechanical production of the immediate post-war world, and have exchanged the Rolls for one as soon as I could get delivery of it, say in the spring of 1920. The valve gear might have seemed a bit noisy at first, after the silence of the Silver Ghost, but I should have been charmed by the liveliness and stopping power of the car.

When Grand Prix racing started again in 1921 I should have been inevitably impressed by the fact that the real engine development for which the war proved to have been responsible was the perfection of the straight-eight, a type of power-unit which Duesenberg, Ballot, Talbot and Talbot-Darracq all used in the race at Le Mans. Even before this I should have been vastly intrigued by the announcement in 1920 of the straight-eight Leyland, with its 89 by 146 mm. 7¼-litre engine, but in my snobbish way I should probably have looked a little askance at a luxury car built by lorry-makers. By the time I had been to a few Brooklands meetings in 1922, however, and had seen Parry Thomas' car lapping at over 110 m.p.h., I should, I think, have been convinced, and at the motor show that year have ordered a Leyland Eight. In so doing I should only have been just in time, because all too soon the car was to go out of production.

It was a feature of Grand Prix racing in the 'twenties that those makers who indulged in it, with the exception of Bugatti who at first only made comparatively small cars, made little effort to produce standard models which were likely to attract people such as my daydream self. I should have continued, therefore, to admire the performances of the Leyland at Brooklands and elsewhere, but in spite of its speed I do not know that I should have found it ideally handy on the road. It must be assumed, too, that having been an owner for two and a half years I should have been infected with the Hispano disease, and I should not have failed to remark the Hispano victories at Boulogne and Monza. If I had taken the Leyland down to Sicily for the Targa Florio of 1924, too, I must have been profoundly impressed by André Dubonnet's performance on the Hispano with the new 8-litre 110 by 140 mm. engine, in which he kept up with the finest racing cars of the day and finally finished fifth. As soon as the new 45-h.p. model became available to the public, in the autumn of that year, I should, I think, have returned to my first post-war love.

Before the war I should probably have chosen to escape the worst of the English winter by motoring down to the South of France, but by now I should I think have inclined to push on in the early spring into Italy in order to land up in Sicily in time for the Targa Florio. How grand those runs would have been in the big Hispano! At the end of them I must have been impressed with the Bugatti victories of 1925 and 1926, when Costantini, dubbed the "wizard of the Madonie Circuit," carried all before him; and when, later on in the latter year, Ettore Bugatti announced the production of the "Royale" I should have inevitably hastened to Molsheim to inspect it. I might not have admired the Packard body fitted to the original chassis, which fitted where it touched, but a motor car with a straight-eight engine of 125 by 150 mm. bore and stroke and a capacity of 14,726 c.c. (these were, I think, the original dimensions) could not have failed to stimulate even my jaded palate. I do not know how much M. Bugatti asked his clients for his golden product but I should think that even a millionaire must have blenched a bit when he was presented with the bill. However, my investments would have been standing fairly high in 1926, and Stock Exchange markets still rising, so that I think I should have gritted my teeth, paid up, and, as soon as delivery could be arranged, probably towards the end of 1926, become the almost embarrassingly proud owner of a Bugatti Royale. (Readers of this novelette may exclaim in disgust at this point that I am guilty of a gross anachronism in crediting its hero with a "Royale" as early as 1926. It was not, I think, until the 'thirties that the model was actually listed, and I do not know whether in reality any outsider got one as soon as I have supposed. But the big Bugatti was certainly announced in 1926, by which time the prototype had been built, and perhaps some millionaire who ordered one at once will let me know how long he had to wait for delivery.)

[I believe intending purchasers had to spend three weeks at M. Bugatti's country house before he decided whether they were suitable for his car; but from what I know of our contributor and have read of Ettore, I feel sure that would have presented no difficulty and Millionaire Baladeur would have got his "Royale."—ED.]

In the meantime my interest in Grand Prix racing must have brought the supercharger very prominently to my attention. At Tours in 1923 I should have seen the brilliant failure of the supercharged Fiats, and at Lyon in 1924 the equally brilliant success of the supercharged Alfa-Romeos. Neither Fiat nor Alfa-Romeo offered me a supercharged model for my own consumption, but even earlier than this I should have watched the Mercédès with occasional supercharging in the Targa Florio, and before very long standard models similarly equipped would have begun to attract my attention. Had it not been for the big Bugatti, I might well have fallen for a supercharged Mercédès in 1926, although the 33/140-h.p. 6½-litre model which would have been offered me at that time was a rather high, ungainly car. A couple of years of the Bugatti, with all its grandeur, might, however, have made me yearn for something a little smaller, and when there was announced for 1928 the low-built 36/220-h.p., 98 by 150-mm., 6,800-c.c. supercharged Mercédès-Benz, I think I should have fallen for one, say in the autumn of 1928. If I had waited another year, I could have had the classic supercharged Mercédès, in the shape of the 38/250 h.p., but I do not think I should have made the exchange. After the Bugatti, I should have found the *lebensraum* in the 36/220 h.p. restricted enough and I should probably have regarded the even scantier body of the 38/250 h.p. as entirely inadequate.

I should have got a big thrill out of the Mercédès, even if, to tell the truth, I might have been a trifle disappointed with its performance if measured in cold blood against the stop-watch on the doughtier of opponents on a *route nationale*, and by this time I must have begun to pay increasing attention to what was going on year after year in the Grand Prix d'Endurance at Le Mans. At first I should have regarded the cars engaged in this event less as the great ones of the earth doing battle for the mastery (as in the earliest days of motor racing) than as lesser aspirants for honours trying to win their way into the ranks of the *elite*. But when I had seen the Bentley victory of 1927 with the 3-litre model followed by the 1928 victory of the 4½-litre and the 1929 victory of the 6½-litre six-cylinder, I should have realised that here was a new force to be reckoned with. Then, in 1930, came what to me as a Mercédès owner must have been the classic race of the series, when the lone SSK driven by Caracciola and Werner did battle with the Speed Sixes and the Blower 4½s and two of the six-cylinder Bentleys finished in the first two places. After this, when in the autumn of that year Bentleys announced the eight-litre, I think I should quickly have put in my order.

My new car would have had a six-cylinder overhead camshaft engine with dimensions of 110 by 140 mm. and so far the specification would have coincided with that of my 45-h.p. Hispano-Suiza of half a dozen years earlier. Mechanically it would probably have been more silent, and it would have had a four-speed gearbox. I do not know whether in its standard form it would have been any faster.

[*Continued on page* 177

Historical Notes: Lubrication

IN spite of the fact that it is common to compare the lubrication system of an internal combustion engine with the blood circulation of the human body, the present-day ingredients of the artificial system took decades to crystallise, in striking contrast to most of the other technical features of both these "prime movers."

To attempt to describe this process of evolution in a short article of about two thousand words is obviously to ask for trouble, even if an attempt is made to refrain from all but the most brief reference to the question of the quality of the lubricating oil employed, or the influence of the various bearing materials used. Nevertheless, a very large part of the story of the progress in lubrication systems is bound up very closely with the story of the evolution of such "allied" specialist components, and if these are left out, as they must largely be, there remains a comparatively colourless tale of a struggle for control. It is a tale that gradually wends its way through "bags of splash," low pressure and organised splash, to very little splash, medium pressure and high pressure, with splash as a confounded nuisance. In essence, the story is one of control: control of the oil that the designer desired to reach a certain point, and then control of the surplus that was left over once the supply had reached that certain portion of the moving parts. In the earlier days, before the coming of the motor car, when such moving parts in the internal combustion engine moved at a rotational speed that could be followed by the human hand and eye, the skilled engineer could and did oil the big-end, for example, literally by eye with an oil can, to the admiration of all the small boys beholding. Very well such a system worked, too, and the writer recalls vividly very many happy hours spent watching such an operation performed on a Crossley paraffin engine engaged on pumping sewage at Southwold, which, he discovered during a recent nostalgic visit there, only ceased to operate in 1942 or thereabouts. But, of course, it was quite unthinkable that such dexterity should be demanded of even the pioneer motorist. It therefore appeared appropriate to the early designers to provide a separate oil tank, and to ensure that by mechanical means, manual plunger or even the pressure in the exhaust system, the oil passed through one or more sight-feed glasses in visible and countable drips to the most important parts of the machinery, the "base chamber" being not the least vital. The base chamber, of course, was always full of goodly supplies of oil, and the sight-feeds served to replace that which slipped past the piston rings, or was burnt in other ways, to say nothing, in some designs, of that which found its way out onto the open road. The oil which the base chamber contained was splashed all over the place by the revolving parts contained therein, and it was this somewhat haphazard procedure that ensured the continued smooth workings of the prime mover. One of the main difficulties, somewhat naturally, was that far too much oil was flung about, and some of the early designers have recorded in the Proceedings of the Institute and elsewhere that, in an endeavour to see what precisely was happening inside, they contrived skilful transparent windows in cunning places around their crank cases, and were rewarded by seeing nothing but an opaque green expanse: oil "mist," which was commonly supposed to do the actual lubricating, did not exist, quite a few of them averred. Indeed, on this particular subject of lubrication, history is punctuated by a refreshing honesty amongst engineers, which makes the whole study most enchanting! On the subject of manual plungers, the writer has some very happy memories of such a system, wherein the designer ordained that about every ten miles the driver should remove the right hand from the steering mechanism (for which two hands were, without doubt, needed), turn a tap, raise the plunger of a glorified hypodermic syringe slowly, turn a tap again, look down to ascertain that the sight glass was full, and then depress the plunger again. This process was normally repeated as long as a goodly supply of smoke failed to arrive at the exhaust box, and was extremely exciting over the tram-lines at Brixton during the V.C.C. run.

But, happily, the P.V. factor of the various bearings in those far off days was low, and trouble was rare. Even when the loads became quite "modern," this system, as represented by the classic "Pilgrim" pump, was still more than satisfactory with roller-bearing engines—the 1939 Levis motor-cycle, for example, bears testimony. Indeed, one of the difficulties of this article is that there are many examples of what might be called "old-fashioned" oiling systems working perfectly satisfactorily years after the "leaders" of the industry had adopted something "better." The Austin Seven was a first-class example and so was the model-T Ford, neither of which could exactly be described as unsatisfactory motor cars. However, very gradually, the low-pressure system began to replace the splash, but, even so, it was not until after the 1914-18 war that it made real headway. De Dion and Maudslay were in this field by 1906, according to Beaumont's second volume, but at that time, even, the advanced Mercédès still applied exhaust pressure and boasted the usual row of polished sight-feeds. Be that as it may, the drilled crankshaft must indeed have seemed a daring move in those days. but gradually, very gradually, the idea spread, and the passenger and/or driver was relieved of the responsibility of setting the individual sight-feeds, a task that is soul-satisfying to the modern "vintage" or "veteran" type, but which certainly must have persuaded many a prospective motorist of 1906 against purchase. Even by 1910, Mr. R. C. Monkom, who read his paper on "forced lubrication" before the A.I.E., said to his audience: ". . . various splash and gravity systems have been very carefully designed for car motors, and the success attained is great, so great that it is easy to argue that the success is good enough . . ." From a table which he appended to his paper, out of 34 manufacturers, the following is a summary of the types of lubrication systems in use at that date:—

Splash, hand pumps and "auto-level" ...	8
Forced	18
Mechanical	4
Forced to troughs	4

Several questioners wanted to know whether some of the schemes that were claimed as "forced" were, in actual fact, so, but be that as it may, the average pressure of these systems was about 10 p.s.i., the lowest being Metallurgique with 2 p.s.i. and the highest, Lanchester with 40 (it seems impossible to write a single article without mentioning Lanchester, doesn't it?). An average oil consumption of those days was about 600 m.p.g., of which more anon.

The arguments against the new idea were many. Some said that the tortuous drilled passages in the crankshaft would easily clog up, and some that when the brass bearings wore a bit, the pressure would drop anyway! One confirmed "splash" enthusiast even went so far as to say that if the bearing fit and oil pressure were correct for an engine in the cold state, then there was bound to be no pressure at all and far too much flung off the rotating parts when hot, which seems rather classic from someone who should have known something about flinging. The same person was equally convinced that even if the pressure system were suitable for constant speed engines, splash was the very thing for the variable speed motor-car engine. All the modern types of oil pumps, relief valves and breathers were represented, but, of course, they improved in detail during the ensuing years. Apropos of the low-pressure pump supplying troughs under the big-ends, a system which, for light cars, at any rate, lasted well into the 'twenties, it is certainly amusing to read of someone, not, it is believed, unconnected with the original Wolseley Company, who, after listening to all the theories about the best shapes that big-end dippers might take, stated that his worked just as well when the rods were fitted the wrong way round. Our second example of refreshing honesty! It is interesting, too, to ponder that a cogent argument in favour of the forced system at about 1910 was that engines so equipped ran quieter than those with the older schemes.

In the post-war period during which low pressure and dippers competed for popularity, it should be borne in mind that piston and piston-ring design greatly affected the issue inasmuch as an oil consumption of about 800 m.p.g. or thereabouts pre-supposed not only frequent replenishing of the oil to replace that which passed the piston rings upwards, but also frequent changing of the oil due to the high degree of dilution caused by the amount of fuel which passed the same piston rings downwards. Carburation played a large part in this problem, especially in those cases where the period of operation with the choke out had not received sufficient attention.

As late as 1929, Laurence Pomeroy, senior, then with the Daimler Company, declared that the pressure system was by no means an unmixed blessing, stating that cold starting was the weak point, wherein the walls were starved for a period long enough to affect seriously the life of the engine, unless special measures were taken to deal with the point. Going back to the earlier 'twenties, however, there is great difficulty in assessing exactly what the actual seriousness of this problem was, as two similar series models from a given factory could well differ as regards oil consumption by as large a variation as 3 : 1. The dilution problem was serious, however, whatever the degree, and it was by no means uncommon for the percentage of fuel in the lubricating oil to reach 20 after quite short running periods. For example, a test carried out by the U.S.

Standardisation Committee showed that a typical mineral oil lowered its flash point by as much as 310 deg. F. after only five hours' test running. The coming of aluminium pistons achieved a saving in oil consumption of up to 45 per cent. over their cast-iron predecessors, and we approach the days when a large part of the progress in the motor-car lubrication system begins to be seriously affected by the specialist in other spheres. Some consideration must therefore be given to these allied "trades" if the story is to make any sense at all. Space, as has been acknowledged at the commencement of this article, does not permit of more than the briefest reference. Pistons and rings, for example, have passed through the stage of research for suitable working clearances, ring spacing and radial pressure. Oil control rings, "slippers," bi-metal and self-compensating types have all been tried, rejected, accepted and tried again, and our modern pistons and rings are superb examples of the noble art of engineering compromise. The oil companies, likewise, have probed the hoary questions of mineral versus vegetable oils, graphite additives, oils for combating acid action, oils which keep their "oiliness" at elevated temperatures, oils which do not absorb fuel, and those which would the better stand the constantly increasing mechanical and thermal loading demanded by the motor car and aeroplane engine.

Bearings were undoubtedly the "Achilles heel" of the early pressure lubrication systems. They wore out pretty quickly and the whole system was "let down" thereby, thus adding an argument in favour of the retention of the old splash or semi-splash systems, which were relatively immune from bearing condition. Through hand-fitting and grooving, through boring in-line to the modern "thin-wall" type the story of the bearing is itself a fascinating one. Again, the messy piece of felt surrounded by a piece of chicken-wire is now replaced by oil filters and purifiers that really double the useful life of the lubricating oil itself. One could continue to multiply such examples indefinitely. Gradually, however, with these aids the designer began to get real control over the oil in the standard pressure system. It is not easy to escape the idea that in part, at any rate, the dry sump system, which had some popularity during the "vintage" period, was born of the desire to attain this control. Admittedly, especially where air-cooling is used, as in modern motor-cycle practice, there was the added argument that the oil could be used as an additional heat remover, but, as no doubt some vintage enthusiasts would agree, both these ideas sometimes failed, and the result was a sump full of oil and a pen'orth of froth and hot smell in the oil tank!

But that was forgivable as even today oil has an infuriating habit of appearing not to follow the proper procedure, especially in small drilled passages and adjustable restrictors.

Not so long ago, some engineers stood round a certain engine and decided that oil would come up *that* drilling under *so* much pressure, would have its pressure reduced by *that* opening and then would flow out of *that* hole at a controlled and predictable rate. Nothing of the sort happened in fact, a perfect flood appearing out of the hole, seemingly defying all the natural laws, and no doubt any honest engineer could tell of a similar experience. Did not Sir Henry Birkin write, in 1932: ". . . oil continues to puzzle"? But today, with pressures continuing to rise, with oil consumptions literally negligible and the whole system fool-proof, there is no doubt that most of the problems have been overcome. But perhaps a vintage soul may be allowed to indulge in a final nostalgic memory of the Austin Seven, and its lubrication system, which was sheer genius, as was the whole motor car it graced. In its "context," as a car for the Great British Public, it surely owed much of its ability to motor and go on motoring to those two little jets that must surely have been drawn originally when a certain pencil slipped down a crack in the top of a billiard table under some immortal influence.—"A. B. C."

SIDESLIPS—continued from page 175

but I do not think that it would have had that lightness of control, particularly in the gear-change, which I should have remembered in the Hispano with regret, not only while I owned the Bentley but also the Mercédès. Such being the case, I think that when I went to the Motor Show of 1931 and saw the new 12-cylinder Hispano-Suiza I should have decided to make yet another change, even if I had no recent lesson learnt from racing to guide me in the matter. I should have been shocked at first by the thought of push-rod operation of the overhead valves on the new Hispano, but I should have reflected that the engine dimensions were 100 by 100 mm. and that never before should I have used an engine with so short a stroke, in spite of its having a capacity of some 9½ litres. If I had ordered a 12-cylinder at once and got one of the early ones, I should still have had the familiar Hispano right-hand gear-change and I think I should have felt that I was driving the smallest car of any I had owned since my 45 h.p. of 1924.

Ignoring the gap of four or five years caused by the war of 1914-18, I find that I should have kept each of my cars on an average rather over 18 months, but as by now I should have been over sixty I might have been less inclined to frequent change than in my giddier youth. Quite apart from this consideration, however, it is a real indictment of the 'thirties that I defy anyone, even in imagination, to achieve so rapid a succession of one superlative car to another. This was indeed the decade of the mediocre. As far as I can see I should have kept the Hispano for four years, until the autumn of 1935, when, if only for the sake of a change, I should have exchanged it for a Rolls-Royce Phantom III. This, with engine dimensions of 82.5 by 114.3 mm., had a capacity less by over two litres than that of the Hispano—and, incidentally, the chassis cost nearly £1,000 less. But with the millionaire's foresight in such matters, I might already have seen trouble looming on the horizon by now. Once more, in 1939, I should have found myself, at the outbreak of war, owning the make of car which would hold its value best until peace returned.

The fact would probably have been of interest only to my executors. By now I should probably be dead, which, if I wanted to go on buying cars of the calibre of those I had owned in earlier years, would be just as well. Looking back on my deathbed, on my motoring experiences, I should have been conscious that, like everyone else, I had missed some of the good things. In particular, perhaps, I should have regretted the lack of a 30/98 Vauxhall and of a Grand Prix Bugatti, which had neither of them been quite suitable for a middle-aged millionaire. I should have regretted, too, that I had not worked in a sleeve-valve engine. But apart from these omissions, how much, I wonder, could my readers improve on my imaginary choices? In order that they may try their hand at it, I set out below the list of the cars I think I should have bought.

March 1895 3½-h.p. Peugeot, two-cylinder, 75 by 108 mm., 954 c.c.
March 1897, 4-h.p. Panhard et Levassor, two-cylinder, 80 by 120 mm., 1,206 c.c.
Oct. 1898, 8-h.p. Panhard et Levassor, four-cylinder, 80 by 120 mm., 2,412 c.c.
Oct. 1899, 12-h.p. Panhard et Levassor, four-cylinder, 90 by 130 mm., 3,308 c.c.
Oct. 1900, 24-h.p. Panhard et Levassor, four-cylinder, 110 by 140 mm., 5,322 c.c.
Dec. 1901, 60-h.p. Mors, four-cylinder, 130 by 190 mm., 10,087 c.c.
April 1903, 60-h.p. Mercédès, four-cylinder, 140 by 150 mm., 10,236 c.c.
March 1906, 60-h.p. Itala, four-cylinder, 140 by 150 mm., 10,236 c.c.
Oct. 1907, 90-h.p. F.I.A.T., four-cylinder, 140 by 130 mm., 8,002 c.c.
April 1909, 100-h.p. Isotta-Fraschini, four-cylinder, 130 by 200 mm., 10,618 c.c.
Nov. 1910, 22/80-h.p. Austro-Daimler, four-cylinder, 105 by 165 mm., 5,709 c.c.
Oct. 1913, 40/50-h.p. Rolls-Royce, six-cylinder, 114 by 121 mm., 7,410 c.c.
April 1920, 37-h.p. Hispano-Suiza, six-cylinder, 100 by 140 mm., 6.597 c.c.
Nov. 1922, Leyland Eight, eight-cylinder, 89 by 146 mm., 7,266 c.c.
Oct. 1924, 45-h.p. Hispano-Suiza, six-cylinder, 110 by 140 mm., 7,983 c.c.
Nov. 1926, Bugatti Royale, eight-cylinder, 125 by 150 mm., 14,726 c.c.
Oct. 1928, 36/220-h.p. Mercédès-Benz, six-cylinder, 98 by 150 mm., 6.800 c.c.
Oct. 1930, 8-litre Bentley, six-cylinder, 110 by 140 mm., 7,983 c.c.
Oct. 1931, Hispano-Suiza, twelve-cylinder, 100 by 100 mm., 9.425 c.c.
Nov. 1935, Rolls-Royce Phantom III, twelve-cylinder, 82.5 by 114.3 mm., 7,340 c.c.

CLUB NEWS

WE HEAR

A Riley-engined car for 1954 Formula I racing is being built by a trials driver. Hollywood is said to be considering filming Fay Taylour's book "One Love Lasted." Prescott will be open for B.O.C. members to test their cars during the weekend of April 19th-20th. Lord Brabazon won the tobogganning Seniors' Cup on the Cresta Run a few days after his 69th birthday. Elizabeth and Eric Thompson were married in London on February 19th. Oliver Sear is in charge of racing at Snetterton circuit. The Monkey Stable's 1953 cars will be Kieft-M.G.s with enlarged TD M.G. engines. Stirling Moss has been on holiday in the West Indies—did he need one as a result of testing modern family cars for a certain Sunday newspaper? De Graffenried has one of the latest 2-litre Maserati cars. Entries for Le Mans have closed. Gerard and Wharton are down to drive Frazer-Nash cars, Abecassis/Parnell, Collins/Duke, Thompson/Poore DB3 Aston-Martins. The girls seem to have specialised in accidents during this year's Paris-St. Raphael Women's Rally, Mlle. Gilberte's Porsche hitting an oncoming car in fog and Betty Haig's Healey Silverstone a parked Renault, which caught fire.

The sports Triumph seen at Earls Court has been modified into a longer-tailed, more powerful two-seater, for which 100 m.p.h. is claimed. The 1-litre Lancia Appia made its debut at the Geneva Show. The Aurelia continues as a 1,754-c.c. or 1,991-c.c. V6, in B10, B15, B20, B21 and B22 forms, the last-named the 90-b.h.p., 100-m.p.h. model for which 24 m.p.g. is claimed.

Dennis Poore has resigned from the Connaught Racing Syndicate and his associations with K. McAlpine and Connaught Engineering—do we scent some keen rivalry on the race course as a result? Bob Chase, who sponsored Mike Hawthorn last season, will run the *Equipe Anglaise* this year, using an Alfa-Romeo-engined 2-litre Cooper-Bristol with de Dion back-end, and two of the new sports Cooper-Bristols which were described and illustrated exclusively in MOTOR SPORT last month, one with a Bristol, the other with an Aston-Martin "Vantage" engine. Alan Brown is Manager. Robert Baird tells us that the Cooper-Bristol which we referred to last month as Roy Salvadori's is actually his property. His other cars for the coming season are an Alta, a Formula II Ferrari, and a new 2.9-litre sports Ferrari. Salvadori is likely to share some of the driving with Baird.

The Ecurie Ecosse will this season run three Jaguar XK120Cs in sports-car races and a new Connaught and two Cooper-Bristols in Formula II races. "Wilky" will tune the cars for David Murray, who has appointed as his drivers Sir James Scott-Douglas, Bt., Ninian Sanderson, Ian Stewart and Jimmy Stewart. A garage in Jersey has ordered a Formula II Connaught.

G. A. Shaw, 32, Greengates Lane, Knaresborough, Yorks, is compiling an elaborate series of private scrap books and would like to buy or beg journals or cuttings appertaining to any road vehicles. Good news—The price of the Formula III Kieft has been reduced by £100.

Club magazines flourish these days, some with enjoyable names, such as "The Oil Rag" (Cemian C.C.) and "Squeak, Squeak" (Fiat 500 Club).

A 1913 G.W.K. is for sale in Woking.

DE LACY M.C.

Despite the prospect of a thick foggy night some seventy members and guests of the De Lacy Motor Club of Pontefract attended Monk

FIXTURES FOR APRIL

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

3rd-5th.—M.C.C. Trial, Land's End. *C.I.*

4th.—Tenby M.C. Hill Climb, Lydstep. *C.I.*
Bristol M.C. and L.C.C. Race Meeting, Castle Combe. *C.I.*

4th-5th.—M.G. C.C. (S.E.). Sporting Trial, Essex. *C.*
N. Staffs M.C. Night Rally, N. Wales. *C.*

4th-6th.—Scottish S.C.C. Rally, Gleneagles. *N.*

4th-7th.—Ulster A.C. Circuit of Ireland. *N.*

5th.—Chester M.C. Trial, N. Wales. *C.I.*
Sheffield and Hallamshire M.C. Trial, Derbyshire. *C.*
Furness D. C.C. Trial, Lake District. *C.*
Worcestershire M.C. Rally, Worcestershire. *C.*

6th.—B.A.R.C. Race Meeting, Goodwood. *I.*
Half-Litre C.C. Race Meeting, Brands Hatch. *C.*
Jersey M.C. and L.C.C. Sand Races, St. Ouens. *C.*
W. Cornwall M.C. Hill Climb, Trengwainton. *C.I.*

11th.—Armagh and D. M.C. Trial, Armagh. *C.*
Veteran C.C. of G.B. Rally, Leicester. *C.*
750 M.C. Night Trial, Hampshire. *C.*
Midlands M.E.C.C. Rally, Wales. *C.I.*

12th.—Bugatti O.C. Rally, Prescott. *C.*
Civil Service M.A. (Manchester). Trial. *C.*
Southsea M.C. Hunt Trophy Trial, Longmoor, Hants, 11 a.m.
W. Essex C.C. Sprint, Boreham. *N.*
Hagley and D. M.C. Rally, Shropshire. *C.*
Winfield J.C. Race Meeting, Charterhall. *C.*
M.G. C.C. (N.W.). Trial, Derbyshire. *C.I.*
Morgan 3-Wheeler Club. Sprint, Madresfield, 2 p.m.
B.A.R.C. (S.W.). Hill Climb, Brunton. *C.*
Aberdeen and D. M.C. Trial, Aberdeen. *C.*

15th-18th.—Isle of Wight C.C. Rally and Hill-Climb. *C.I.*

18th.—London M.C. Rally, Little Rally. *C.*
W. Hants & Dorset C.C. Race Meeting, Ibsley, 1 p.m. *C.I.*
North of Ireland M.C. Trial, Londonderry. *C.*
M.G. C.C. (Scotland). Driving Tests. *C.*
Eastern Counties M.C. Race Meeting, Snetterton. *C.*
Cumberland S.C.C. Driving Tests. *C.*
Aston Martin O.C. Race Meeting, Snetterton, 11 a.m. *R.*
Herts County Auto and A.C. Trial, Hertfordshire. *C.I.*
Sporting Owner D.C. Trial, E. Anglia. *C.I.*

18th-19th.—M.G. C.C. (Midland). Rally, Wales. Roebuck Lane, West Bromwich, 10 a.m. *C.*
Aberdeen and D. M.C. Trial. *C.*
V.S.C.C. Rally, Bawtry. *C.*
Sunbeam-Talbot O.C. Rally, Southport. *C.*
Riley M.C. (N.E.). Team Trial, N. Yorkshire. *C.*

19th.—Horsham and D. M.C. and C.C. Trial, Horsham. *C.*
Civil Service M.A. (Farnborough). Navigation Trial, Farnborough. *C.*
Plymouth M.C. Rally, Devon. *C.*
Coventry and Warwickshire M.C. Trial, Coventry. *C.I.*
Falkirk and D. M.C. Trial. *C.*
[illegible] of Scotland C.C. Rally, Dumfries. *C.*
Knowdale C.C. Trial, Lancashire. *C.*
Mid-Derbyshire M.C. Trial, Derbyshire. *C.*
Lancashire and Cheshire C.C. Trial, Derbyshire. *R.*
Blackpool and Fylde M.C. Trial, Lancashire. *C.*
Bolton Le Moors C.C. Rally, Yorkshire. *C.*
Mid-Surrey A.C. Trial, Surrey. *C.*
Morecambe C.C. Rally, N. Lancashire. *C.*
Cambridge 50 C.C. Sprint. *C.I.*
Citroën C.C. Rally, Surrey. *C.*
Darlington and D. M.C. Trial, N. Yorkshire. *C.I.*

20th.—Hants and Berks M.C. Trial, Hampshire. *C.I.*

22nd-25th.—Isle of Wight C.C. Rally. S. England. *C.I.*

25th.—Falcon M.C. Night Trial, Hertfordshire. *C.I.*
Scottish M.R.C. Race Meeting, Kirkcaldy. *C.I.*
King's College M.C. Sprint, Blagdon. *C.I.*
Newry and D. M.C. Rally, Co. Down. *C.I.*
B.A.R.C. (Yorks). Rally, Scarborough. *C.I.*

25th-26th.—Stockport M.C. Rally, N.W. England. *C.I.*
Pathfinders and Derby M.C. Rally, Derbyshire. *C.I.*
Aberdeen and D. M.C. Trial, Aberdeen. *C.I.*
Rhyl and D. M.C. Rally, N. and Mid-Wales. *C.I.*

26th.—Exmoor M.C. Sporting Trial, Exmoor. *C.I.*
Newcastle and D. M.C. Trial, Newcastle. *C.*
Gosport A.C. Sprint, Gosport. *C.I.*
Peterborough M.C. Trial, Peterborough. *C.*
Thames Estuary A.C. Driving Tests, Wormingford Aerodrome, 11.30 a.m.
Edinburgh U. M.C. Rally, Edinburgh. *C.*
B.A.R.C. (Yorkshire). Trial, N. Yorkshire. *R.*
Walsall and D. C.C. Driving Tests, Water Orton. *C.*

Fryston Hall, near Leeds, on Thursday, March 5th, for their first annual dinner and prizegiving. The only empty seat was that of Phil Turner, the Club Captain, who, faced with a last minute journey down from Newcastle, was obliged to dispatch a telegram from Darlington—"Can't make it—thick fog."

Apart from this piece of very hard luck, an excellent evening was had by all.

After a really first-rate dinner, the usual toasts were proposed, and then, after receiving a bouquet, Mrs. A. L. Marshall, wife of the President of the Club, presented the awards. Much silverware, inscribed tankards, cigarette cases and framed photographs crossed the table (most charmingly done, if we may say so!), the major awards being:

Starfield Trophy: J. S. Wordsworth
Sym Trophy: A. E. England

(The latter being presented as an acknowledgment of service to the Club, as no event had been staged as yet for its award.)

The evening continued with much lively dancing until 1 a.m., when once again all and sundry stepped out into a murky night to grope their various ways home.

May one mention also that the gathering was honoured in having the complete Monte Carlo Rally team of Messrs. H. Kennedy, R. Dando and G. Greaves present. They reached Monte Carlo in their Hillman Minx without loss of points.

S.C.C. OF A.

The Sports Car Club of America announces the following changes in the 1953 Calendar of National Events: The road race previously scheduled for Forbes Air Force Base, Topeka, Kansas, June 21st, 1953, has been changed to Offutt Air Force Base, Omaha, Nebraska, on the same date. Also, the road race scheduled for October 4th at March Air Force Base, Riverside, California, has been changed to November 8th, still at that location.

These events are part of the fourteen national road races now on the Sports Car Club of America 1953 Calendar, and two of the seven air base races to be held this year with the co-operation of the Strategic Air Command. The first race of this type for the year was held on February 21st at MacDill Air Force Base, Tampa, Florida, and was a tremendous success; 106 entries made it the largest field of cars for any Florida sports-car race to date.

BUGATTI O.C.

The Bugatti Owners' Club has issued its annual book of fixtures and Bugatti types.

The 1953 fixtures are:

April 6th: Rally and Tests, Southport.
April 19/20th: Prescott Testing Week-End.
April 20th: Opening Rally, Prescott.
May 18th: National Spring Hill-Climb, Prescott.
June 14th: Silverstone Race Meeting.
July 6th: Members Hill-Climb, Prescott.
July 27th: International F III Hill-Climb, Prescott.
Aug. 10th: Inter-Club Hill-Climb, Prescott.
Sept. 14th: International Hill-Climb, Prescott.
Oct. 24th: Dinner and Dance, Dorchester Hotel.
Dec. 13/14th: Welsh Rally.

BRISTOL M.C. & C.C.C.

The virile Bristol Club sends out the following fixture list:

April 4th: Castle Combe Race Meeting, *C.I.*
April 25th: Castle Combe Race Meeting, *C.*
May 25th: Thruxton Airfield Race Meeting, *C.I.*

Mrs. K. R. Maurice and T. H. Simmonds will jointly act as Competition Secretaries.

THE BRAID RALLY

The Rhyl and District Motor Club's Closed Event of the year, the Braid Rally, which attracted a full entry of 50 and held on February 28th/March 1st, was from the competitors' point of view an outstanding success.

The start from nine o'clock onwards from Braid's Garage, Colwyn Bay, was conducted without incident, the discipline among the competitors being excellent. The route lay down the Conway Valley through the Llanberis Pass and Snowdonia to Bangor, where competitors were sent over a very tricky bit of navigational course, eventually arriving back for a compulsory stop at the Britannia Garage, Menai Bridge, and then back through Caernarvonshire and the mountain roads of Wales, and finally finished with an excellent breakfast at the Marine Hydro Hotel, Rhyl. The course was designed to provide a test of drivers, navigators and machines, and it was expected that the weather would play some little part in making some of the sections a test of both drivers and cars. This, however, did not prove to be the case as the night was magnificent, a brilliant cloudless sky with a full moon, no frost, no snow and no fog made the task comparatively easy with the result that, much against the will of the organisers, a simple width-judging eliminating test had to be held in the hotel car park. However, rallies are organised for the enjoyment of the competitors and it can be said without question that the whole entry expressed their pleasure with the Rally as a whole. A total distance of 210 miles was covered by the competitors.

Results:

Braid Challenge Trophy was shared by A. Robinson (Austin Seven); J. C. Jones (TC M.G.).
The Brookes Parry Trophy by Stan Kennedy (S.S. 100).
The Moss Challenge Trophy by N. G. Waterhouse (Triumph Mayflower).
Novice's Award by N. V. Bier (Austin Sixteen).

Class Awards:

Class A Open under 1,500 c.c.: T. J. C. Davies (Wolseley Sports); J. M. Winn (Dellow).
Class B Closed under 1,500 c.c.: B. P. Wallis (Standard Eight); Mrs. Fenton (Austin A.40).
Class C Open over 1,500 c.c.: B. B. Davies (Plus 4 Morgan).
Class D Closed over 1,500 c.c.: Mike Hinde (Alvis); G. Sterling (Sunbeam Talbot).

CLUB AFFAIRS

The Plymouth M.C. Calendar is as follows:

April 19th:	The 4th Annual "Lady Drivers Only," Standard Production Car Rally.
May 17th:	The 5th "Manor Trophy." Standard Production Car Trial.
June 26/28th:	The 8th 1946 "Presidential" all types vehicles Rally.
Aug. 23rd:	The 14th Annual "Allen Trophy," Standard Production Car Rally.
Sept. 20th:	The 5th Annual "Turnbull Trophy," Standard Saloon Car Trial.
Oct. 18th:	The 21st Annual "200 Challenge Trophy" Reliability and Team Competition Trial. Open to all vehicles.
Nov. 22nd:	The 4th Annual "Marina Trophy," Standard Production Car Trial.
Dec. 12/13th:	The 6th Annual "Mancunian Trophy" for Standard Production Cars.

* * *

The Cirencester C.C. has recently been recognised by the R.A.C. *President*: Sir David Gamble. *Chairman*: Mr. John Lampitt. *Hon. Secretary*: Mr. Michael Miller, "Wicklow," The Whiteway. Cirencester.

* * *

The London Motor Club, in conjunction with Monsieur Marcel Becquart, of the Automobile Club de Mont Blanc, is organising the Second French Sporting Trial at Annecy on June 21st, the week-end after the Le Mans 24-Hour Race. Interested competitors should send their names and addresses to F. Dennis Dent, 28, Alexander Avenue, N.W.10.

* * *

The Coventry and Warwickshire M.C. T. G. John Cup Trial will be held on April 19th under a Closed Invitation Permit. Members of the following clubs are invited: Hagley, Shenstone, M.M.E.C., Cheltenham and Sunbac. The course of approximately 60 miles will be in South Warwickshire. Time and Regularity sections will test the driving ability of the competitor, rather than the performance of the car. There will be no chassis-damaging sections. There will be a break for lunch and the finish will be at Stoneleigh Deer Park on the Coventry-Leamington Spa road where a final test will be run.

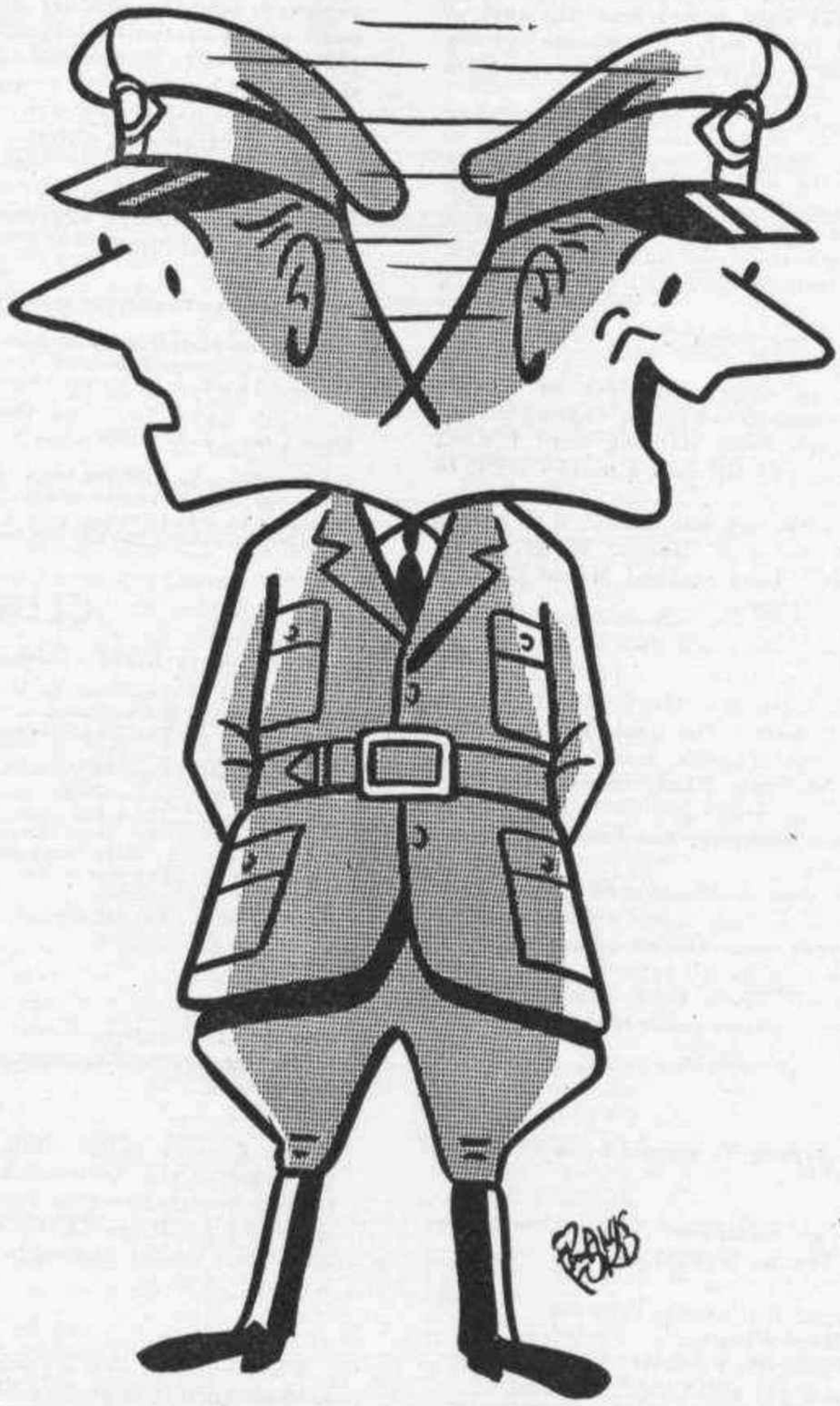
Entries will close on April 13th. Team entries are welcome. Regulations may be obtained now from Mrs. H. S. Wolseley, 532, Allesley Old Road, Coventry.

* * *

The V.S.C.C. Northern Section will hold its second Bawtry/Blubberhouses weekend on April 18th/19th. Saturday, April 18th: Driving Tests and Concours on Bircotes Aerodrome. Classes for vintage, thoroughbred and light cars start 12.0 noon. Sunday. April 19th: Reliability trial start Crescent Hotel, Ilkley 10.0 a.m. Classes as above. Accommodation can be booked at Crescent Hotel, Ilkley.

* * *

The Hants & Berks M.C., in conjunction with the W. Hants & Dorset C.C., will hold its interesting Versatility Trial on April 25th. The speed part of the event will be at Ibsley, where the trial starts at 9.30 a.m. Open to Bristol, B.A.R.C., Chiltern, Brighton & Hove, London M.C. and M.G. C.C. members, entries, to the new Secretary, Douglas Johns, 48, Reading Road, Woodley, Reading, Berks., at 25s. per car, close on April 18th.



fill up and feel the difference

SHELL

PREMIUM

Afloat in a Velox

UNDERSTANDING readers might be excused for imagining that the title of this article refers to a happy jaunt in a 30/98 on a decidedly precarious bank-balance! In fact, it concerns our impressions of the latest Vauxhall Velox, which, although an E-type, bears no resemblance to those vintage cars of the same make and type-designation.

For, whereas the Vauxhall Velox of the nineteen-twenties was intended primarily for sport, the present-day Velox from Luton is *a veritable drawing-room-on-wheels.*

The Vauxhall people are quite sensible about this. Some time ago, when they were announcing a new range of models, their publicity man told us these were excellent cars in every way, but really not the sort of thing MOTOR SPORT would want to road-test. "But," he continued, "later on something quicker may appear and then you shall have a go," or words to that effect. Which is how we came to have the services of a Velox with the new six-cylinder, 2¼-litre, "over-square" engine for a long week-end.

And that Vauxhall did serve, if by this is meant getting its occupants from A to the ever-desirable B in good time and with a high degree of comfort and convenience, which is, after all, the purpose of 90 per cent. or so of the world's automobiles.

Taking this bulbous saloon away from the London agents in the height of the lunch-hour traffic press, it was astonishing how "at home" the driver felt from the very first engagement of the clutch. Although the near side of the front-end is not visible, the Vauxhall was taken through narrow places and along slim, one-way thoroughfares with equanimity, and very soon West End gave way to Suburbia, Suburbia to the Kingston By-pass and the country. Later, in the evening of the same day, in fog and a hurry, we had no hesitation about hustling homewards in this Vauxhall, which we had driven for rather less than 60 miles.

The reason for this impression of easily serving its driver comes from a sense of spaciousness in the interior (which is very real, for the Velox can accommodate three people on its bench front seat and four, if necessary, on the broad back seat) and the ease with which the car can be controlled at town-driving speed.

The steering is smooth rather than light and although rather low-geared for manoeuvring (three turns, lock to lock), is about right for cornering; it conveys no kick back, suffers no column or facia judder, and is "dead" in the modern manner, but not spongey. The "dried milk" steering wheel is well placed and pleasant to handle, although we preferred to do so by its rim rather than by its two thick, serrated spokes. The clutch bit only at the end of the pedal's travel but is positive, and the steering-stalk (left-hand) gear-lever works smoothly and very well of its kind. Reverse has no safety catch. The Lockheed-Vauxhall brakes call for firm pressure, but otherwise are excellent in every way and extremely powerful. An easy car to get to know, this Velox. The sliding side windows, *devoid of winders, are appreciated early in one's acquaintance with* the car (although two of them were stiff to lower and broke our finger-nails), and further investigation of detail adds to the praise.

For example, the switches, rather brightly plated on an ornate facia, pull out positively or click in according to what the driver wishes to select, and the headlamps cannot be lit unless the sidelamps are on, and *vice versa*. Alas, these switches are set along the facia base, rather difficult to locate at night. The instruments have rheostat control of their illumination, the heater really works (although its fan is noisy), and the doors open very easily from inside or outside by pressing the button. The engine starts very easily indeed from cold, the ventilative half-windows are useful, there is a big cubbyhole with tin (unlockable) lid, and front-seat adjustment is simple. The doors have parcel-recesses; there is a shelf behind the back seat.

Outside the car, the good ground clearance so that overhang of the tail is no menace when backing over a kerb, the simple press-to-open/press-to-close flap-type fuel filler cap, and the *very large* luggage locker, free of spare wheel (which is below the floor), with its balanced, lockable lid, are other excellent features. The corner-style rear lamps, too, are reassuring. And, climbing in again, let us give credit for the very good right-hand hand-brake with its simple but effective guard over the release ratchet and its easy, positive action.

Self-parking, engine-driven windscreen wipers, a good, preset (five stations) radio controlled by three simple, accessible knobs on the facia, bright roof-lamp with inbuilt switch, large rear screen, steering-column control of the direction indicators, good fog-lamp and so on, all increase one's respect for the 1953 Velox. Its 11-gallon fuel tank, too, is appreciated, and fuel gauge and thermometer (merely marked C, N, H) are easy to read. The bonnet is opened from outside by little lift-up-and-over levers which Delaunay-Belleville used up to 1927 or so. The horn is the opposite of blatant.

Altogether, then, this essentially modern car in the American style is possessed of a great many practical features which point to its designer being a motorist himself.

In performance, the excellent acceleration, both in vivid "step-off" in bottom gear and the ability to go quickly from 50 to 60 m.p.h. in top gear, adds to the pleasure of driving. Expressed in stopwatch terms, 0-50 m.p.h. in a shade over 15 seconds is excellent for a spacious family car, and nearly 60 m.p.h. is attained in the middle cog (6.78 to 1) of the three-speed gearbox. All-out speed is around 75 m.p.h., but the Velox cruises all day at an effortless indicated 70 m.p.h.

Its handling and suspension characteristics are interesting. At low speeds there is a good deal of irritating up-and-down motion and the ride is somewhat soggy, giving rise to a joke to the effect that a supply of Mothersills goes out with each new car. Susceptible passengers certainly confirmed this as possibly a good idea. But as the speed rises the springing stiffens up and the ride is far better, while still smoothing out all road-surface imperfections. The *suspension is well damped for taking hump-back bridges.*

Perhaps Maurice Olley, M.S.A.E., M.I.Mech.E., whose learned papers on automobile design contain so much common sense and humour, has had a hand in this. The fact remains that this American-style Vauxhall Velox is a happier car to drive at its higher speeds, suggesting that it is intended for countries in which normal people drive at 40-50 m.p.h. instead of at 15-25 m.p.h. as in England.

In cornering ability this supple Velox is better than would be expected. There is a rather pronounced understeer tendency and this tends to change to a roll oversteer, but the point of change-over remains consistent and generally the driver-in-a-hurry can get through bends very smartly, the steering somewhat heavy to hold against the strong castor action. The Goodyear tyres, moreover, protest hardly at all. But this is not a really enjoyable way of motoring the Vauxhall, and we found we were quite happy to ease back to a more moderate pace after some quick going, and that at 30 m.p.h. in built-up areas the Velox was, perhaps, at its most companionable. Perhaps this impression was heightened by fast driving being rather tiring, the aforesaid steering characteristics, a rather low front seat and the presence of some fumes or "hot-smell" in the car, coupled with a slight bonnet judder and daylight reflections in the curved windscreen no doubt combining to give this impression. Against this, that excellent acceleration and sure braking do much to offset these rather deeply defined observations.

Most people would overlook our "critical-enthusiast" comments in favour of the comfort, convenience and spaciousness of this low-priced, brisk family car which possesses so many sensible details. Moreover, the fuel gauge sinks but slowly, 24-27 m.p.g. being obtainable according to the urgency of the journey.

The engine sounds a bit busy towards 60 m.p.h. in second gear, but does not suffer from valve bounce, nor does it "run-on." It was "pink-free" on National Benzole and almost so on the cheapest fuels, and pulls away smoothly from 10 m.p.h. in top gear. It is quiet yet has quite an exhaust burble if you listen outside the car. *It called for no oil or water but blue smoke came freely from the* exhaust pipe; this was the same car which a contemporary had taken briskly to Monte Carlo the month before.

Reverting to detail, there are deep floor carpets, ample ashtrays, pleasing loose covers over the seats, metal door "pulls," and the doors lock extremely easily with simple slides, although it is advisable to keep a spare key on one's person as otherwise one may get locked out. Spinster ladies will appreciate that they can lock themselves inside a Velox. The A.C. speedometer reads to 90 m.p.h. but has no "trip." There is no clock in the car.

Things we disliked were the rather vulnerable loudspeaker set on the cubbyhole lid, the view in the mirror cut off by the top of the rear window (awkward for those drivers who continually watch the mirror in built-up areas, should that bit of the view which is cut off read "Police"!), the wind noise round the screen at 60-70 m.p.h., a slight rattle from the ventilator windows when open, and the squidyness of the suspension during "rally-test" manoeuvres, although here the speed obtainable in reverse is useful. There was a loud squeak at the front of the engine, suggesting a water impeller starved of grease. The indirect gears whine.

A good instruction manual comes with the car, usually a sign of willing after-sales service.

Altogether, the Velox of today appealed to us and it should be a worthy contender with the Chevrolet and similar U.S. vehicles for overseas markets. If, to testers accustomed to compact, hard-sprung cars, we appeared to spend our time floating about the English countryside in the Velox, we certainly did so majestically and in considerable comfort, and returned this Vauxhall very impressed by the value offered at £535 (£833 14s. 5d. with p.t.).—W.B.

The Racing Season Opens at Goodwood

ON the third Saturday in parched March the B.A.R.C. opened the British racing season before an excellent crowd, with the first of its 1953 Members' Meetings. An entry of 108 sports cars was obtained, ranging from standard saloons to imitation Ferraris. It included the much-publicised D.B.2 Aston-Martin of H.M. King Hussein of Jordan, which, however, did not run, although the King circulated the circuit in a vast Lincoln landship. In practice, J. Bussell overturned his M.G. and was removed by ambulance. The races, which counted towards the MOTOR SPORT Brooklands Memorial Trophy and £80 in cash prizes, were as follows :

5-LAP HANDICAP FOR CLOSED CARS

R. L. Woods came strongly through the field of 14 from the 8-sec. mark to take the lead on lap three and tour in to a decidedly decisive victory. Collins' odd-bodied Fiat 1,100 coupé was flung at the corners and clung to second place, until pipped by Bix's XK120 coupé on the last lap. The Riley saloons of Rogers and Gelberg came over in line as if tied together, the former having made up almost all of the latter's 25-sec. advantage. Curtis could do nothing from scratch in the Monte Carlo Allard saloon, which emitted much blue smoke. Harry Lester ran a Lester-M.G. with Fiat 500 coupé body to which a boot had been added.

1st : R. L. Woods (D.B.2 Aston-Martin), 8 sec.; won by 20.6 sec., at 70.88 m.p.h. Fastest lap, 74.48 m.p.h.
2nd : A. T. Bix (XK120 Jaguar), scratch.
3rd : D. G. E. Collins (Fiat 1,100), 1 min. 55 sec.

5-LAP SCRATCH RACE FOR CARS UP TO 1,500 c.c.

This was magnificent! Beauman, driving the ex-Hawthorn 1935 T.T. Riley of the Cornhill Racing Team (which commentators Curtis and Watkinson insisted on referring to as a vintage car), went splendidly, to lead from the second lap onwards. Shattock, too, was on form, passing Davis' Cooper-M.G. between Woodcote and the *chicane* in a do-or-spin effort, but his Lea-Francis engine has a lot to lug and he couldn't cope with Gammon's very fast M.G. Threlfall's M.G.-engined Tojeiro, which had intrigued the commentators before the start, soon retired with water-bound cylinders, and Lewis' Jupiter spun off and through the straw bales well before Woodcote on lap three. Perhaps the forward engine location and locking brakes promoted this, as a lap later Dudley's Jupiter spun at the *chicane*. Lewis' car was driven in with drooping tail. Mrs. Gibbs crunched the cogs of her Le Mans H.R.G., now disguised with an all-enveloping body, and Blakeley had a hectic tussle with the steering wheel of his undistinguished Le Mans H.R.G. The Riley, unmodified in appearance since its T.T. days, but with a new head, light-alloy tanks and hydraulic brakes, stole the race. The commentators called it "ex-Maclure."

1st : D. B. Beauman (Riley); won by 6.8 sec., at 74.48 m.p.h.—fastest lap, 76.06 m.p.h.
2nd : P. D. Gammon (M.G.).
3rd : R. G. Shattock (R.G.S. Atalanta).

5-LAP SCRATCH RACE FOR CARS OF 1½–3 LITRES

The feature of this race was the manner in which Mitchell, clad as for a day in his garden, pushed racing-driver Alan Brown, of the Ecurie Anglaise, in his Ferrari-like Cooper-Bristol all the way, to pass on the last lap and get his ex-Newton Le Mans Frazer-Nash (with modified wings) over the line 0.2 sec. ahead—magnificent! Mitchell drove a very polished race and braked for the corners noticeably later than Brown. A long time afterwards Brooks' Silverstone Healey came along to take third place, having held off Woods' D.B.2! Baxter's old 2-litre Aston-Martin was unwell.

1st : H. A. Mitchell (Frazer-Nash); won by 0.2 sec., at 80.97 m.p.h.—fastest lap, 82.76 m.p.h.
2nd : A. Brown (Cooper-Bristol).
3rd : C. A. S. Brooks (Silverstone Healey).

5-LAP SCRATCH RACE FOR CARS OF OVER 3 LITRES

Oscar Moore in his impressive H.W.M.-Jaguar, with exhaust pipes feeding into the main chassis tubes, won this comfortably, from the third lap onwards. Page got his 5.4-litre Allard past Tom Sopwith's XK120 on lap four but vanished without comment—the announcers said, "order unchanged"!—on the last lap, letting Wick's XK120 into third place of a spirited finish. Walker's 4½-litre Bentley blew up.

1st : O. Moore (H.W.M.-Jaguar); won by 5.0 sec., at 75.79 m.p.h.—fastest lap, 79.27 m.p.h.
2nd : T. Sopwith (XK120 Jaguar).
3rd : C. Wick (XK120 Jaguar).

SECOND 5-LAP HANDICAP

The P.A. chaps told us about the two Rileys of the Cornhill Racing Team as Riseley-Prichard brought his car out for this race—actually it was the same Riley that Beauman drove so well to win the second race, but bearing No. 8 instead of No. 9. Bickell, the T.T. Garage tuner, obviously knows about these things, for the race was never in doubt, the Riley eating up the field to win at precisely the same average as before! Again, magnificent! Dargue's neat M.G. was second, Betty Haig's ex-T.T. M.G. Magnette third. Shattock again performed his spirited passing act into the *chicane*, this time to dislodge Rogers' Riley saloon. Sickness overtook Harewood's blown M.G. and Gibbs' Riley. Short bravely raced a J2 M.G.

1st : R. Risely-Prichard (Riley), 30 sec.; won by 20.2 sec., at 74.48 m.p.h.—fastest lap, 76.32 m.p.h.
2nd : T. W. Dargue (M.G.), 45 sec.
3rd : Betty Haig (M.G.), 1 min. 10 sec.

THIRD 5-LAP HANDICAP

Lap one saw Baxter's Aston-Martin seize up and retire at Woodcote, what time Stewart's smaller Aston-Martin led from Blakeley's H.R.G. and Howard's Morgan Plus Four. Alexander's green ex-Stapleton Aston-Martin non-started, having lost bits of cylinder block in practice! As the race progressed, Hely's Frazer-Nash took the H.R.G. on the off side into the *chicane*, foretaste of a close finish, in which Mitchell again showed his mastery, beating Cliff Davis' Cooper on the last lap, and Alan Brown just out-accelerating Brooks' Healey on the run in.

1st : H. A. Mitchell (Frazer-Nash), 10 sec.; won by 1.0 sec., at 79.93 m.p.h.—fastest lap : Brown and Mitchell, 81.97 m.p.h.
2nd : F. C. Davis (Cooper-M.G.).
3rd : A. Brown (Cooper-Bristol).

FOURTH 5-LAP HANDICAP

Jubilation! Powell's short-chassis SSK Mercédès-Benz two-seater, its supercharger howling like a dinner-siren, won this with half Goodwood in hand. Behind, Collinson just broke up a vintage trio by poking his 2-litre Aston-Martin home ahead of Hamilton's evergreen and accelerative 4½-litre high-chassis Invicta, which Orr-Ewing's 4½-litre Bentley, although better anchored, couldn't catch. Alas, amidst all this happiness, Bailey's pretty, lowered, supercharged K3 M.G., Harewood's M.G. and Williamson's vast, all-enveloping Riley Nine de-ranged themselves. Commentator Curtis was puzzled by Smith's Atalanta, which he thought might be Cadillac-powered. It is the ex-Miss Wilby Lincoln-Zephyr-engined car.

1st : N. Powell (SSK Mercédès-Benz), 1 min.; won by 28.8 sec., at 68.25 m.p.h.—fastest lap : Collinson, 70.7 m.p.h.
2nd : R. F. Collinson (Aston-Martin), 35 sec.
3rd : S. J. Hamilton (Invicta), 45 sec.

FIFTH 5-LAP HANDICAP

This was an Allard duet, Page's Cadillac J2 winning from Jackson's Mercury-engined car. Protheroe's XK120 was in trouble leaving the *chicane* on the last lap, but was not running for a place anyway. Mann's 2.6 Monza Alfa-Romeo went beautifully, flame pluming from its exhaust on the over-run, and Goodhew seemed to have the feel of the ex-Gale Darracq.

1st : R. A. Page (Allard), 35 sec.; won by 6.6 sec., at 76.06 m.p.h.—fastest lap : Oscar Moore and Page, 78.98 m.p.h.
2nd : P. R. W. Jackson (Allard), 40 sec.
3rd : N. H. Mann (Alfa-Romeo), 25 sec.

SIXTH 5-LAP HANDICAP

The cornering of Chapman's Ford Ten-engined Lotus was received with enormous acclaim by the commentators—unfortunately, as the little car whisked through the *chicane* for the last time trying hard to grasp third place from Gammon's very effective M.G., the off-side back wheel flew off, the welding which holds the hub plate to the wheel centre having collapsed. The wheel flew straight for photographer Brymer, perhaps intent on deleting all evidence, but the Goodwood safety-sleepers saved him. Scarf's Ford Buckler won a neat victory from Marsh's ex-Powys-Lybbe 12/50 Alvis. Wilkins (M.G.) performed a Shattock on Pilkington (M.G.) into the *chicane*. Powell, suffering the only re-handicap of the afternoon, toured round in the Mercédès.

1st : P. H. Scarf (Ford Buckler), 1 min. 40 sec.; won by 4 sec., at 63.76 m.p.h.—fastest lap : Gammon, 75.13 m.p.h.
2nd : A. Marsh (12/50 Alvis), 2 min.
3rd : P. D. Gammon (M.G.), scratch.

* * *

The leaders for the MOTOR SPORT Brooklands Memorial Trophy are :—

H. A. Mitchell (Frazer-Nash)	8 pts.
R. L. Woods (Aston-Martin D.B.2)	5 pts.
P. D. Gammon (M.G.)	5 pts.
A. Brown (Cooper)	4 pts.
D. B. Beauman (Riley)	4 pts.
Oscar Moore (H.W.M.)	4 pts.
R. Riseley-Prichard (Riley)	4 pts.
N. Powell (Mercédès-Benz)	4 pts.
R. A. Page (Allard)	4 pts.
P. H. Scarf (Ford Buckler)	4 pts.
F. C. Davis (Cooper-M.G.)	4 pts.
P. R. W. Jackson (Allard)	4 pts.

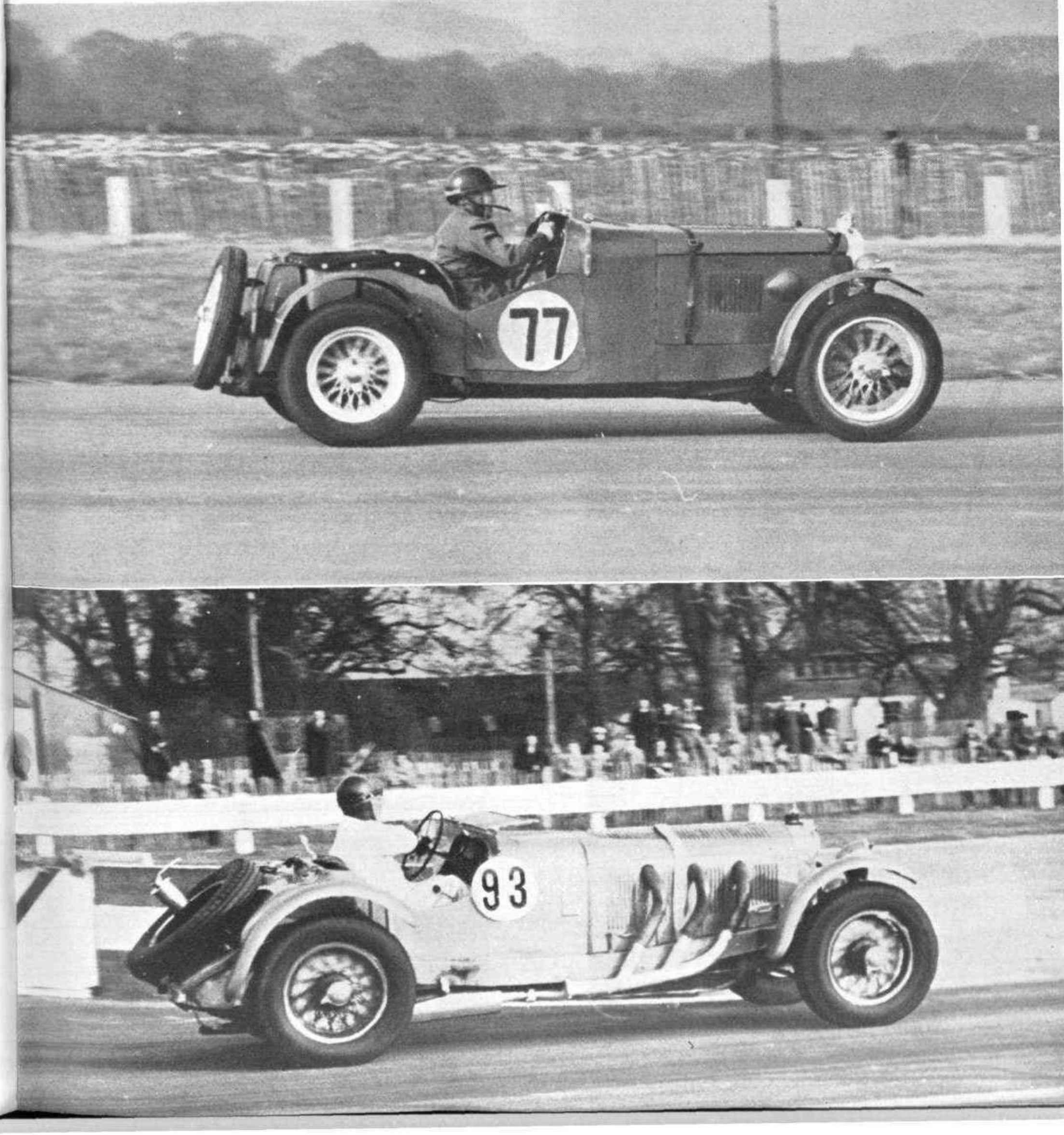
The remainder have three points or less. Next meeting for this contest, May 2nd.

PICTORIAL REVIEW

B.A.R.C. MEMBERS' MEETING, LONDON M.C. COVENTRY CUP TRIAL AND EAST ANGLIAN M.C. "AUTOCROSS"

Top : NEAT SPORTS CAR.—Betty Haig going well during the March B.A.R.C. Members' Meeting at Goodwood in her T.T. M.G. Magnette. She took third place in the second of the 5-lap Handicaps.

Bottom : MERCEDES-BENZ WINS ANOTHER SPORTS-CAR RACE.—N. Powell's 38/250 Mercedes-Benz made the most of its handicap in the seventh race at Goodwood, which it won, blower howling, at 68¼ m.p.h.







REBOUND.—A. W. Guppy's supercharged Dellow bounces off a tree stump, which resulted in a bent stub axle, in the East Anglia M.C. Auto Cross, near Earls Colne, Essex.



HOW TO DO IT.—A. Brian Sugden makes a text-book run in the water splash : his Austin raised just enough urge to get him out, during the East Anglia M.C. Auto Cross.



HOW NOT TO DO IT. —The results of this plunge into the mud bath, in the East Anglia Auto Cross, can well be imagined.



SANS PASSENGER. —H. R. Smart (s/c. B.S.T.) loses his passenger en route during the Auto Cross. Carburetter trouble no doubt caused him to shed the load.

CHALKNEY WOOD. —Typical section of the Auto Cross, shows A. N. Goldthorpe (Pelican) picking his line through the trees in the East Anglia M.C. event.

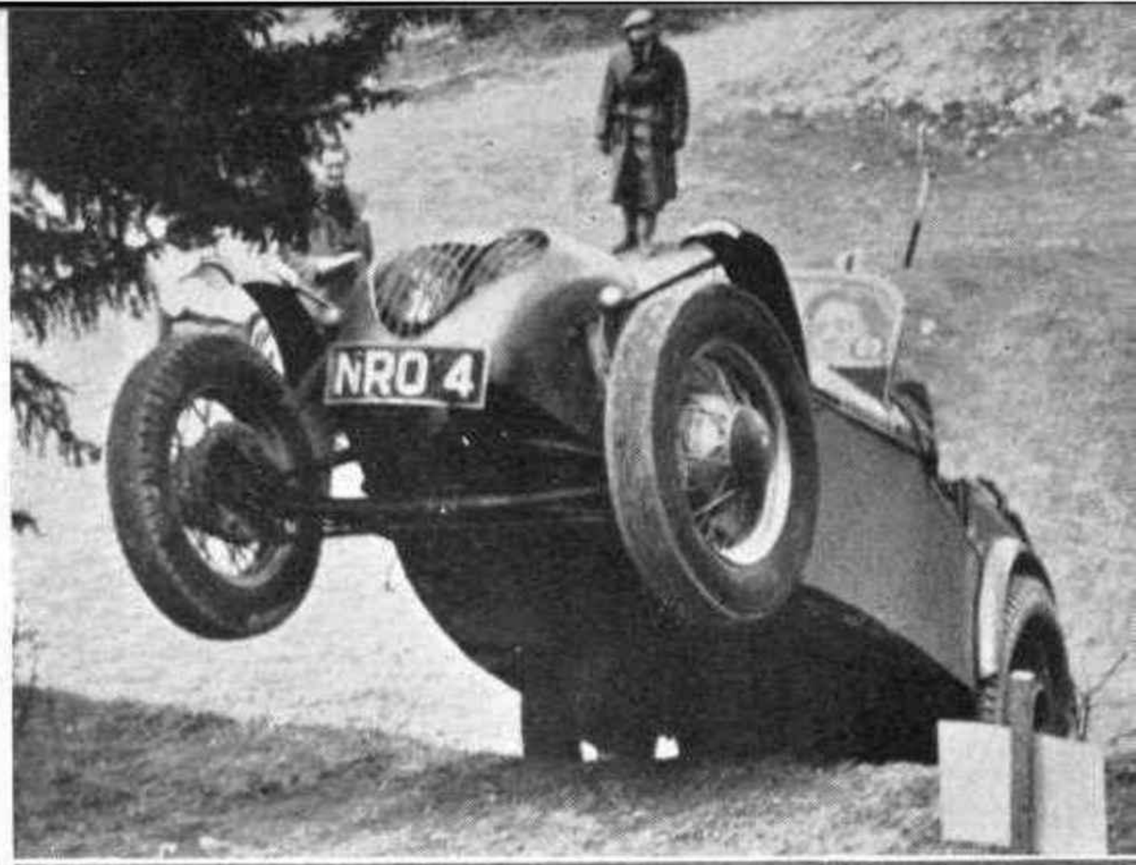


KEEP IT ROLLING.—D. W. Price, junior, and pas. He won th

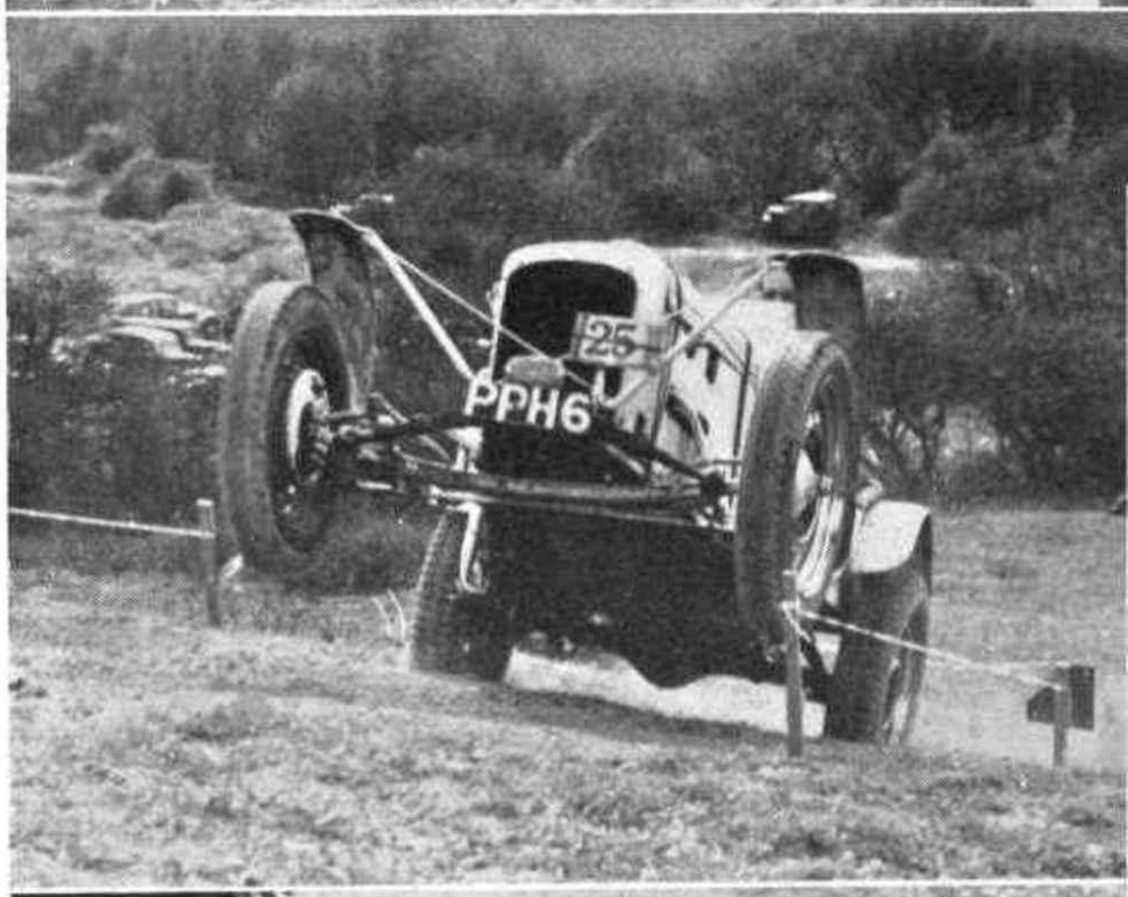
CHASSIS BENDER.—E. W. Vero (second class) literally bends his Dellow round a tight corner on section five, in the London M.C. trial.



GEOFF. DUKE and REG. PARNELL, interviewed by Ronnie Noble for the T.V Newsreel, on arrival at London Airport, after the Sebring Twelve-Hour race.



PRECARIOUS PERCH.—Not a new line in mascots, but a marshal in the background, as K. Dhonau (Kendon) bounds up the hump on section five, in the London M.C. trial.





AIRBORNE CONTROL.—D. G. Roberts (Cotton) gets a good front-end lift on section six, in the London M.C. trial, but manages to keep between the tapes.

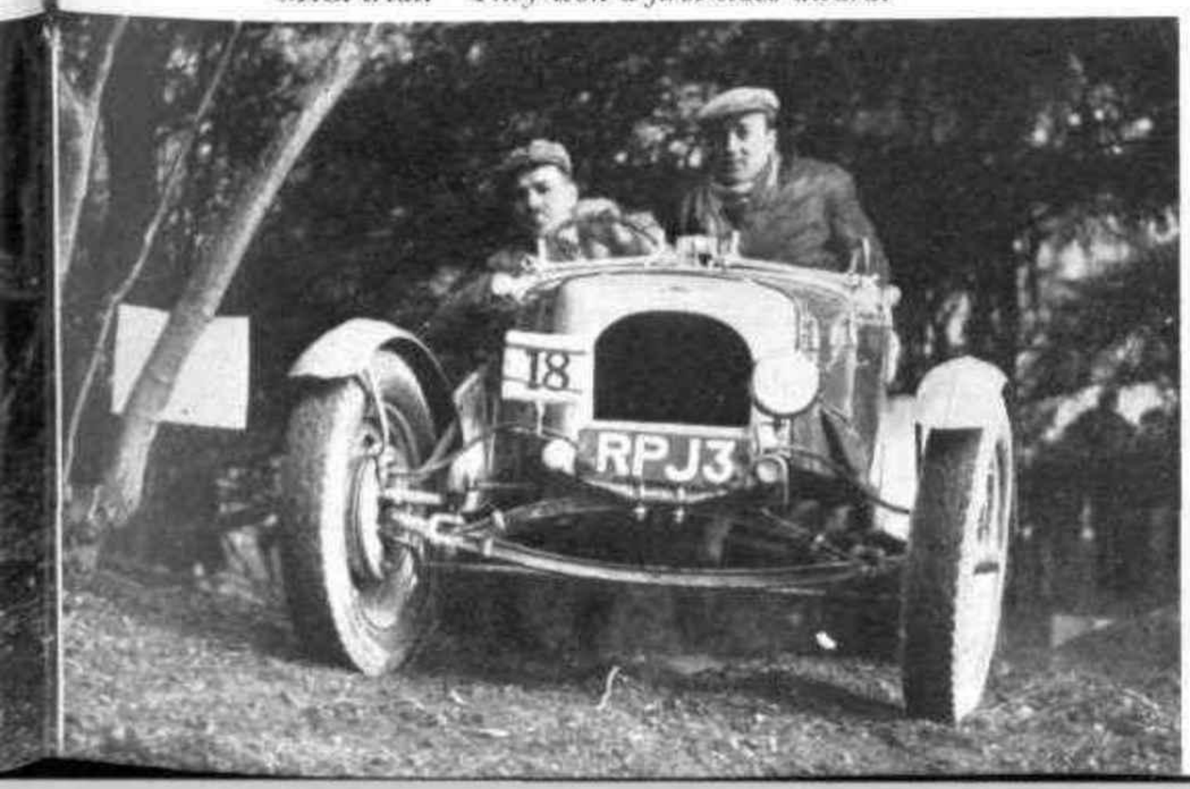


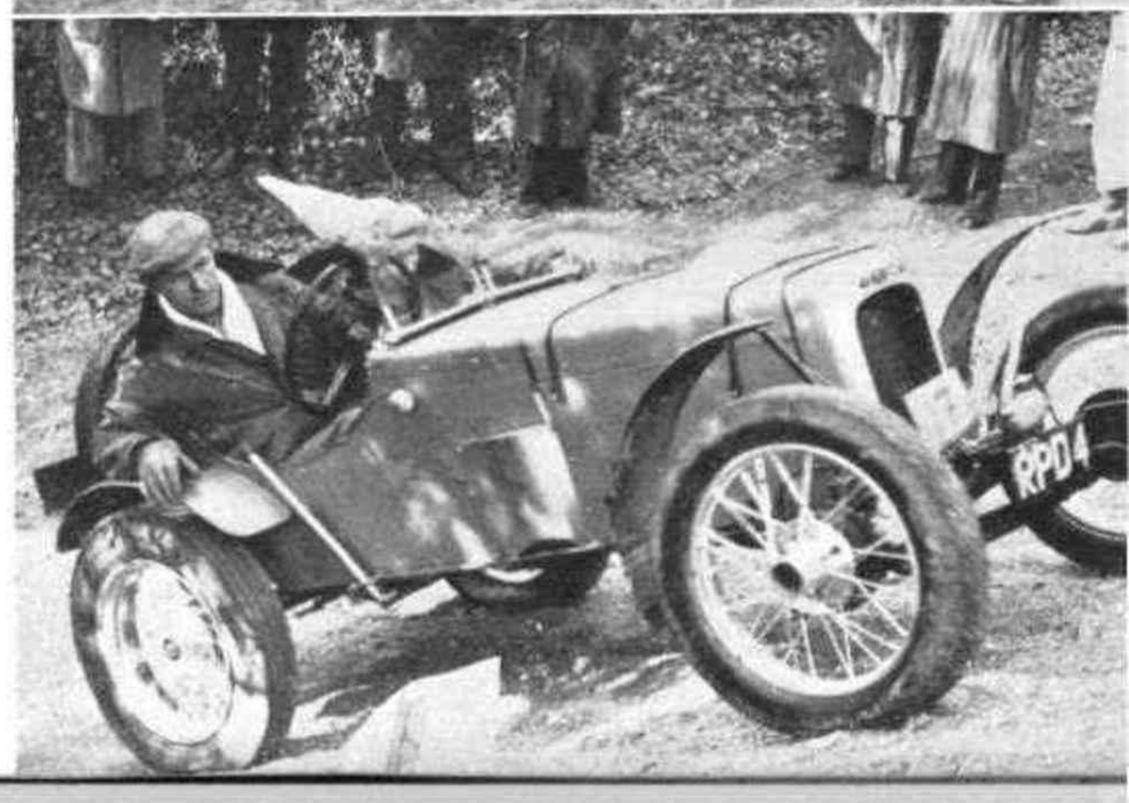
RUNNER-UP.—Wally Waring (W.H.W.-Dellow) drives hard up section five, in the London M.C. trial.

senger urge on the Price special as they near the top of section four. e Opposite Class Cup.

ANTICIPATION.—Coventry Cup winner, R. Chappell (Cotton) gets set to brake, directly his wheels cease to drive on the unclimbable section nine.

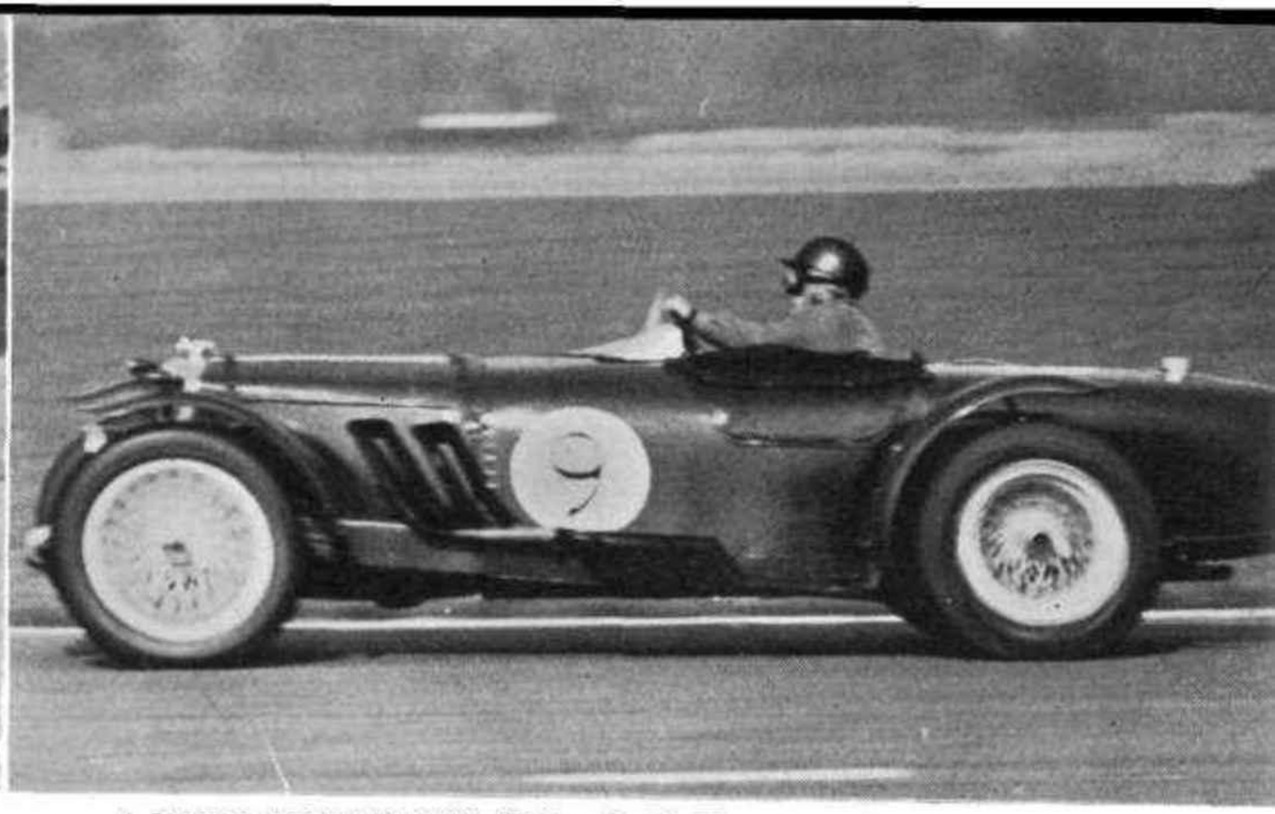
CONCENTRATION.—P. H. Barden and passenger show concentration in tackling a section of the London M.C. trial. They won a first-class award.







D.B.2 SUCCESS.—R. L. Woods winning the first race at the B.A.R.C. Members' Meeting, the 5-lap Closed Car Handicap, at 70.88 m.p.h., after lapping at 74.48 m.p.h. This made up for the absence of the much-publicised D.B.2 entered by H.M. King Hussein of Jordan.



A VERY FINE SHOW, SIR.—D. B. Beauman, driving the Cornhill Racing Stable's ex-Hawthorn T.T. Riley for the first time, won a convincing race at Goodwood at 74.48 m.p.h. His partner, R. Riseley-Prichard, later brought the car out with another racing number on it and won his race at the same speed.



LEADER IN ACTION.—Winning two races at the first 1953 B.A.R.C. Members' Meeting puts H. A. Mitchell into the lead for the MOTOR SPORT *Brooklands Memorial Trophy contest by a clear three points. His driving of the ex-Newton Le Mans Replica Frazer-Nash was well worth watching.*

THE FIELD IN FULL CRY.—A Goodwood scene with P. R. W. Jackson's Mercury Allard leading K. F. T. Nightingale's XK120 Jaguar through St. Mary's corner during the B.A.R.C. Members' Meeting.

NEW LOOK.—Mrs. Bluebelle Gibbs drove her well-known Le Mans H.R.G. at Goodwood with this new all-enveloping body. Note the spare wheel low-hung beneath the tail.





AMERICAN VICTORY AT SEBRING

Aston-Martin Finishes Second

THE International 12-Hour Sports-Car Race at Sebring, U.S.A., was notable for David Brown sending out two DB3 Aston-Martins, 2.9-litre models, under the care of John Wyer, for Duke/Collins and Parnell/Abecassis to drive.

The start saw Parnell beat everyone in the Le Mans start, but then his engine faltered and a door swung open, hitting a marker bin. This pushed the all-enveloping body onto the wheels and not only was Reg. last by a big margin, but a pit-stop was necessary, losing in all some five minutes. The other DB3 dogged the leading 5.4-litre open Cunningham driven by Fitch and Walters until after some three hours Collins was in the lead. Duke took over, and soon after, in swerving and opening-up to avoid another car, when a head-on crash into a marker bin was the only alternative, approached his corner too fast, slid, and rammed an American-entered Jaguar. He limped to his pit and had to retire, with damage to the car's rear end.

Meanwhile, Parnell and Abecassis held on to the leading Cunningham, and failed to win by a very small margin. A C-type Jaguar was third, but many laps behind the smaller British car.

On Index of Performance, the little 750-c.c. blown DB Panhard won from the Aston-Martin and Cunningham Junior's Osca. This puts Cunningham and Jaguar into the lead for the vital World's Sports-Car Championship, followed by Aston-Martin.

Parnell and Duke flew back to England *via* T.W.A. on the Thursday after the race. Parnell said the race was difficult to drive in because International flag signals were absent and drivers told they could pass on either side until going into a corner—which the Gordini and DB drivers did with a vengeance. Parnell was warm in his praise of the Americans, who gave way and waved him on when necessary. He had enjoyed his stay in the warmth of U.S. weather and hospitality, but found the food tasteless. The course he described as very abrasive on tyres and slippery when wet. The DB3s had Avon tyres which stood up very well, which suggests that they should be excellent for the cars you and I drive. The only flags Reg. saw were green ones held out to show the course was clear—and as he said, "who wants to know *that*!"—and yellow ones to denote emergency. Green lamps were used at night. The marker bins were huge things, made heavy because they were full of water.

John Wyer said the DB3s "had never gone better." A stop-lamp was mounted centrally for use after dark, outside the radiator grille. Duke was not hurt by his crash. These drivers were televised on arrival at London Airport, where two rather tatty Lagonda saloons awaited them. But George and Peter had elected to stay on in America. The race had received only mediocre spectator-support, due to its location. London news agencies had stupid stories of the British drivers showing unsportsmanlike wrath at not winning. In actual fact, Aston-Martin had done very nicely on their first engagement of the season. A Frazer-Nash retired with a sheared distributor drive, another with sheared wheel studs.

The next Aston-Martin engagement will be the Mille Miglia on April 26th, when Parnell will have as intrepid passenger the bearded photographer, Louis Klemantaski.—W. B.

BOOK REVIEW

"Australian Motor Racing." Edited by Theo van Alkemade. (*Keith Winser, Publisher*, 1-7, *Knox Place, Melbourne*, 5*s.* 6*d.*)

The Australian Motor Racing Year Book No. 3 is the latest of this now well-known series from the publishers of the *Australian Monthly Motor Manual*.

Again containing reviews of a large number of competition cars which have not been featured previously, this digest-size volume demonstrates the healthy state of the Sport in Australia. Popular features include circuit maps, personality photographs, a review of the year's sport, etc. An article by well-known automotive designer Phil. Irving gives some interesting sidelights on the problems confronted when the layout of a new engine is being decided.

THE LITTLE FIRMS

I CANNOT but regard with affection the small concerns which still strive to build individual cars. Consequently, I felt nostalgia never experienced in the Midlands as I passed through the door of what was once a chapel and is now the entrance to the Morgan works at Malvern Link, on the occasion of collecting the rebuilt Plus Four after my December ice-accident. The journey down had been in keeping—the G.W.R.-appointed train taking its time through typically English countryside, *via* Didcot, Oxford, where it was in no hurry to continue, and Worcester, until it set me down in the sunshine under the shadow of the Malvern hills. Sheep from the open common-land kept me company down the road to the factory, and later a herd of cattle, equally unattended, held me up as I drove away along the road to Upton-upon-Severn.

The present-day Morgan has some things in common with the old-type Frazer-Nash. It is hand-assembled, even to brush-finish of the bodywork, it is intended for enthusiasts, and it is simple almost to the point of crudity, yet, being so simple, it is light, motors remarkably well, and appeals to the enthusiast. It possesses excellent acceleration, good roadholding, a rather hard ride, and gives a good fuel consumption—all, surely, attributes which made "chain-gang" 'Nashing a firm cult? But whereas the Frazer-Nash pulled very high gear (or, rather, chain and dog) ratios, the Plus Four prefers a low axle ratio, and will do all its running on the 4.1 to 1 top gear if so provoked.

A steady stream of Plus Fours goes out each week to the American market and, sensibly, the design remains virtually unchanged. I found my car now had the new design of radiator, more sturdy than the old, and revised steering connections; the steering dampers are now mounted on pedestals (whereas I had several breakages with the old type, this new variety did 6,000 miles before the crash with no sign of fracture). Otherwise the Plus Four is unchanged—an inexpensive sports car with the sturdy Standard Vanguard engine.

In the factory I saw a smart, close-coupled four-seater saloon on a Plus Four chassis, with new facia incorporating a radio panel, luggage boot forming the tail, and a sliding roof. Another unusual model was a Plus Four assembled by its owner, with his own dashboard, helmet-type wings, oversize Pirelli tyres, luggage grid above the spare wheels, and a Vanguard engine with two S.U. carburetters and 8 to 1 compression ratio. Another owner had sunk direction-indicators into the back wings of his Plus Four four-seater.

Peter Morgan was preparing his Plus Four for the forthcoming R.A.C. Rally—in which, in all, eleven were entered. He and W. A. G. Goodall drive works entries in the major rallies, and so get to know their cars far more intimately than the Homberg-wearers of the vast Midlands manufacturers!

No gold-braided commissionaire waved me out, but for all that I was glad to have my Plus Four back and, as it cruised homewards with the speedometer needle at between 60 and 65 m.p.h., new "Gold Seal" Dunlops on the wheels, sump full of Castrol XL, I realised what I had been missing while it was being repaired. Nothing passed me in the 150-mile run, nor did anything do so next day, not even during the evening "dice" of rush-hour traffic out of the Metropolis. Not only does a Plus Four leave far bigger cars behind as the bunch accelerates—it usually leaves them so far away that it is a couple of crossings to the good as the others get caught at the very next set of traffic lights. At times like this there are very few cars for which I would swap the Morgan, and they all cost over three times its modest purchase price.—W. B.

NATIONAL BENZOLE

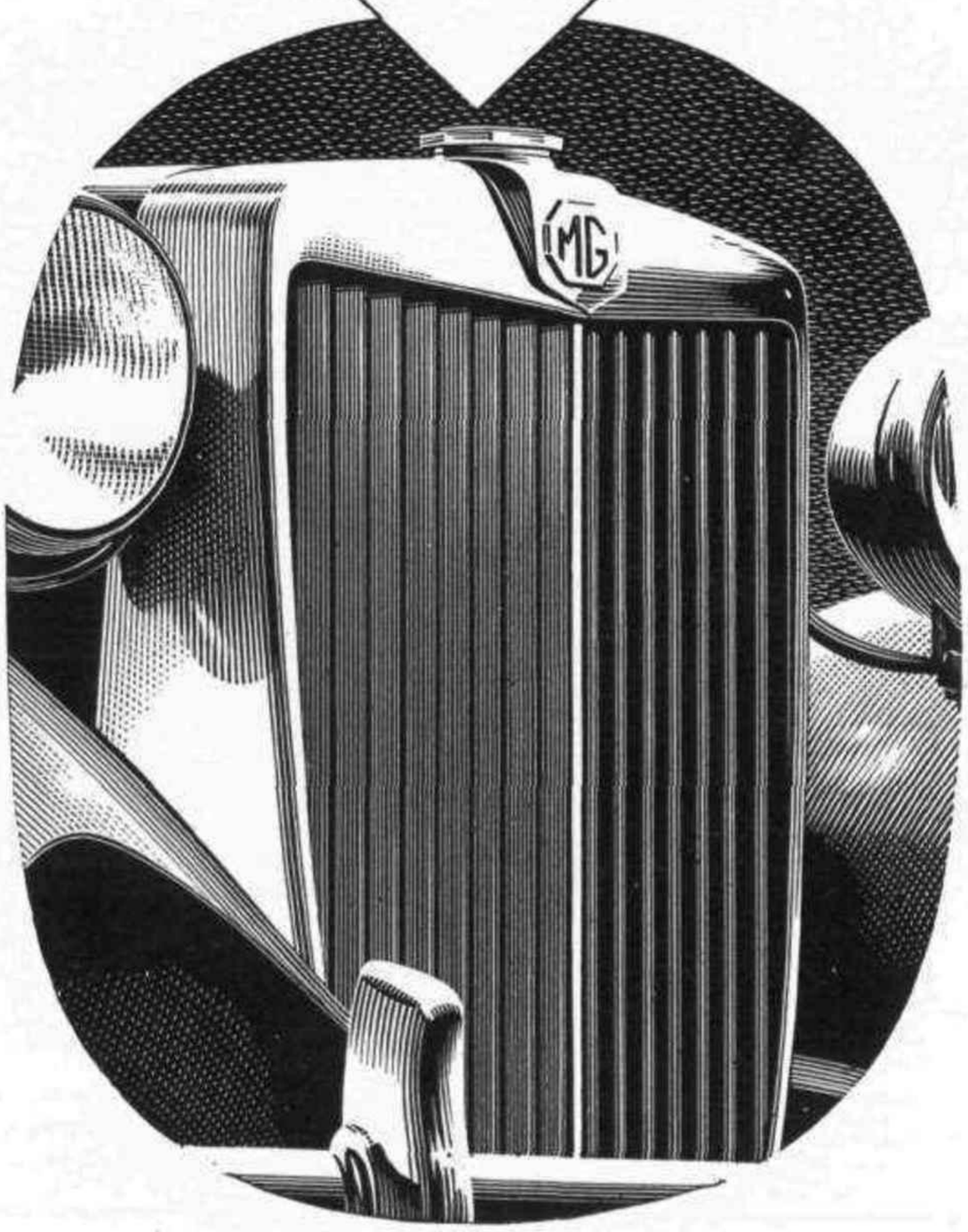
National Benzole seems to be very popular amongst those who are filling up with the new premium petrols and we are using it in the Editorial Morgan Plus Four.

Benzole, which from the early days has been recognised as a very good fuel for the i.c. engine, contains all the aromatic hydro-carbons and forms one of the two main ingredients of National Benzole. It is claimed for National Benzole that it is entirely free from foreign matter and gum, and the benzole content is produced by the coal, steel, iron and gas industries of this country, not a drop being paid for as an import. The National Benzole Company, Ltd., is the sales organisation owned and entirely controlled by the producers of British benzole and it sells and distributes *only* British benzole. So, while competition is keen between petrols with a boxer's punch, with the leap of a tiger, with the spring of a winged-horse, etc., "Mr. Mercury" puts forward the claims of benzole.—W. B.

"Give me

CASTROL

every time"



M.G. recommend Castrol

CASTROL IS ALSO RECOMMENDED FOR ALL MORRIS, RILEY AND WOLSELEY CARS · THE MASTERPIECE IN OILS

RUMBLINGS

MAY 9th

May 9th is the day reserved for the *Daily Express*/B.R.D.C. Silverstone meeting. A record crowd is expected and you should make your grandstand and enclosure reservations NOW, to the Trophy Office, *Daily Express*, Fleet Street, E.C.4. Special steps are being taken to ensure free flow of traffic in and out of the circuit and the Chief Constables of Buckinghamshire and Northamptonshire have promised all possible support.

* * *

CRYSTAL PALACE CIRCUIT

The London County Council has now issued a definite statement about racing at the new Crystal Palace circuit in South-East London. The track is shorter than pre-war, being now 1.39 miles to a lap, and on average is 30 ft. wide, with a 36 ft. wide finishing area. The following races will take place there this season :

May 25th (Whit-Monday) : B.A.R.C. F.II and F.III (possibly Formule Libre) Racing.
June 27th : B.M.C.R.C. Motor-cycle Race Meeting.
July 11th : Half-Litre C.C. F.III Racing.
Aug. 22nd : S.E. Centre A.C.U. Motor-cycle Meeting.
Sept. 19th : International Half-Litre C.C. F.III Race Meeting.

A third motor-cycle meeting may be announced later.

The racing is going to be on a serious basis, as is evident when it is found that His Grace the Duke of Richmond and Gordon has cancelled the Goodwood meeting scheduled for Whit-Monday so that the B.A.R.C. can organise a meeting at the Crystal Palace instead. Earl Howe has given much help to the L.C.C.

The position is that the newly-formed Crystal Palace Motor Sports Committee (consisting of Messrs. S. T. Huggett (A.C.U.), W. J. Morgan (B.A.R.C.), A. E. Moss (Half-Litre C.C.), and D. J. Scannell (B.R.D.C.), nominated by the R.A.C. for the purpose) will arrange all starting fees, prizes, insurance and provision of officials, but the L.C.C. will finance the meetings, and make itself responsible for general management, facilities for the public and box office arrangements.

The year 1953 is a trial season for motor racing at the Crystal Palace circuit and Londoners who want motor racing on their doorsteps should support the L.C.C. this year in its brave new venture. Admission charges are modest—4s. per adult (3s. at a motor-cycle meeting), or 2s. 6d. (1s. 6d.) for a child ; special enclosure 2s. 6d. extra. There is said to be room for tens of thousands of spectators and large car parks, but covered stands will not be available, so take your so'westers and umbrellas! Disabled drivers are to be allowed to park near the course for no extra charge.

This all sounds very fair to us and we say again—Londoners, show the L.C.C. that you want racing within the Metropolis. First meeting, remember—Whit-Monday, May 25th.

* * *

GIRLING BIRTHDAY

Girling, Limited, celebrated the 21st year of their connection with the motor industry at the end of February. Since 1932, when New Hudson, Ltd., as Girling's then was, *turned from the manufacture of cycles and* motor-cycles to the machining of automobile components, the Company have earned a world-wide reputation for their brakes, dampers and other chassis equipment. Girling brakes are now fitted to 52 per cent. of private cars built in Britain, nearly 80 per cent. of vans and lorries and almost 100 per cent. of tractors.

From that first tentative incursion into the automobile field Girling's, led by their Vice-Chairman and Managing Director, Mr. Alex Fraser, are now an organisation employing 4,000 workers, in two factories, producing 40,000 brakes and 15,000 telescopic dampers a week. In addition thousands of components are produced weekly for replacements.

The original rod-operated Girling mechanical brake when introduced by New Hudson, Ltd., in the early 1930's created something of a technical sensation. Invented by Mr. A. H. G. Girling it appeared at a time when the relatively inefficient cam-operated brake held universal sway. The new brake in which the shoes were lifted by tappets actuated by a cone and rollers was much more efficient and deservedly gained a high reputation. The Rover Company were the first firm to place a production order followed by Daimler and Lanchester. Soon many of the largest firms in the industry were fitting Girling brakes.

During the war braking requirements for tanks and military vehicles led the Company into the commercial vehicle field where Dennis, Albion, Leyland and Thornycroft were among the first manufacturers to use Girling brakes. As the war progressed new types of vehicles were developed resulting in new brake designs, an outstanding example being the disc brake used on the Daimler Armoured Fighting Vehicle.

The light aeroplane field next attracted attention and Girling brakes were designed for types of De Havilland and Taylor Aircraft.

In 1943 New Hudson, Ltd., became an associate of Joseph Lucas, Ltd., and the firm's name was changed to Girling, Ltd. The new *firm combined the resources of Bendix, another Lucas Associated* Company, and New Hudson. The Luvax Shock Absorber Company was added to Girling, Ltd., in 1944, opening up a new field of activity. Subsequent rapid expansion created a need for a larger factory and production was transferred to a large modern works at Cwmbran, Monmouthshire, taken over from the Ministry of Aircraft Production. Headquarters, engineering and service departments remained at Tyseley.

The immediate post-war years were extremely busy ones for Girling's who played a full part in the production and export drive that characterised the whole motor industry on its return to a peacetime footing. Brake design continued to advance and hydraulic systems, mainly as a result of the linkage problems inherent in independent front suspension systems, replaced mechanical brakes. Although Girling's had long been specialists in mechanical braking they made rapid strides in hydraulic technique. Currently the majority of all brakes they produce, both front and rear, are hydraulic.

Last year, consequent upon their experience with disc brakes for fighting vehicles during the war, Girling's, after intensive development work, introduced a disc brake (incorporating patents licensed from the Dunlop Rubber Company) for motor cars and commercial vehicles. This development, while still in its early stages, is undoubtedly the biggest step forward in brake design for many years. Its adoption as a production feature cannot be long delayed.

Mounting interest and activity in the sporting field led some years ago to the formation of a special racing department which now looks after the requirements of hundreds of racing and sports cars each year.

* * *

FAY

From a reader comes a clipping out of *The Australian Women's Weekly* containing news of Fay Taylour. She attracted the attention of that journal's staff reporter Sheila Patrick when she was ordering special racing overalls in pretty pale blue to match her V8 60 racing car. Fay expressed the view that looking attractive is nearly as important in racing as good driving. Fay took Sheila Patrick for a 100-m.p.h. trip in her " hepped-up " TD M.G., which bears her name on its doors. It says much that the Australian lady reporter stood up to this, screen flat, until three or four fast, sliding turns caused her to suggest going home. It's a great life, girls! What intrigued us is that Fay looked for the nearest *park* in which to do her 100-m.p.h. safely fast-ing. Imagine going to one of England's Royal parks for some dicing!

The article refers to " one of Fay's proudest achievements " as the breaking of Sir Malcolm Campbell's record at Brooklands Track at 124 m.p.h. Not only can we find no account of this in " The Story of Brooklands," but Fay Taylour does not appear to have held a B.A.R.C. 120-m.p.h. badge. Did any of the ladies ? Yes, Mrs. E. M. Thomas, Mrs. Wisdom, Kay Petre, Gwenda Stewart and Margaret Allen, while Kay and Gwenda were also entitled to display 130-m.p.h. badges. Quit shooting a line, Fay!



MODIFIED.—The Triumph Sports Model which was shown at Earls Court in its production form. The performance has been stepped up, in the firm's hand-outs, from 0-50 m.p.h. in 11½ sec., and 0-60 m.p.h. in 15½ sec., to 9 sec. and 13 sec., respectively, speed remaining at 90 m.p.h. and m.p.g. at 24.

VINTAGE VEERINGS

THE rapid fall in prices of almost all used cars, and in particular of the older models, should give a fillip to the vintage cult. Some enthusiasts keep the same vintage car season after season, others seek frequent changes, deriving much enjoyment out of discovering the characteristics and idiosyncrasies of each model they own. Whichever way you look at it, vintage motoring is undeniably enjoyable; and all over the country this spring such cars are being prepared for the road, to give their owners surprises, mainly pleasant, sometimes less so, thus adding their share of interest to the daily round. With advertised prices down to the £25 level and lower, and serviceable cars obtainable for anything from £15 to £50, many new adherents should be gained this year.

On the subject of pleasant surprises, may I cite the case of a 1928 Sunbeam Sixteen tourer which I have been driving recently. Never enormously excited about these cars previously, I find the Sunbeam very pleasant to drive, with very light, accurate yet truly high-geared steering, more-than-adequate brakes, an easy, silken gear-change (if unhurried) and smooth, willing engine, flexible when really warm (which takes an appreciable time), if the noisy Claudel-Hobson carburetter is spared too-sudden throttle openings. Amongst pleasant surprises I rate the precision of the minor controls, a reverse-catch which is disengaged merely by depressing the gear-lever knob and a dip-stick for the 11-gallon rear petrol tank. Less happy discoveries, no doubt peculiar to this individual car, are a tendency for the brakes to stick on, precarious carburation, and the fuel consumption of 13.2 m.p.g. (Since improved to 15/17 m.p.g.). Sunbeam owners may care to know that the car does *not* boil, running normally at 70°C.

* * *

The Vintage S.C.C. of Australia recently held a ⅛-mile sprint meeting at Mt. Druitt. F.t.d. was made by J. F. Crouch's Cooper 1,000 and fastest vintage car time by B. Garner's Frazer-Nash.

* * *

The Vintage S.C.C. (of England) commenced the 1953 competition season with its Slough Rally on March 8th. An entry of 51 was obtained, divided into 16 vintage cars of under 1½ litres, 25 vintage cars over 1½ litres, and ten post-vintage thoroughbreds. The Trading Estate did not seem quite the correct setting for a V.S.C.C. rally—perhaps it was the unsightly site or maybe we prefer Bisley because it is nearer home. But a good collection of vintage cars scattered themselves over the barren wastes, while several of these and the more elite amongst V.S.C.C. personalities were filmed by a monstrous three-dimensional movie-camera manned by a staff of producers, operators and a continuity girl in a white duffle-coat, all braving the clouds of brown dust flung up by the animated motor cars.

There was a series of driving tests, the first comprising a dash forward and reverse into a bay, seemingly devised by vendors of spare crown-wheels and pinions, although, mercifully, the only casualty was the reverse and second-speed chains of R. A. Kellow's 1936 Frazer-Nash. Some there were who trundled over the marker-tins, like Boughton in his 1912 Renault, J. R. Gibson Jarvie in a fine 1925 40/50 Fiat open tourer, with its very big brakes and very neat engine which gives 20 m.p.g. in spite of a capacity of 4,766 c.c., C. J. Bendall in a long 1925 4-litre Voisin which emitted a sleeve-valve smoke aroma, R. L. Odell in a 1933 Riley Nine, J. A. Deane in his smart 1911 12/16 Sunbeam, and Major A. W-K. Condon with his 1930 Lea-Francis two-seater. Others there were who placed their motor cars clumsily for the reversing bit, such as E. Cattle in a 1927 Lancia Lambda, R. A. Dennis in a 1922 Belsize tourer which afterwards accelerated smartly, C. S. Elphinstone in his lengthy 1933 1½-litre Lagonda and P. G. Bartlett in a 1927 2-litre Lagonda. Some were merely sedate or slow, including the bearded Bradshaw in his Austin Seven Chummy, I Gipson, who changed cogs nicely in his 1927 11/22 Wolseley tourer, C. R. K. Peal's 1927 Bean with horseshoe badge, A. Archer in a covetable 1925 OE 30/98 Vauxhall and J. M. Hill's 1934 Type 49 Bugatti with a body which sagged in the middle—or was it the chassis?

There were drivers who brutalised their gearboxes and had better be nameless. Neat manoeuvres were effected by C. W. Robertson in a 1929 Riley Nine, B. E. Brown in his potent 1930 Frazer-Nash, D. H. Gahagen in his evergreen (only it's blue) 1926 G. P. Bugatti, L. J. Wickham with a 1928 beetle-back big-port 12/50 Alvis, J. J. Woodcock whose 1928 14/40 touring Humber has vivid, yellow wheels and good brakes, R. J. B. Leedal in a smart 1923 Morris-Cowley with little, weak brakes, J. H. Bingham whose 1927 Chummy Austin Seven had no brakes to write about, N. Routledge whose healthy-sounding 1924 Morris-Cowley sported f.w.b. and was brisk, M. Leo in his rasping 2-litre Lagonda, John Vessey whose 1927 Lancia Lambda has its original-type windscreen, E. J. Laker in a 1934 Riley Nine, R. V. Denne in the venerable 1911 Fafnir, and J. W. Rowley in his imitation sporting Morris Oxford of 1925. Very good indeed were R. C. Carter (1915 16/20 Sunbeam) and J. C. Erskine Hill (1936 3.3 Bugatti); better still, H. W. Cox (1928 O.M.), W. P. H. Lockhart (1930 Frazer-Nash), Dr. D. P. Harris (1934 Frazer-Nash), J. A. Denne (1911 Humber) and F. E. Day (1929 4½-litre Bentley).

Harry Bowler's very beautifully restored 1921 Tamplin belt-drive cyclecar had no reverse gear and had to be pushed into the bay by its "tandem" passenger. A smart car was P. Brooke's 1926 Austin Twelve tourer with railway door handles. Light cars for ladies were exemplified by Nancy Audsley's spick and span 1923 11.9 Lagonda and Miss Murphy's 1928 509 Fiat. Another very nice vintage small car was Dr. Watkins' very clean 10/23 Talbot two-seater with big back brakes and sensible-size tyres. Other tests were a figure-of-eight, an acceleration frolic, blind-driving, and a "pit-stop" during which a wheel had to be changed, adding up to the results given at the conclusion of this report. In the pit-stop Routledge was fast, Brown's Frazer-Nash was lifted onto the jack with excellent results, Leedal did well, likewise Erskine Hill, Archer and Binns in his fast O.M. But the truly professional touch was given by Cox with *his* O.M. Wreathlets to Miss Murphy for always signalling "turn-left" even in mid-test, and to Grice for the potent sight and sound of his 1923 Jowett Seven.

Some of the thoroughbred post-vintage cars looked merely the latter!

Kent Karslake, Anthony Heal, Tim Carson, Margery Carson, Forrest Lycett (in his 4½-litre Bentley) and other prominent V.S.C.C. personalities were present. Spectators' cars which caught the eye and/or inspired the imagination were a Mettalurgique, a Gwynne Eight, two Hispano-Suizas, an early long-chassis Jowett, and a gaggle of Morgans belonging to members of the Morgan Three-Wheeler Club.—W.B.

Results

Vintage Cars up to 1½ Litres: *1st Class Awards:* D. F. H. Wood (1923 Riley 11), J. A. R. Grice (1923 Jowett 7). *2nd Class Awards:* Dr. P. F. A. Watkins (1926 10/23 Talbot), J. H. Bingham (1927 Austin 7). *3rd Class Awards:* D. H. Gahagan (1926 G. P. Bugatti).

Vintage Cars over 1½ Litres: *1st Class Awards:* J. A. Denne (1911 Humber), R. V. Denne (1911 Fafnir). *2nd Class Awards:* H. W. Cox (1928 O.M.), N. Routledge (1924 Morris-Cowley), J. W. Rowley (1925 Morris-Oxford Spl.). *3rd Class Awards:* F. E. Day (1929 4½ Bentley), J. G. Vessey (1928 Lancia Lambda).

Post-Vintage Thoroughbreds: *1st Class Award:* Dr. D. P. Harris (1930 1½ Frazer-Nash). *2nd Class Award:* Capt. R. Baker (1933 Riley 9). *3rd Class Award:* E. J. Laker (1934 Riley 9).

Vintage Light Car Award: C. W. Robertson (1929 Riley 9).

SUNBEAM REGISTER READING RALLY

(March 7th)

A very fine array of Wolverhampton Sunbeam and Roesch Talbot cars attended this rally at the Falcon Hotel, Woodley Aerodrome, Reading. The oldest Sunbeam present was Chas. South's beautiful 1913 tourer and the oldest Talbot P. B. Kingston's 1928 14/45 tourer, from Towcester. Georges Roesch, the Talbot designer, who wrote a much-appreciated article on these (pre-Rootes) cars in MOTOR SPORT last November, attended and not only helped to judge the Sunbeams in the Concours d'Elegance, but also drove Macworth's 1933 Talbot 75 in the Driving Test, being beaten only by Stanley Sears' 1914 T.T. Sunbeam, ably driven by Mr. Sears, junior. The Talbots were judged by Sunbeam owners and *vice-versa*, the results are shown below. One Talbot owner came in his Auster.

After tea Mrs. Georges Roesch presented the prizes. The Register now lists 414 Wolverhampton Sunbeams and 28 Roesch Talbots and looks forward to many more owners enrolling. The Wolverhampton Rally will be repeated this summer and other events are planned. The Hon. Registrar is Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hants; the annual subscription 15s.

Results of Concours:

Best Sunbeam: C. F. South's 1913 12/16 tourer; **Runner-up:** S. E. Sears' 1914 T.T. racing car (tie decided on age of cars); **Best Talbot:** E. J. Varden's 105 saloon; **Runners-up:** M. Kenyon's 75 saloon and A. H. Perriman's 75 saloon.

VINTAGE POSTBAG

Sir,

Under the heading "Progress?" your correspondent J. D. K. Watson described his early experiences with a Calcott which his father bought in 1925. In case the ritual of "cooking" the magneto in an oven and changing the plugs while the engine was running should dismay possible owners of this make, may I tell you of my own experiences?

I have now a 12-h.p. Calcott first registered in February, 1920 (DH 1930). It had been left out in the open for I don't know how long and looked a very sad sight as a result. I was told the car had only done 2,500 miles, which the four figure milometer ambiguously confirmed, and which I accepted with mixed feelings.

It came by rail to the nearest station and was towed to the garage. I decided the engine must be made to go first of all. I fitted new plugs and leads, remagnetised the magneto, cleaned and refilled the sump, gearbox, differential and radiator with the appropriate liquids; put some petrol in the tank; it started after a few swings. A very thrilling and satisfying moment.

The original beaded-edge tyres were quite perished, and a new set were made by Dunlop for less than the cost of those for the majority of current cars. Minimum cover insurance was £14 per



annum. [This seems on the high side.—ED.] And so I set forth, the car filled with local children who had helped with the cleaning and polishing.

The two-wheel brakes lock the wheels when the pedal is jammed down hard but don't stop the car very fast. A new battery immediately operated the self-starter and new bulbs in the lights.

Expecting the worst, with wife, two young children and luggage, we set off for a Christmas holiday in Lincoln. The car did its stuff wonderfully, and we averaged 27 m.p.h. and did 26 m.p.g. Using the heaviest grade oil I could get, the consumption for the 300 miles was as near nil as I could measure.

Before the summer I am hoping to repaint the body, re-upholster the seats, and make some sidescreens.

Though I have always been interested in cars in an amateurish kind of way and like to see a motor race whenever possible—a typical reader of MOTOR SPORT, I expect—I can't claim any great ability or knowledge as a mechanic. Neighbours seem naturally attracted to an old car, and are kind and helpful—as are public libraries. Total costs from June, 1952, to date, and this includes literally everything I bought, are: Car, new bits, tools, tyres and all things that last, £75 9s. 5d.; petrol, oil, insurance, tax, garage rent and all things which get used up, £36 13s. 3½d.

It's all great fun and I hope this will encourage anyone who is thinking of getting an old car. I need hardly add that I should be very interested to hear more about Calcotts from anyone.

I am, Yours, etc.,
SAM SCORER.

P.S.—I don't believe in progress.
London, S.E.3.

* * *

Sir,

Regarding the letter from Mr. H. Howell Thomas in "Vintage Veerings," March issue, perhaps I may be able to help.

(1) Fitting T.V. suppressors to magnetos is not quite so effective as to coil ignition, but the best method would be to fit one suppressor in each plug lead as close to the distributor as possible. The distributor should be cleaned thoroughly first with a soft brush and pure soft soap and water, working the soap into a lather. This will dissolve the deposits on the distributor, which should then be rinsed in running water and dried thoroughly.

(2) As to detergent oils, my opinion is that no detergent oil should be used in any engine not fitted with a full-flow oil filter of the fabric type. The reason being that a detergent oil carries with it particles of carbon in suspension which, unless removed, will deal with any bearings left in the engine in no uncertain manner.

It is a fact, however, that on engines nearing the evening of their useful lives, the collection of sundry lumps of carbon behind the rings and the ridge of carbon round the top of the bore does keep the oil consumption down. The Vauxhall is an excellent example of this trait. I would advise Mr. Howell Thomas to stick to a straight oil of reputable brand and he will find his chariot will rotate for many a moon yet.

I am, Yours, etc.,
PAUL GILBERT.

Kingston-on-Thames.

* * *

Sir,

Mr. H. Howell Thomas was fortunate indeed that his local garage advised him not to use the detergent oil in his 1927/8 Humber.

A few months ago I was persuaded to use a well-known detergent oil in my pre-war M.G. I duly refilled but after a hundred miles or so, I began to wish that I had not, for when re-starting from traffic hold-ups, I laid a smoke screen and my oil pressure began acting strangely.

Upon returning home I drained from the sump a thick black muddy mass. It seemed to me that the oil had dissolved everything but the pistons! I vowed never again—Castrol for me every time! There was however, one advantage, I had a complete de-coke without removing a single nut!

I am, Yours, etc.,
Great Bookham. C. A. J. NORMAN.

* * *

Sir,

I was naturally interested to see Mr. John Barlow's letter in the March issue and also the photo of my father's steam car.

There is a number of apocryphal legends anent the latter . . . It is said that the steam engine with which it was equipped originally supplied motive-power for a lawn-mower. My ingenious parent extracted it from the mower and installed it in the car illustrated. The corrugated roof, by the way, was in fact the condenser for the power plant.

My father made history by driving it from Carlisle to Edinburgh IN TWO DAYS, and I recall that my mother, who was of a less adventurous disposition, did not approve of such haste.

The car had one highly undesirable habit. It would capsize at the least provocation, so my father elongated the back axle and put a wheel at each end of the axle, thus converting it from a three to a four wheeler. History relates that after this metamorphosis its tendency to over-turn was even more marked, and on one occasion my mother was forcibly ejected from the passenger seat, and, after a number of involuntary gyrations, she eventually found sanctuary in the bottom of a ditch. The weather in Cumberland is often wet and this particular ditch was performing its proper function as a water-course. It was at about this time that I was born, which, all things considered, is a little surprising.

I am, Yours, etc.,
Carlisle. IVAN CARR.

LE MANS

The Le Mans entries suggest a very enthralling race on June 13th/14th. The main battle will (or should) wage between Cunningham, Allard, Jaguar, Nash-Healey, Talbot, and 4.1 Ferrari, with 3, 2, 3, 2, 4 and 4 cars, respectively. The Jaguars are C-types of the former 3½-litre capacity.

The 3-litre class is between Alfa-Romeo, which may or may not run *disco volante* cars, the new 3-litre Gordini, which, remembering how a 2.3 Gordini led at a great speed last year until brake trouble put it out, is very exciting, new 3-litre works Lancias, supercharged 2½-litre Pegasos, the 2.9 Aston-Martins and the new Austin-Healey. The 2-litre category holds only the hush-hush new Bristols, which seem likely to have the former valve gear and not twin o.h.c. as has been rumoured, and a lone Frazer-Nash. The 1½-litre class comprises Borgward, Porsche and Osca, but no Jupiters, which is a pity, seeing that Jowett have won this class three years running. Some of the small cars like Panhard, Monopole, Renault, V.P. and D.B. should stand a fine chance on handicap. Then there is a mystery Frazer-Nash of 3,435 c.c., no doubt A-S Sapphire powered.

Le Mans, 1953, should be memorable indeed. There may be a *few* grandstand seats still available but you should *book now*, from L. E. Frost, Autotravel Dept., Thos. Cook & Son, Berkeley Street London, W.1.

LETTERS from READERS

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

NATIONALISE CAR INSURANCE?

Sir,

I feel that I must reply to Mr. Maurice Landergan's letter in your March issue, as he seems to be ill-informed on the subject of insurance.

I think he is rather ungracious to the company who stood behind him whilst he drove the dreadful cars which he describes, but I must admit that he has cause for some annoyance over his present plight. However, his brokers will know full well that whilst there are a few companies who dislike pre-war cars, the vast majority of offices would be willing to give comprehensive cover on the Riley at reasonable terms. Motor insurance does not pay the companies, so it is unfair to call them "legalised blackmailers," and I cannot imagine any advantage ensuing from nationalisation—a cover note is usually more easily obtained than a licence.

Mr. Landergan's objection to engineers' reports on old cars is hard to understand, for surely the request for these is a public service, tending to prevent accidents. Not all drivers are enthusiasts who maintain their cars to perfection. Often a company will be willing to arrange for its own engineer to inspect a car, and failing this most car owners can get a report, free, from a garage where they are well known, as this sort of service attracts custom.

I am, Yours, etc.,
R. E. MASON.

Leeds.

[The objections to the present basis of compulsory third-party insurance are many. One is that a cover note valid for only a day will release a licence for a month or more's motoring, which is no safeguard of the "third-party" against the impecunious unscrupulous. A licence disc incorporating the insurance would safeguard this abuse (or it could be forgetfulness) and, incidentally, would almost eliminate the driving of cars without licences. Another weak aspect of the present system is that the *car* is insured, not the *driver*, so that a clean driving record is not always taken into account. Old vehicles in very sound order can be kept off the road by companies who fear any pre-war car and never believe the driver's claim to a good record and a clean driving licence. The Government has "come clean" at last with a flat-rate tax but mercenary insurance companies still operate under the antiquated R.A.C. h.p. rating when charging for premiums, although if speed worries them many an 8-h.p. sports car is faster and less stoppable than a good 25-h.p. vintage saloon, for instance. Presumably the Government could issue a large variety of licence discs to cover various cases, such as ownership of two cars, etc., as it already operates a complex tax system, and providing the form was then correctly filled in, and cheque enclosed, why shouldn't the disc be received as promptly as it is today? Moreover, what a useful way of employing still more State-paid persons, which seems the aim of every Government today!

Other shortcomings of private-enterprise insurance occur to us—premiums for third-party only claims for old cars "loaded" to allow for "knock-for-knock" settlements within the insurance ring; "sales" clauses about "driving any car" on a cheap one-car policy which probably explains why motor insurance shows a loss, because irresponsible people with lots of spare time pay little but rush around in a series of borrowed vehicles; haggle over payment after a claim ("value of car has since decreased," etc.); and legally dubious cover notes on which clerks have mis-spelt owner's name or the make of the car, etc. We dislike Nationalisation but exploitation by private concerns is another evil.—ED.]

* * *

RED X REPLIES TO BLACK X

Sir,

Your correspondent Mr. H. B. Davies is not strictly accurate in regard to the facts as outlined in his letter to you published in your March issue.

Mr. Davies wrote to us on September 29th last year, saying that he had added REDEX to the oil in his Sunbeam-Talbot and had noticed overheating and loss of oil pressure.

We replied to this, saying that some small mechanical defect in the oil pressure system could give rise to such symptoms, and invited him to call on our Premier Station in his home town for advice and guidance. You will agree, that such a reply is neither suggestive that the engine is worn out, nor is it in any way startling—thus Mr. Davies has completely misled your readers on these points.

It is impossible for us to offer reasons for the drop in oil pressure without examining the engine, but we could name a few, which would include: badly seated relief valve or incorrectly tensioned spring, foreign matter on the seating released by the detergent action of REDEX, or a faulty oil-pressure gauge. It is apparent that Mr. Davies merely added REDEX to his engine without first of all flushing the system as recommended in all REDEX literature.

The resumption to normal pressure when the REDeXed oil was drained off was probably due to the flushing action of the REDEX, having taken the foreign matter away with it.

On the matter of temperatures, we can only assume that these were not accurately checked, as our thermotester records temperature reduction in all cases on record. Either this, or the car was driven hard and the automatic rise in temperature misconstrued. One of the greatest assets of REDEX is the reduction in friction, frictional heat, and therefore wear and temperature.

At any rate, REDEX does not lower viscosity at working temperatures but rather improves the film strength of any oil throughout the entire viscosity/temperature curve. Its liquid wax content gives added protection at high temperatures and high bearing loads where normal oil would thin out and break down. Yet it is non-gumming and permits a low pour point for conditions of extreme cold.

Our 20 years' experience on specialised oil additive production and development and our present commanding position in this field both in this country and all over the world are accepted facts, as are also the outstanding records and results in motor racing and on all types of engines, including the heaviest diesel prime movers.

For the interest of those of your readers who would appreciate greater detail, REDEX contains five main ingredients:—

1. An extreme pressure agent to improve oil film strength under all conditions.
2. An anti-oxidant to prevent the formation of sludge and gum.
3. A detergent to clear existing gums and carbon.
4. A non-gumming fluid wax to resist high temperatures and improve the viscosity of the oil.
5. Stabilisers to maintain chemical identity, prevent acidity and chemical wear.

It follows that these multifunctional properties reduce friction and therefore lower frictional temperatures, reduce wear and give improvements in performance; all of which have been precision checked on thousands of REDEX conversion records all over the world.

"Conversion" is the term given to the conversion of the vehicle's lubrication from conventional oils in the engine, gearbox and axle, to the same oils to which REDEX has been added in the correct proportions. REDEX is also employed as a bore soak to free off gummed rings and valves, thus restoring and levelling out compressions. Quite recently, a £3,000 diesel engine which was to be stripped due to low compressions, was REDeXed, and its compressions fully restored.

Your Editor holds copies of records which he himself witnessed when we improved a Ford Anglia's full-throttle acceleration from 20-30 m.p.h. from 147 yards to 126 yards, its hill-climb maximum from 33 to 36 m.p.h., and fuel consumption from 44.9 to 50.17 m.p.g.

Compressions levelled out and rose from 101–101–97 and 95 to 101–104–103 and 102, and today are 104–104–105 and 104, and m.p.g. is maintained at 49.

It is obvious that REDEX oil additive blended after years of careful research makes a superior upper-cylinder lubricant, and, used in both Premium and Pool petrols gives adequate upper-cylinder protection with increases in performance and fuel economy.

We invite Mr. Davies to call at our Chiswick Training Centre, when we shall be pleased to offer him a free REDEX conversion and show him that, properly carried out, the advantages we claim are substantiated in full.

I am, Yours, etc.,
W. J. HOLLOWAY, *Sales Manager*,
p.p. The Wayne V. Myers Co., Ltd.

London, W.4.

* * *

BRITISH CARS ON THE MAT
(AND NOT A SINGLE COMMENT FROM THE P.R.O.s!)

Sir,

May I, as an occasional contributor to MOTOR SPORT in times past and, though now, like Ivan Cost, approaching my "half century," still a very keen motorist, ask you to continue publishing letters such as those of Mr. D. H. Constable (MOTOR SPORT, January, 1953)? If sufficient "pother" is made by us overseas motorists

it is just possible that some British manufacturers will take heed, and make a real effort to repair the now rapidly-disappearing markets of the world—in which I do not include America for the purpose of this letter.

I have not had the pleasure of meeting Mr. Constable out here, so I cannot be accused of collusion. His complaints regarding the shoddy and grossly poor workmanship of many British cars and components of today are, however, absolutely true—though hateful to admit.

What *has* happened to British Quality? To Pride in Craftsmanship, and to After-Sales Service? Case after case comes to one's notice, where poor quality, appalling finish, and slip-shod workmanship are losing Britain potential buyers. These things cannot be hidden, and are naturally talked about by motorists. Such advertising blah as "All that's best in Britain," "You can depend on it!" and many others, today cut no ice with discerning buyers—and the buyers' market has come to stay! No longer can manufacturers foist their post-war rubbish on to a car-starved world!

Mr. Constable is not alone in his experiences. Here are some of mine :—

Car No. 1—a famous Eight, no longer marketed: (*a*) a burst header tank, (*b*) three cracked wheels, (*c*) sagging doors—all within 2,000 miles!

Car No. 2: Continual and frequent petrol-pump trouble.

Car No. 3—a high-performance 1½-litre: (*a*) gearbox trouble, (*b*) steering trouble, (*c*) excessive tyre wear, (*d*) shipped from U.K. with valve timing one tooth out, by main agents after overhaul.

Car No. 4: (*a*) Broken shock-absorbers, (*b*) door handles "came away in me 'and"—twice—and (*c*) starter pull-out once. ("You can depend upon it," indeed!)

Again I ask, where is the traditional British quality and finish? Has Socialism killed all pride in British craftsmanship? I am no politician, but it would appear that from 1945 this terrible falling-off in materials and workmanship began—maybe excusable just after the war, but not today.

Mr. Constable's final paragraph sounds a warning to British manufacturers of cars which *must* be heeded—before it is too late—or, as he says, "God help England" (and the British motor industry).

I am, Yours, etc.,

Ceylon. B. GORDON GRAHAM.

Sir,

I have never before written to you and it takes a lot to drive me into doing so but the requisite spur has been supplied by your comment at the foot of the letter headed "Hard Punching from Peru." I do congratulate you on having the courage to publish this letter but why, oh why, spoil the thing by making such a pointless comment? As a member of the motor trade who deals solely with the repair and overhaul—and occasional sale—of British and Continental cars, I know as well as everyone else in the trade does, and as I believe you must do, that Mr. Poske's comments on British equipment are completely true. I am an Englishman and it does not give me any pleasure to say these things but unless they are said, by more and more people and with ever-increasing emphasis, I see no future at all for the British motor industry. We are producing many basically first-class cars but one and all are spoilt more than anything else by the incredibly poor quality of auxiliary equipment, electrical and shock-absorbers in particular. If anyone doubts these remarks let him remove the cap and rotor from any post-war distributor of a famous make, and measure with a feeler gauge the maximum and minimum contact gap obtained when lightly pushing and pulling on the cam. Then remove the cam and look at the "finish" of its bore. One could go on endlessly dealing with equipment made by many supposedly-reputable manufacturers who supply practically the whole British motor industry.

What we need are many more factual letters such as that from Mr. Poske and a motoring Press with the courage to publish them. One can appreciate the difficulties involved in publishing derogatory remarks about the products of large and influential manufacturers but the true facts are pretty well known by now and I for one feel that we have had enough of the soft soap and fulsome praise which is showered around whenever a British car happens to do something worth while. Let us for a change have some hard words directed where they belong whenever a British car fails in competition with foreign makes. There was enough mud thrown when the B.R.M. had its series of failures—how about throwing a spot more when various "household name" manufacturers either make, or acquiesce in the use of, vital components which they know full well will be worn out in under 20,000 miles?

And, finally, why do the majority of enthusiasts in England seem to heap scorn on American "hot-rod" efforts? A number of "special" builders here and in Australia do obtain the most astonishing results from very homely American motors hotted-up to varying degrees with locally made or imported heads, camshafts, manifolds, etc. I personally haven't any time for these "specials" nor am I an admirer of American production cars but to deny that "hot rods" can go very fast indeed merely indicates ignorance of facts, however unpalatable these may be. When we can produce a car capable of winning the Mexican road race, or of even beating the performance of the Lincolns entered in last year's race, we will be in a better position to criticise.

"Mark my words, England, we're being got at!"

I am, Yours, etc.,

Lower Hutt, New Zealand. P. B. FOWKE.

Sir,

I feel I must congratulate you for your courage in stating facts in your Editorial in the March issue of MOTOR SPORT. We older readers regret that this is only too true. No longer are cars designed and built by an idealist who worked 24 hours a day and spends the weekends, not at golf, but testing to improve the breed.

With the passing of the founder went the personal touch, only the name remains, which is exploited by financial groups, who farm out a number of parts, then consult a body stylist to make a large quantity, each car left with a number only.

An excellent example, Mr. Roesch of Clement Talbot. Your detailed description of these successful cars was very enlightening and makes one feel that there is an individuality in each machine. How the makers were interested to hear of any fault developing after delivery, being anxious to rectify it in future models as they wanted perfection—they could not stand still.

I am told the only way to make money is to build a great number to pay for the jigs, tools, etc., and it is cheaper to purchase certain parts from specialist firms.

Myself, I would prefer to make my own steering connections, etc. I have always felt safe on the cars I have owned and find them a delight to drive; I expect I am old fashioned, but there it is.

MOTOR SPORT is doing a great service by pointing out defects; such articles as that on the Jowett Javelin and Jupiter show that the makers are alive. May you long continue with the good work.

I am, Yours, etc.,

Leeds, 3. F. H. HAMBLING.

Sir,

I have travelled and lived in the tropics for a total of nearly six years out of the last ten, including East and Central Africa, Burma, Siam, Malaya, Indo-China and Indonesia. I returned from my last trip barely two months ago.

Before the advent of the post-war British car, my criticism was that, although we in this country had wider interests in tropical countries than any other manufacturing area, we consistently refused ever to make a motor car suited to Colonial conditions. Wherever one went in the "tough" motoring countries one found the English car sometimes used as a town runabout, but an overwhelming preference, as far as more normal motoring was concerned, for the cheap American Ford, Chevrolet or Dodge. The reason is simple, and was stated by one of your later correspondents when he said that the carefully-prepared stunt dash from London to the Cape meant precisely nothing. It doesn't. What the Kenya farmer or the Malayan planter wants is a car that will go on standing up to the same sort of treatment day in, day out, in all weathers and in all sorts of inexpert hands, as a part of the essential domestic routine. On countless occasions I have set out on a trip of several hundred miles, over roads which were as often as not virtually non-existent, in a battered and elderly V8, probably borrowed, and with no more preparation than filling up the petrol tanks: but it never occurred to me to write to the papers about it because it was just a part of everyday existence and taken for granted. We have never produced a car which would even remotely approach such long-term service under these conditions.

Now, since the war, we have, as Mr. Poske points out, the added humiliation of producing cars which are not only unsuitable but which also fall to pieces. He exaggerates nothing, and in the eleven different tropical countries which I have visited since the war it has been the same story. Before, we just, for incomprehensible reasons, refused to recognise a huge and expanding market: we made good cars but nothing of suitable design. Now it is much more serious: it is the demise of "British Made" prestige, which in the East affects a great deal more than mere commercial considerations. And the car manufacturers, although by no means alone, have been the most spectacular failure. It is truly heartbreaking to see the visual evidence on the spot, and to witness the reactions to it.

You probably noted in the daily Press, a few months back, that

Nigeria, which, like other British colonies, had banned since the war the import of American cars, found herself in such a desperate position for reliable transport that a special Government dispensation was made allowing the import of a limited number. If you did not, I recommend that you find it in the files of *The Times*. You could not have a more vivid example of the situation. And why has no British manufacturer yet entered for the Trans-Africa Rally?

Finally, I would state that I have on more than one occasion written in like vein to the weekly motoring Press after returning to this country from overseas. *Such letters have never been published*!

I am, Yours, etc.,

London, N.6. "TRAVELLER."

Sir,

The spate of letters supporting Mr. Poske's views on modern British cars makes dismal reading, unfortunately only too true.

For a long time I have held the opinion that our motor manufacturers have traded on the good name built up by their predecessors, pre-eminent among whom were, of course, the Hon. C. S. Rolls and Sir Henry Royce.

For nearly 25 years I owned and drove only British cars; anything American was anathema to me.

In 1947 I went to South Africa, where, no British car being available, I bought, much against my will, a large American car. I was captivated by its performance, good riding and ease of handling, and its general roominess, though I was for a long time loath to admit it. The one thing I did not like, and disapprove on any car, was the steering-column gear-change. That car was bought new in Cape Town, and for three years was driven all over the Union on all kinds of roads, many of which are real "shockers." Even some of the National roads would rattle the average British car to pieces. Many British cars were noted in the larger towns, but seldom seen on the open road.

My "Yankee contraption" is still with me, and after five years' continuous use, is still giving first-class service. Replacements in that time have been one exhaust pipe, a headlamp glass and new battery. There is not the slightest rattle anywhere.

Even before the war I never experienced such trouble-free motoring with any British car excepting one, and that was the only one bought secondhand. They were all in the medium price range (£400 to £600 pre-war). They all gave constant trouble. The one exception was a 1927 Morris-Cowley, bought secondhand for £70 and sold five years later, after motoring 50,000 miles. It was a first-rate car, with none of the frills, and cramped space, of the modern counterpart.

I may add that my Yankee cost new considerably less than most British small cars.

Motor manufacturers, in common with manufacturers of nearly everything British in this post-war era, have lost prestige both here and abroad. No longer can it be said "British is Best." Where cars are concerned Britain is not running in even second or third place.

Apropos Mr. Carson's remarks about the inaccuracy of American speedometers. The speedometer on my 1947 Mercury is as near accurate as can be. I have never seen the needle top 84. I believe the top speed for a 1946 or '47 Mercury is 82. Most British speedos. are also optimistic, Mr. Carson; see the *Autocar* road tests. If Mr. Carson will drive with his accelerator foot through the floorboard, it is perhaps not surprising that he complains of a poor petrol consumption. I do not crawl along the roads, but can always get a genuine 20 m.p.g., which for a 4¼-litre engine compares very favourably with any similar sized British car. At 60 m.p.h. I find my right foot off the accelerator rather than on it.

I am, Yours, etc.,

Ludlow. C. A. L. MEREDITH.

Sir,

Congratulations on your Editorial but at the moment Mr. Manicoin's view is the real one.

My own unhappy mistake is now two months old and its famous, or perhaps I should say infamous, manufacturers state firmly in their latest letter to me that they have in their opinion spent the money required to build the car to the best advantage. In excusing gross misrepresentation on their part, their letter further states that they are sorry if they "appeared to be misleading." The misleading figures are clearly printed in their own manual and were those quoted in the motoring Press for this model and must, I submit, have thus been uttered by the manufacturers in the first place. Doubtless many another "mug" has been misled by this sharp practice. My solicitor tells me I have no redress, the guarantee form being so carefully worded.

The product which earns my bread and butter is closely controlled, this control being enforced by an Act of Parliament of 1926. Some such legislation to protect the customer is long overdue in the car industry.

I am, Yours, etc.,

Malpas. J. K. ROBERTS.

Sir,

May I add to your growing correspondence arising from Mr. G. H. Poske's letter and relate my recent example of spares service from the —— Motor Co. of England?

A fortnight ago I installed a factory-reconditioned engine in my car. It was driven five miles when a water leak was found. This was due to a cracked cylinder block, where a cylinder head stud had bottomed and so caused the crack.

The engine was returned and another obtained. After 100 miles of running the engine developed a miss on No. 3 cylinder. When the head was removed a distorted exhaust valve was found. This I replaced, and ground-in properly has cured the trouble.

The policy of just throwing an engine together with no test running, bad or no inspection, is the cause of the general low standard of British cars and components. What would have happened in some remote country abroad where another engine and spare valves would not be available for months?

I am, Yours, etc.,

Cheltenham. R. V. BASE.

* * *

GOOD FOR CROSSLEY—AND FORD

Sir,

May I, as a reader from the first number of *Brooklands Gazette*, be permitted to make a correction to your description of Mr. T. J. Roberts' car on page 71 of the February issue of MOTOR SPORT?

This is not a 19.6 Crossley, but a 15.7 six-cylinder of the same make. To the best of my knowledge the 19.6 was discontinued in 1929.

Many years ago my mother had a twin-cylinder Perrey. I remember this as a fine little car. Later on my father had a K-type 10.2 Belsize and this was followed by an O-type 15.9. The latter was a really beautiful car and certainly well ahead of its time. These were followed by a 1924 Wolseley Ten with its very noisy o.h.c. drive. Later still we had in the family a 19.6 Crossley which was a nice, quiet motor car. This was followed by a 20/70 Crossley which was a very fast brute. I remember teaching my sister, then 17, to drive on this 20/70. Being able to handle the gearbox on this she has since become one of the best drivers I know. She now has a 4CV Renault.

I was interested, only last week, to see a Citroën Seven Clover Leaf going like a bomb. It is years since I've seen one of these.

I know it is fashionable to decry the qualities of post-war cars. Perhaps you would be interested in my experience of a 1952 Ford Anglia. Apart from slight teething troubles, promptly put right under guarantee, it has given wonderful service. I'm very critical and won't put up with a car which is not just so. The mileage to date is 53,930 and the only replacements I've bought have been one replacement speedometer and one sparking plug. The original engine is still in use, though it is using rather a lot of oil. The original tyres and battery are also still in use.

I don't usually exceed 45 as the steering on these cars is not, in my opinion, up to higher speeds. Soulless hack it may be, but as a commercial traveller I get a lot of fun out of my motoring. I find it can be taken through bends as fast as most cars and faster than some.

No rust has appeared on either the chrome or the black cellulose. It comes up equal to new after a wash. Consumption on Esso Extra is 41.5.

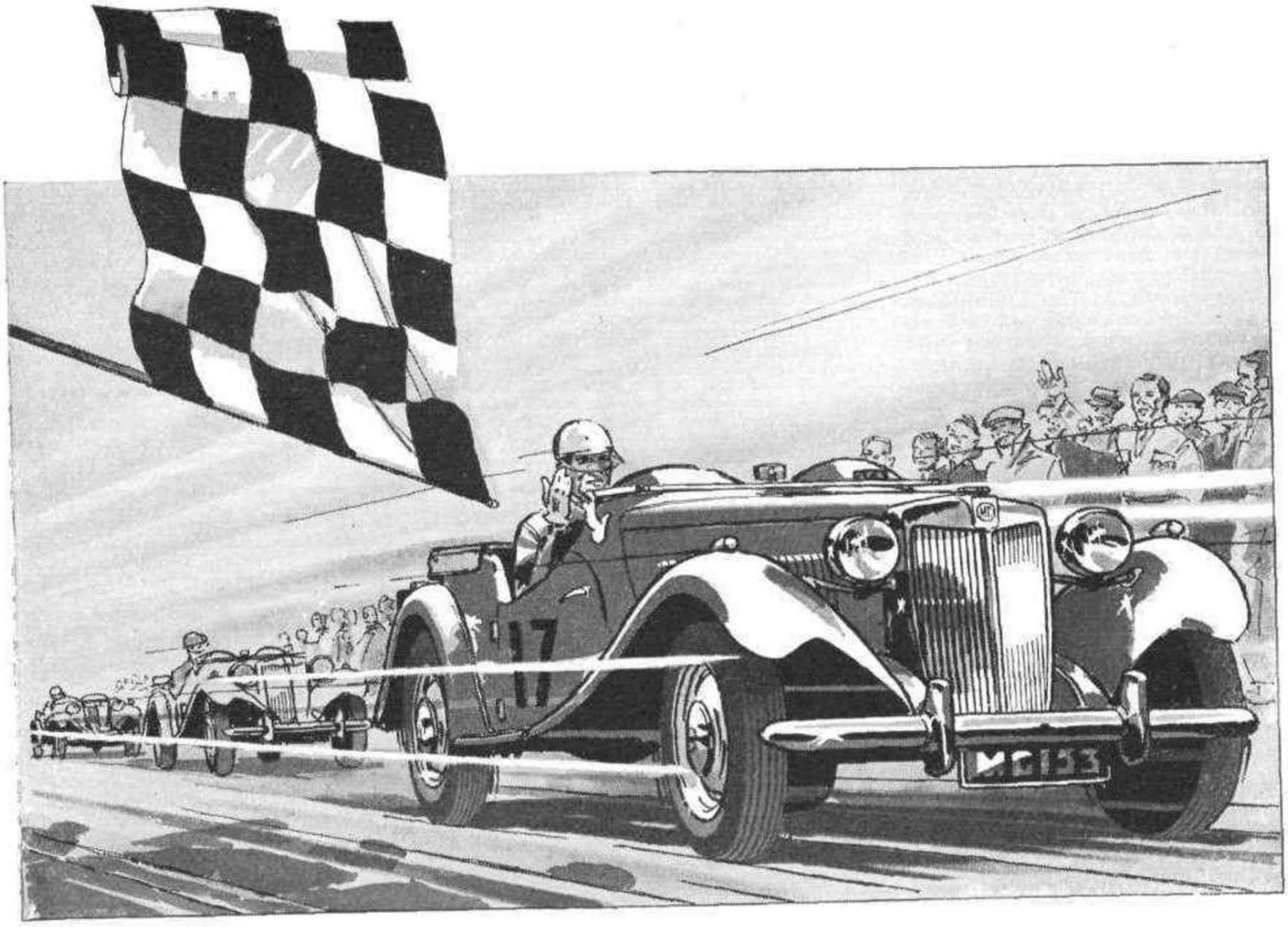
In conclusion, it has never failed to start on the starter even on the coldest days. Credit where due!

I am, Yours, etc.,

Brighton. L. T. BOOTH.

CITY & GUILDS M.C.

On February 26th a unique lecture was heard by members, when Gerald Rose delivered substantially the same lecture, with slides, on the subject of motor-racing from the early days up to 1907 as he had, in fact, delivered to the same body 46 years earlier! Moreover, the chair was taken on both occasions by Lt.-Col. Mervyn O'Gorman, whose humour was loudly applauded. Amongst those in the enthusiastic audience who greatly enjoyed this historic occasion were Kent Karslake, the Editor of MOTOR SPORT and other journalists.



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FOR SALE

RILEY NINE SPARES. New swivel-pin kit, shackle bushes, drop-arm joint, rocker spindles. Used twin manifold with one S.U. Offers. Box No. D677, MOTOR SPORT, 15, City Road, E.C.1. [6677

1931 ALVIS 12/50 sports, in good running order, very good tyres. £120, o.n.o. John Trigg Ltd., Tel.: Esher 1234. [6676

FORD TEN ENGINE. Four-speed box for same. Austin 7-h.p. back axle. Excellent condition. Details : E. W. Pike, 12, Customs House Quay, Weymouth. [6674

14-H.P. WOLSELEY HORNET cylinder block, bore 61.5 mm., also two 12-h.p. blocks. Offers ? Glynn, South Cerney House, Cirencester. [6673

DE DION BOUTON 2-seater, 6 h.p. Definitely pre-Kaiser war. Registration No. BY 177. Good running order. What offers ? Room wanted. 12, The Avenue, Blackwell, Worcs. Tel.: Hillside 1782. [6672

LE MANS 4¼-LITRE LAGONDA, paintwork immaculate, in perfect order throughout. £650. Carr, Laughingstock, Crosby-on-Eden. [6671

NA MAGNETTE, 1934/5, 2-seater. New tyres, batteries, hood, sidescreens, tonneau, etc. Engine, springs reconditioned. Outstanding performance. Nearest £135. Tosh, 32, Elm Row, Edinburgh. [6669

HUMBER (1926) 9-H.P. tourer. Excellent condition. Any trial. Photo on request. £80. Carrotte, 69, Crofton Avenue, Timperley, Cheshire. [6667

ALVIS SPEED TWENTY saloon. Unusually good throughout, striking appearance. £155. Box No. D666, MOTOR SPORT, 15, City Road, E.C.1. [6666

BEAN FOURTEEN tourer, 1927. Excellent original condition. One previous owner. £45. Offers ? Peal, 69, The Chase, Salisbury. [6662

J.A.P. (ALFIN) SPEEDWAY BIKE. J.A.P. 288W. generator. Double-deck bus, runner, partly converted home. Ideal for enthusiast contemplating matrimony or holidays. Exchange Ford, Austin, B.S.A. Bantam. Beaumont, 2a, Bracken Hill, Mirfield, Yorks. [6661

RILEY ENTHUSIAST SELLING Nine block (perfect), new sleeves, special pistons, 1 ⅛-in. crank (ground), con.-rods and bearings all remetalled, timing case (unused since assembled), £35. Brooklands head, £9. Three sumps, £1 each. Several camshafts, £1 each. Pair S.U.s, £3 10s. Scintilla, £6 10s. Lightened flywheel, £2 10s. Two normal flywheels, £2 each. Four rocker boxes with rockers, £1 10s. each. Nine block, £4 10s. Gearbox to suit, £3. Timing pinions (mag.), £1 set. Remote control gearbox, £1 5s. 12/6 block with crankshaft, camshafts, flywheel, etc., £8. Gearbox to suit (perfect), £5 10s. Five new and unused 4.50 by 19 tyres and tubes, £28. Four 19-in. bolt-on wheels, £1 each. Also Preselecta box (Armstrong-Siddeley), perfect, £8. Morris Eight chassis for special to suit Riley Nine engine, front and rear axles, springs, steering, several wheels, etc., £9. Austin Seven 3-speed box, £3. 1927 Humber engine and gearbox, £7 10s. Several other Riley parts. S.A.E. Box No. D660, MOTOR SPORT, 15, City Road, E.C.1. [6660

MORRIS MINOR, Aug. 1951, tourer. Latest model. As new. Rubber mats, tartan covers. Two extra tyres (new). Marchal fog. Flame-thrower demister. £495. Threave Cottage, Boxgrove Avenue, Guildford. Tel.: Guildford 5120. [6659

£80.—1931 2-LITRE SILVER CROSSLEY sports tourer. Very clean but hood needs covering. Exchange 8/12-h.p. saloon. L. R. Montgomery. Tel. : Ravensbourne 1665 (daytime). [6658

FORD MODEL-T tourer, 1912, in perfect condition throughout and unused for 31 years. Excellent tyres, original log book. Any trial or examination. Offers. The Chestnuts, High Street, Godstone, Surrey. Tel.: Godstone 203. [6655

FOR SALE—*continued*

M.G. M TYPE. 38 m.p.g. Very lively. New tyres. £100, o.n.o. Ward, Diamond Farm, Edingley, Newark, Notts. [6654

BREAKING-UP WOLSELEY HORNET sports, 1933-34. Good condition. Tel.: Gladstone 3106, evenings. [6653

MORGAN 4/4, 1938 model, super sports, 2-seater, red/chrome. £185, exchanges, deferred. Smith's, 86, Chalk Farm Road, N.W.1. Tel.: Gulliver 2767. [6652

2-LITRE LAGONDA, 1932, ex-blown, sports tourer. New hood, screens. Davies overhauled 18 months ago. Owner cannot stand English weather, sells car in excellent order to buy warm saloon. Will not sell for less than £200 as the car is still worth all of this. £230, o.n.o. Box No. D651, MOTOR SPORT, 15, City Road, E.C.1. [6651

AUSTIN NIPPY, 1934. Perfect engine, re-sleeved, aluminium head, d.d. carburetter, electric pump, reconditioned back axle. £135. Austin Seven blower, complete with all fittings, hardly used, £10. Austin Nippy block, welded and guaranteed, Barimar, £10. Bracegirdle, 5, Park Road, Cheadle Hulme, Cheshire. Tel.: Hulme 266. [6750

AUSTIN SEVEN SPARES. Dismantling several cars. Satisfaction guaranteed. Oliver Hudson, Upton-on-Severn. [6748

SINGER SPARES. 1935 Nine sports, as advertised February. Andre tele-shockers, Lockheed 12-in. brakes, etc. S.A.E. H. G. Hands, 43, Stamford Road, Handsworth, Birmingham. [6747

ISN'T IT A PITY

Some people who certainly should, apparently don't read "Motor Sport."

The *Daily Express* Motoring Correspondent commented in a February issue on the Hardships suffered by the Vintage Motorist seeking Insurance. *Really ! Someone should tell him of*

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RILEY NINE MANUAL GEARBOX, early "short" type. Also 1934 E.N.V. box (requires slight attention). Crown-wheel and selector linkage. Centrifugal clutch and universal. No reasonable offer refused. Talbot, 15, Somers Road, Malvern Link, Worcs. [6746

AQUAPLANE COMPANY would like to draw the attention of Ford 10-h.p. enthusiasts to one particular item of their famous racing and sports equipment : this is the Alloy Superhead. At intermediate ratios it makes full use of the new petrols and can be supplied in compression ratios up to 11 to 1. This head is not to be confused with the flimsy affairs on the market which pass off for alloy sports heads. It is extremely rigid and deeply finned; developed on the dynamometer and race tested for people who insist on the best. The small extra initial cost is quickly regained by results and it is better policy than wasting money on rubbish. The same argument applies to the remainder of our specialised equipment. The overwhelming requests for our Tuning Bulletin make us certain that there will be greatly intensified interest in "hot" Ford Tens this season and we are increasing stocks in order to maintain our quick service policy. Aquaplane Company, Oulton Broad, Suffolk. Tel.: Oulton Broad 416. [6745

LAGONDA 3-LITRE sports saloon, green. 20 m.p.g., 80 m.p.h. Recent complete engine and clutch overhaul, new tyres, good brakes, radio. £200, o.n.o. Lake, West Langton, Market Harborough. Tel.: East Langton 309. [6743

A.C., 1936/7 GREYHOUND sports tourer. A fast, well-maintained car in excellent condition, with new pistons, liners, valves, guides and reground crank; radio. Only being sold because owner going abroad. £250. Tel.: Wickham Market 386. [6742

£135—NOV., 1934, RILEY NINE 4-seater drophead coupé. Wells, 187, Langley Way, West Wickham, Kent. Tel.: Springpark 5093. [6741

SINGER, 1951, ROADSTER, perfect condition, wireless. £525, or nearest offer. Box No. D740, MOTOR SPORT, 15, City Road, E.C.1. [6740

1935 ALVIS FIREBIRD saloon. Mechanically lovely. Body sound but shabby. 47, March Street, Burnley. [6739

FOR SALE—*continued*

1951 TURNER sports car. Beautiful 2-seater body, with detachable hard top. Velox motor. Tubular chassis. Independent front and rear. Electron wheels. 2LS Girling. Sell or part-exchange '51/52 Sunbeam Talbot or Zephyr. 30, Landgate Road, Birmingham, 21. [6737

HOTCHKISS 3-LITRE saloon, 1931. Good order. £75, o.n.o. 72, Birchwood Avenue, Sidcup, Kent. [6736

VICTOR GILLOW RILEY NINE. Open sports. 30 m.p.g. Fast. £150 or offer. Almora Hall, Middleton-St.-George, near Darlington. Tel.: Dinsdale 3. [6735

1938 RILEY 2½-LITRE Big Four 6-light Kestrel sports saloon. Black, with blue leather. Two owners from new. Fitted overdrive, giving fast cruising with moderate petrol consumption. Top speed 91 m.p.h., with acceleration to match. Bills to prove extensive reconditioning. Offered privately at £395, or might consider exchange. The first man to try it will buy it ! Lawrence Edwards, Commercial Buildings, Kidderminster. Tel.: Kidderminster 2818. [6734

£160, O.N.O.—ROVER TWELVE sports, 1934. New hood, springs and shock-absorbers. Unusual car of good performance. Reconditioned engine, 1947, body fair. Smith, Farm Cottage, Puttenham, Guildford, Surrey. Tel.: Puttenham 352. [6733

LANCIA AUGUSTA, 1935, saloon. Tele-shockers. Excellent condition. £230, or best offer. Box No. D732, MOTOR SPORT, 15, City Road, E.C.1. [6732

£120—AUSTIN SEVEN SPECIAL, 1,600 miles since completion. Perfect condition, smart 2-door, 2-seater body. Reconditioned engine, hot, twin carbs. Fast, reliable, economical. Birmingham, 169, East Dulwich Grove, S.E.22. [6731

£75—1937 RENAULT 17.9 4-light drophead. Engine, gearbox, recently overhauled. New hood. 22 m.p.g. interesting family car. Tel.: Hurstway 2048. [6730

ROLLS-ROYCE 21.6, 1926, Chassis No. GOK 5. Utility body. Servo 4-wheel brakes. Engine rebuilt, November, 1951. Can be seen South Wales. Box No. D729, MOTOR SPORT, 15, City Road, E.C.1. [6729

1951 SINGER 4AB roadster. Excellent condition. £500, o.n.o. Owner going abroad. Williams, Kingcoed, Llandenny, Usk, Mon. [6728

ALVIS SPEED TWENTY-FIVE sports saloon, 1939 model. P.100 headlamps, fog and passlamps. Charlesworth body resprayed green, rechromed, green leather upholstery and furnishings. Immaculate condition, owner's pride and joy. Sale owing to long period in hospital. £575, or reasonable offer. Photograph on request. A. A. Whitcombe, 20, Bridge Street, Stratford-on-Avon. Tel.: Stratford-on-Avon 217711. [6727

M.G. SPARES : Rear near-side hub and pair half-shafts, unused, for TA. Wind horns (work off induction). Wanted : pair 16-in. wheels suit TC. 11, Stockland Road, Erdington, Birmingham, 23. [6709

SINGER NINE 2-seater. Good condition. Spare engine, all accessories. £75. Seen by appointment, S.W.12. Hughes, 18, St. Mathew's Road, Brixton, London, S.W.2. [6707

TALBOT 105, 1934, 4-seater drophead coupé. Rechromed, resprayed, rewired. New hood, new batteries (two 12-volt). Tyres nearly new. Just decoked and gearbox reconditioned. Has only been run 11 months since 1938. Green, with ivory wheels. Any trial. £275, o.n.o. Exchange or h.p. arranged privately. Rimmer, "Birkdale," Old Birmingham Road, Bromsgrove, Worcs. [6706

BENTLEY 3-LITRE BLUE LABEL tourer, fitted with Bentley Six back axle assembly. £225. Box No. D705, MOTOR SPORT, 15, City Road, E.C.1. [6705

RILEY NINE MONACO, 1932. A little noisy but reliable. Recently bored, good battery, body rough. £60. Quartermaine, Frithsden End, Berkhamsted, Herts. [6704

1937 RILEY 15/6 CYLINDER BLOCK. Rebored, top face reground. £25, or reasonable offer. Tel.: Abingdon 1008. [6703

WANTED, GOOD SPORTS CAR. Enthusiast offers his infuriated bumble bee Scott, 1948¾, motor-cycle, 600 c.c., Flying Squirrel. Excellent condition. Teles, magdyno, dual brakes, inflated dual seat, new Lucas battery, crashbar, leg shields, stoplights. £160 plus cash. For mechanically perfect immaculate 2/4-seater sports car up to 12 h.p. Aston-Martin, M.G., Morgan, or similar type. Johnson, 115, Fernhill Road, Cowley, Oxford. [6701

NEARLY NEW, black coupé-type mohair hood covering, for '35 to '38 Morris Eight 2-seater. Full width transparent rear. £8. Screens if required. Tel.: Farningham 2277. [6698

BUGATTI, TYPE 40, 4-seater. Sound mechanically, needs re-upholstering and few minor body jobs. Tyres good. No hood. £80, o.n.o. 21, Church Lane, Farington, Preston, Lancs. [6691

FOR SALE—*continued*

FIVE 700 by 20 NEW DUNLOPS, £6 each. Dismantling 1936 Singer 11. 1927 Morris-Oxford engine/gear unit, virtually unused, perfect, £15. Rich, Steelgreen, Millom, Cumberland. [7065

MEADOWS ENGINE, complete with gearbox. Telephone after 8 p.m. Flaxman 2604. [7097

HILLMAN AERO MINX 1935 Burlington foursome coupé. Sleeved, crankgrind, new clutch, S.U. new chrome lamps, twin horns, new wiper, dynamo, battery, £155. 6, Hollycroft Road, Birmingham, 21. Business Tel.; Nothern 1741. [7056

VINCENT COMET, 1950. outstanding condition, used in Clubman's T.T., lighting cams, T.T. carb.. special big-end, etc. Spare close-ratio gears, rev.-counter, racing dual seat, etc. In road trim with all racing spares, £195 or exchange car. Full details on request. Racing leathers £12. Orton, 125, Brookside, Burbage, Leics. [7060

ALVIS SPECIAL. Lowered big port 12/50 chassis cut and shut 4-speed ENV-type box, tyres (oversize rear), hood, body, very good. Phenomenal roadholding and performance. Well known in West Country. Any trial invited. £128. Fleet Autos, George Square, Devonport. Tel.: Devonport 306. [7061

M.G. 18/80 with dickey. Excellent condition, new tyres, £55. Tel. : Beckenham 2862. [7064

1935 ALVIS SPECIAL. Smart, fast, open sports, £50. Many spares. Lucas, Priors Marston, Rugby, Tel.: Byfield 377. [7062

IRATE FATHER forces sale! B.S.A. threeler, 1932, new battery, good tyres, 40,000 since new, needs slight attention, £15. Williams, Nethyholme, Digswell, Herts. Tel. : Welwyn 521. [7066

SILVER CROSSLEY, excellent condition, good for garage and hire work, genuine low mileage, two new tyres, thoroughly overhauled, 16 h.p. £175. Box No. D067. Motor Sport, 15, City Road, E.C.1. [7067

JAGUAR spares and service, practically all parts in stock, 1932-1951 Triumph spares, 1934-40, practically all parts in stock for body and chassis. Austin 7 spares, practically all parts new and secondhand. Lea-Francis spares, 1922-36, large stocks. Price, Three Shires, Bearwood, Birmingham. [7068

CYCLE WINGS, steel, domed and beaded, rounded ends. 10 in. to 12 in. wide. Painted. Suitable all wheel sizes, 12/6d. each, plus carriage. Tubular steel stays 1/- each. Lipscombe, 6, Castle View Terrace, Boveney, Windsor. [7069

INTERNATIONAL ASTON-MARTIN. Rear axle, complete with brake gear, torque tube, etc. Worm wheel new and unused. Sold complete or bits. Roger Wilton, 95 High Street, Crawley, Sussex. [7078

£350. DIESEL RAILTON, 1935, saloon, with factory-rebuilt P6 diesel specially tuned for car. Heater, radio. Tel. : Whittlesey 3355, after 6 p.m. [7079

FORD. 10-h.p. gearbox, brand new interior, £11. 8-h.p. engine reconditioned 3,000 miles, £14. New distributor, £2. Also small oil cooler, £2. Write : G. Nicklen, "Shanghai," Dibden Purlieu, Hants. [7080

ALVIS CRESTED EAGLE, 1936, saloon. Black, ace discs. Good condition. Chisholm, Lilliesleaf, Melrose, Roxburghshire. [7081

RILEYS : LYNX 1½-litre tourer, 1937 (July), in excellent all-round condition. Second owner from new. £295. Lynx 1½-litre tourer, 1936, in sound condition. Fitted reconditioned engine and gearbox (5,000 miles). £250 . Drophead coupé 1½-litre, 1939 (July) Sprite engine. In excellent condition. £325. Adelphi 1½-litre saloon, 1937 (smash). Less engine and gearbox, but otherwise complete, and includes spare Adelphi body (as new) and reconditioned front axle. £75, o.n.o. Merlin 9-h.p. saloon, 1936. Special Series engine, in good mechanical condition. Body requires attention. £100. All the above are privately owned by one family. L. W. Beaumont, 176, Laund Road, Salendine Nook, Huddersfield. Tel. : Huddersfield 3713, office hours. [7082

LAGONDA RAPIER tourer, 10-h.p. First Registered 1936. New battery, hood, resprayed. Splendid condition. Engine recently overhauled. £200, o.n.o. 9, Katherine Road, Stockport. Tel. : Stepping Hill 3018. [7083

BENTLEY 3-LITRE SPEED MODEL. Mechanically sound and well above average in appearance. Complete weather equipment, P100s, etc. £240, or exchange unblown Alfa, A.C., Aston, Diesel Mercédès or B.M.W. coupé. Seen London week-ends. Box No. D084, Motor Sport, 15, City Road, E.C.1. [7084

M.G. PA AIRLINE coupé. £110 overhaul. New Toulmin engine. New tyres. Smart appearance. £310, o.n.o. 20, Maple Avenue, Yiewsley, Middlesex. [7086

£75 O.N.O. Frazer-Nash Chassis/12/50 Alvis engine. Very potent. Exchange considered. Tel. : Eltham 4901. [7088

1936 RILEY KESTREL 15/6. Good condition. £200, o.n.o. Linley, 65, Markfield Road, Caterham, Surrey. [7089

SPARES AVAILABLE for Riley, M.G., Bentley, Austin, Lancia, etc. S.A.E., please, for complete list. Box No. D094, Motor Sport, 15, City Road, E.C.1. [7094

FOR SALE—*continued*

THE RILEY MAN offers another selection of spares in guaranteed condition at reasonable prices : **1935 1½-litre Fuse Box** and A.V.C. unit, 25s.; front spring, 25s. ; half-shaft and splined hub, 70s. ; rad. shell, good chrome, 40s. ; steering column and wheel, 50s. ; DWS front jack unit, 20s. ; DWS jack and handle, 20s. : brake drums, 15s. each, flywheel and automatic clutch parts. 270, Acton lane W.4, see below. **9-h.p. 1930-35.** Splined wheels, 35s. each ; six-stud, 15s. ; pair rear springs, 1934, 25s. each ; cylinder heads two-stud, 70s., three-stud, 80s. ; brake shoes, 10s., pair, rocker boxes, 10s. each ; set standard Brooklands pistons, new, less rings. £6 ; BTH mag. as new, £7 ; overhaul, 80s. ; crankshaft 19/16ths. 60s. ; single Solex, 30s. ; single manifolds, three-stud, 30s., two-stud, 25s. ; sump, 20s. ; brake drums, 10s. each. 270 Acton Lane, W.4, see below. **1935-7 15/6.** Cylinder head, crankshaft and camshafts. Quote on request. 1935 12/6 Monaco saloon, faulty centre main. Will sell at £35 or break for spares. New replacement valve guides, single or double spring, 3s. 9d. each. I am at present negotiating for a Riley Imp, two 1934 Kestrel engines and gearboxes. Your enquiries welcomed. S.A.E., please. Courteous attention to callers, 9-6 weekdays at the new address, 270, Acton Lane, London, W.4. [7090

WE OFFER WITH PRIDE THE FOLLOWING SNIPS :—

1946-7 TC M.G. one owner and unblemished in black **£345**

1939 Model TA M.G. 100 per cent. all round, with numerous extras. **£255**

1934 M.G. PA 2-seater. This has a really hot motor **£175**

1934 SINGER Le Mans, with polished engine, balanced crank. Radio **£185**

1947 REG. CUFF SPECIAL. The original "Hellhammer I". New tyres **£165**

1936 LANCIA AUGUSTA Pillarless saloon. Resprayed **£225**

1933 ALVIS Speed Twenty tourer. This car is exceptionally clean and original... ... ... **£175**

1934 ALVIS Speed Twenty saloon. Basically sound with resleeved engine. Body extremely rough ... **£65**

1932 D.8 DELAGE fixed-head coupé in incredibly nice condition. Many extras **£150**

1933 A.C. drophead. Rough car but certainly useful for spares. A runner **£35**

1946 REG. M.G. SPECIAL. Basically M-type. Nice and tidy ... **£75**

1932 LAGONDA 12/4 4-seater tourer in average condition. Good weather protection and tonneau ... **£125**

1937 FRAZER-NASH-B.M.W. 326 saloon. really immaculate **£325**

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Meadowhead Garage, 186, Meadowhead, Sheffield. *Telephone :* **Sheffield 45215**
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Where terms and sensible exchanges can be arranged. Insurance, with the minimum of loading, on the spot.

LORRAINE DIETRICH 1923 registered sports tourer. This car is unique in every way. Mileage, believed genuine, 30,000. Every fitting is original with the exception of the carburetter which has been replaced for economy by new Solex giving 25 m.p.g. Brass Bleriot headlamps, large mahogany decking to rear seats, Auster rear screen, nearly new hood, new battery, very quiet engine and transmission, cruises at 45 m.p.h. easily. Completely repainted Bentley green and red wheels. Any trial given. Sole reason for sale, family require saloon. Sell for £100, or near offer, or exchange for saloon, 1926 or earlier, h.p. immaterial, or large coupé. Tel. : Burgh Heath 5356 (Surrey). [7091

FIAT 500 COUPE. Perfect condition throughout. Any trial. £215. 218, Sheen Road, Richmond, Surrey. Tel. : Richmond 3259. [7092

DIESEL-ENGINED 4.3 ALVIS saloon. Fitted new P6 engine 1952, new tyres, brakes relined, heater and radio. S.A.E., please. Routledge, Scholes, Leeds. [7093

HANDBOOKS. Rolls Twenty, Riley 12/4, Wolseley Ten, 16/45, 14/60. Several Austin Morris from 1926. Standard Nine, Lincoln Zephyr and others. Road tests most makes from 1934. Box No. D087, Motor Sport, 15, City Road, E.C.1. [7087

FOR SALE—*continued*

RILEY NINE KESTREL, 1936, special series engine. Maintained by Riley experts, and mechanically excellent. Bodywork excellent but not immaculate. All bills available. £225, o.n.o. Tel. : Holborn 2881. [7100

ALVIS 14-h.p. FIREBIRD d/h coupé. Reliable mile-eater. £265, o.n.o. Tel. : Grosvenor 2516 (day) [7101

£225. LANCIA AUGUSTA. Lively, original 1935 pillarless saloon in very fair order throughout. Many bills. Seen in town, or tel. : Bushey Heath 1522. [7102

1932 RILEY NINE. Nearly stripped pinion. Offers. 1 De Crespigny Park, Denmark Hill, London, S.E.5. [7104

1,100-C.C. FIAT SALOON (sliding-roof), 1938-39. Mileage 41,150 only. Leather interior. Completely immaculate and original inside and out. Engine completely rebuilt. Gearbox, axle, brakes checked. New dynamo, new battery, new tyres, Pye radio. 300 gns., or exchange Aprilia with cash adjustment. Box No. D105, Motor Sport, 15, City Road, E.C.1. [7105

JENSEN '35 SPORTS TOURER. Sound condition. Standard Ford spares. Any reasonable offer. 40, Selborne Road, Sidcup. Tel. : Footscray 5987. [7106

LAGONDA 2-LITRE SALOON, low chassis speed model. Well shod. Engine in excellent condition following recent overhaul. In addition, brakes relined, shackles rebushed and new king-pins and bushes fitted, together with new radiator core and petrol tank, only 10,000 miles since. Taxed end of year. Best offer over £150. Stanton, 1394, High Road, N.20. Tel. : Hillside 2488. [7107

1933 MORRIS MINOR SV 2-seater tourer. Rebored, crank reground. Four-speed box, Lucas sports coil, new tyres and headlamps, oil pressure, water temperature gauge. £75, o.n.o. Fuller. Tel. : Welbeck 5088, evenings. [7108

RILEY LYNX SPRITE, 1937. Immaculate, mechanically excellent. Fast. Many extras. £325. Lindsay-Jones, 9, Broad Street, Leominster. Tel. : Leominster 441. [7109

LAGONDA 2L SPECIAL. Rebodied, grey, aluminium saloon. Good all-round condition. Recent work : engine sleeved, brakes relined, new battery, three new tyres. Must make room for new car. £85. Stokes, 1, Geale's Crescent, Alton, Hants. [7110

RILEY PARTS, ex-1937 Sprite. Cylinder block damaged at rear, but bores, etc., intact. Cheap. Pistons and timing gear in good condition. Ex-1935 Falcon, good chassis frame, brake drums, back plates, Girling parts, road springs, distributor, petrol tank. S.A.E. for prompt quotation. 1, Stanley Avenue, Wembley. [7111

HISPANO-SUIZA (first registered 1937) 37.2-h.p. 2-door sports saloon, classic style, coachbuilt. First-class condition. Recently overhauled Hispano specialist (cost £350. Accounts available). £550. S. H. Leckie, 42, Wordsworth Road, Wallington, Surrey. Tel. : Wallington 4248. [7112

M.G. PB block bored 2½ in. for liners, £25. PA block in perfect condition, c/w pistons, 0.040 in. o/s, £30. PB cylinder head complete, £20. PB crankshaft, "Fescaused" to std., £30. PB con.-rods, racing, metalled and rebushed 45s. each ; diff. nose-piece 8/39 ratio, four-star, suitable P, K or N, £15. Sump, 30s. Starter motor, 50s. Dynamo, 30s. Front housing, 30s. Flywheel, 30s. Clutch, complete, £5. gearbox c/w remote control, £15. Oil pump, 30s. Oil filter, 30s. Oil pipes, 30s. "C" chassis frame, £5. "T" axle beam, £5. Box No. D113, Motor Sport, 15, City Road, E.C.1. [7113

1940 FIAT 1,100 508C "RANALAH" coachbuilt drophead coupé. Recent engine overhaul, including crank regrind. Ideal for Continental tour. 75 m.p.h., 35 m.p.g. £325, o.n.o. 339, Alexandra Avenue, Harrow, Middlesex. Tel. : Pinner 6679. [7114

1937 RILEY SPRITE 2-seater. Manual box. Cross-flow head. Condition as new. Taxed Dec. £495. 1934 J2 M.G. Engine and axles just reconditioned. £175. 1936 12-h.p. M.G. saloon. £153 mechanical overhaul last July (bills to prove). £145. 1935 Morgan 3-wheeler. 990-c.c. W.C. Matchless. Engine overhauled. Super sports 2-seater. £145. Jones Garage, Syston, Leics. [7113

ALVIS 12/50, 1926, 2-seater. Plus numerous spares. £40, o.n.o. McNab, Vinces, Churt, Surrey. Tel. : Frensham 3249. [7116

DISMANTLING ALVIS FIREFLY. All parts available in good condition. Lewis, Bryn View, Pennard, Swansea. Tele : Southgate 318 (evenings). [7117

1934 MORRIS TWELVE tourer. Engine, dynamo recently overhauled. New hood, screens. Resprayed. Five good tyres. £120, o.n.o. Box No. D118, Motor Sport, 15, City Road, E.C.1. [7118

RILEY FALCON 1½-litre, 1935. Rebored (8 : 1 pistons fitted), crank ground. Clutch, brakes relined ; recellulosed. All 3,000 miles ago. £185. After April 8th. Tel. : WHI 2836 (Manchester). [7119

1937 TALBOT TEN drophead coupé. Good condition. New battery, tyres, hood. £240. Syborn, 186a, Ashley Gardens, S.W.1. Tel. : Victoria 2920. [7123

FOR SALE—*continued*

AVAILABLE shortly after Easter, having been completely rebuilt, the Lund Special, highly successful sports/racing car, 939 c.c. Marshall blown M.G. engine. Maximum speed over 100 m.p.h. Alloy 2-seater racing shell body with hood. Dunlop racing tyres. Many alternative spares. Offers around £400. Also International Le Mans 2/4-seater Aston-Martin. Perfect mechanical condition, engine rebuilt by Burtonwood and not yet run-in. New tyres and tubes, almost new hood. New steering wheel, and just about to be resprayed B.R.G. Offers around £350. Also dismantled 1927 12/50 Alvis shortened chassis, no body, but otherwise complete. What offers? Offers and inquiries concerning the above to Blackburn, 181, Garstang Road, Fulwood, Preston, Lancs. [6694

ALVIS SPEED TWENTY, 1936. The great advantage of this car is one ownership, good condition, splendid tyres. Laid up during war and subsequent petrol rationing period. Price £300 or first near offer. You can buy a better car but not at the price. Nestle, 6, Mansel Road, S.W.19. Tel.: Wimbledon 5628, evenings 7.30-9.30. [6693

AUSTIN 750-c.c. SPECIAL 2-seater. Rebuilt as new 1952. Aerodynamic envelope type modern streamlined body. Reconditioned engine and gearbox. New king-pins, rear springs, magneto, dynamo, battery, hood, radiator block. Well shod, taxed, insured. Convincing performance. £95. Goodlad, 21a, Amersham Road, Harrow. Tel.: Harrow 7018. [6692

£5—ALVIS 12/50 BLOCK, part i.f.s., F.N. type clutch, con.-rods, miscellaneous 12/50 spares. £4—Riley Nine head, manifolds, cone clutch, starter ring, gearbox, chassis frame, oddments. £4—Bugatti rev.-counter, 0-4,000, R. = ½. £1—pair ¼-elliptic springs and shockers. Haywards Cottage, Blackwater, Camberley. Tel.: Yateley 3151. [6689

£150—NEARLY COMPLETE Silver Eagle Special, completely reconditioned engine, triple S.U.s, h.c. head, 16-in. wheels, new tyres. Box No. D690, MOTOR SPORT, 15, City Road, E.C.1. [6690

1936 TYPE 319/2 B.M.W. saloon. Completely reconditioned. Not run-in. Many extras. Genuine reason for sale. I need the money to pay the bills. £300. Barber, 9, Rockleaze, Bristol, 9. Tel.: Bristol 81935. [6687

1908 DARRACQ 2-seater, 7 h.p. Reliable, economical and original. Best over £100. Tacon, Witton, Norwich. [6686

LANCIA LAMBDA, 1927, crown-wheel and pinion, 12 by 50, new condition. Approval, £7. 15, Ewers Road, Rotherham. [6685

1934 ALVIS FIREFLY, 12-H.P., 4-door saloon. Preselector gearbox, four new tyres, new batteries, twin petrol pumps, oil-immersed coil, extras, tools. Mechanically excellent. T. & I £130, or offers. Smith, 13, Grange Drive, St. Helens, Lancs. [6684

M.G. 2-seater sports. New tyres, battery. 40 m.p.g. 8 h.p. Excellent condition, £180. The Stores, Maydowns Road, Chestfield, Whitstable, Kent. [6683

12-H.P. S.S. coachbuilt shooting-brake, 1935. Smart, well shod. £100 recently spent. Accept £90. King's Arms, South Walsham, Norwich. [6681

1935/6 TRIUMPH 10.8-H.P. MONACO 2-seater. Excellent history, moderate mileage, properly maintained. New hood, six excellent tyres. Beautiful runner, in daily use. Complete spare gearbox, back axle, half-shafts with hubs, included at £225. Stokes, Sydenhams, Bisley, Glos. Tel.: Bisley 225. [6680

1936 RILEY KESTREL 6-light saloon. First-class condition throughout. Very fast Sprite engine. £225. Tel.: Hainault 2808. [6679

ROLLS-ROYCE 20-H.P., 1929. Black limousine body by Windover. Mechanically in excellent order. Very economical. Six good tyres. Licensed. £300. Box No. D678, MOTOR SPORT, 15, City Road, E.C.1. [6678

SUNBEAM TWENTY-FIVE, 1931, 4-seater coupé; definitely fast; bodywork really good; taxed; insured. £60, or exchange Austin Heavy Twelve or similar family chariot. 91, Edward Avenue, Leicester. [6725

AUSTIN 747-c.c. supercharged single-seater racing car with trailer, £225. Full details from S. F. Reynolds, 14, St. Margaret's, Hemel Hempstead, Herts. [6724

BENTLEY 3-LITRE RED LABEL, fitted 1938 coupé body. Complete overhaul last year, cost £450. Fast car with comfort. Offers to Birch, Palmers Cross, Tettenhall, Staffs. [6722

LAGONDA 2-LITRE Weymann saloon, 1930. Over £400 spent in last four years, bills shown. Fram, Newtons, otherwise unmodified. Seen London or Sussex. Lester, Boarzell, Frant, Sussex. Tel.: Park 8070 (day) or Frant 312 (night). [6718

BENTLEY 4½-LITRE, 1929, saloon, rebuilt 1946 with new body. Mechanical condition excellent. New tyres. £450, or reasonable offer. Ramsdale, Walmley Ash Road, Sutton Coldfield. Tel.: Ashfield 1309. [6716

RILEY NINE KESTREL, 1934, Special Series, manual box. £125, o.n.o. 82, Sunnyside Road, Ilford, Essex. [6711

FOR SALE—*continued*

RAILTON SPECIAL (Thompson and Taylor), Power-dome engine, 1934 saloon. 90 m.p.h. Terrific acceleration. 19 m.p.g. Brakes relined Hudson's. Rewired. New or reconditioned carburetter, distributor, battery, coil, petrol pump, tyres and, I may say, et cetera. Top overhaul 500 ago, found perfect. Sacrifice £100. Dr. O'Sullivan, Tel.: Fremantle 0677. [6715

MERCEDES-BENZ. Very rare Type 170, 16-h.p. German saloon with trunk. Independent all round. Bosch equipment all working. Hydraulics. One-shot lubrication. Sun visors. Lighter. Engine sleeved original size. Bronze guides. New valves and springs. Good tyres and battery. Oil coil. Body and chassis completely sound. Needs repaint but no panel beating. For sale at £150, including Belco polychromatic cellulose, Vynide to complete re-upholstery, new running-boards. Opportunity for enthusiast to obtain outstanding car with Continental roadholding which can be restored to original condition with almost no expenditure. Spray outfit loaned or sold cheap to purchaser. Delivered 100 miles. Write: 96, Grittleton Road, Bristol, 7, or call weekends. Instruction book and metric tools included. [6714

FIAT 500, 1938. Excellent condition. Radio, heater. Arnott supercharger available. £210, or offer. Norman, 15, Seaforth Drive, Waltham Cross. [6713

AMERICA'S AUTO MAGAZINES. One year's supply *Hot Rod*, 21s. 6d.; *Motor Trends*, 21s. 6d.; *Road and Track*, 25s.; *Automobile Topics*, 43s. Send for free booklet listing all others. Willen Ltd. (Dept. 6), 101, Fleet Street, London, E.C.4. [6710

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AUSTIN SEVEN SPECIAL. Smart body in maroon, sound throughout. New hubs, half-shafts, king-pins and bushes. S.U. pump, carb., Bosch mag., double-valve springs. Goes well. Some spares. Cheap at £85. Seen Loughton, Essex. Tel.: Loughton 313, preferably mornings. [6749

MUST CLEAR. Four 19 by 5.50 tyres. Two 16-in. wheels off Vauxhall. Offers. Box No. D751, MOTOR SPORT, 15, City Road, E.C.1. [6751

TALBOT 95 SPARES. Axles, springs, radiator, etc., cheap to clear. Also Singer 10-in. brakes with stub axles complete on hubs. New linings on cast-iron shoes. £3 10s. complete. Send postcard to: Clissold, "Peterbrook," Warstock, Birmingham, 14. [6752

M.G. "F" MAGNA as new. 2-seater slab tank, cycle wings, fold flats. £250 spent in last 12 months in bringing this motor to mint condition. Sprayed, rechromed, full weather equipment, half and full tonneau cover. 3,000 since engine overhaul, new diff., pump, starter, dynamo, battery, upholstery, carpets, Bluemells wheel. Maintained by enthusiast garage proprietor regardless of cost. Very potent motor. Photo to genuine buyer. Gift at £175. Howell, 14, Parkhouse Street, Camberwell, S.E.5. Tel.: Rodney 4351. [6753

1928 RILEY 11.9. PH 7926. Photograph in Correspondence September, 1952, MOTOR SPORT. Generally sound. Insurance available. £37 10s. or offer. South Lodge, Chertsey, Surrey. Tel.: Chertsey 2156. [6754

FIAT 509, 1927, 9-h.p. Rare drophead coupé, see page 72 MOTOR SPORT, February. Completely reconditioned to original state. Taxed year and insured June. £100. P. Collings, Tilehouse Lodge, Denham, Bucks, or Tel. (office) Welwyn 7928. [6755

PHILCO 12v. RADIO. In perfect working order. £12. P. Collings, Tilehouse Lodge, Denham, Bucks, or Tel. (office) Welwyn 7928. [6756

B.M.W. 1937-38 TYPE 326 (l.h.d.) saloon. Sound bodywork, excellent performance. Any trial given. £175, terms arranged. Tel.: Brown, Becketwell 40021. [6757

FOR SALE—*continued*

TRIUMPH ROADSTER WANTED. Hillman Minx drophead coupé, 1939, for disposal. £265. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [6758

NEW BULB HORNS 17s. 6d. including carriage. 1931 Austin Seven saloon (metal body). Fair condition. £45. 1937 model Wolseley 12/48 saloon. Completely reconditioned. Fine specimen. Fastidiously maintained. Fitted new Pye radio, twin spots, etc. £335. Podd, 53, Carlton Road, Lowestoft, Suffolk. [6759

TAKE ADVANTAGE of this special service. Austin Seven suspensions lowered similar to Nippy, 4-in. rear 2-in. front. Send axle beam and springs only. £1. Gives 100 per cent. directional stability. Austin Seven heads machined to 6.5 : 1. C.R. £1; flywheels lightened by 2½ lbs., 15s. Riley chassis, £2. 1937 Ricardo head 6.2 : 1, 25s., 3-speed box, 30s. Ford 10-h.p. front axle and wheels (pair 1937) and radius arms, £5. Steering columns, 30s, 8-h.p. carburetters, 25s. I.F.S. units Standard 9-h.p., pair, £3 15s. Telescopic shockers require servicing, four, £2 15s. Bowden Engineering Co., Market Lane, Ottery St. Mary, Devon. [6760

SUNBEAM 14-h.p., 1925, tourer. Mechanically good. Ideal spares. Small expenditure making good runner. Best offers over £25. Philip Lloyd, 10, Haytor Road, Wrexham. Tel.: Wrexham 2902. 6762

1947 TC M.G. Resprayed Alfa red. Fitted new 600 by 16 Dunlop Fort tyres and wheels, twin spares. Cromard liners, crankshaft, con.-rods balanced and road springs reconditioned by Laystall. New mains, big-ends, king-pins and bushes. Fitted oversize inlet and exhaust valves, 150 lb. valve springs, 8.6 to 1 C.R. Competition carburetters, Competition clutch assembly. Practically everything under bonnet chromed. Walnut facia, matched oil and water thermometers. Not been used for Competition work. £525. Jones, 23, Windsor Avenue, Clacton-on-Sea. [6763

1935 SINGER LE MANS 4-seater. Spare sports engine (fitted). Other spares. Taxed. Insured. Good condition. £125. Hills, 45, Walton Street, Aylesbury. Tel.: Aylesbury 131. [6766

RILEY NINE LINCOCK coupé, 1934. Good mechanical condition. Requires new batteries. £135. Gilbert, Lake Hotel, Rudyard, Staffs. [6767

BENTLEY 4½, 1929, drophead coupé 4-seater by Gurney Nutting. General condition good. A most impressive car. Offers around £350. Showell Island House, Belbroughton, Worcs. Tel.: Belbroughton 326. [6768

CYCLE WINGS (domed and beaded), steel, 5 in., 6 in., 7 in., 10s. each fronts, 12s. 6d. rears. Carriage and packing 3s. 6d. pairs, 5s. sets. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [6769

ROVER SPEED TWENTY, 1934, Hastings coupé. Reconditioned Scintilla triple S.U.s. Bodywork and mechanically excellent. 20 m.p.g. new tyres. £145. J. N. Gilbey, South Cadbury, Yeovil. Tel.: North Cadbury 362. [6770

1926 HUMBER 16 h.p. Mechanically perfect. Body needs attention. Offers over £20. M. L. Owen, Barclays Bank, Holywell, Flintshire. [6771

NEW DESMO BULB HORNS, £1 5s. 1933 Lanchester Ten engine less rockers and electrics, £7 10s. 450 by 21 Dunlop cover and tube, good, £3 5s. Two 710 by 90 covers and tubes, £3 10s. S.E.V. Renault 12v. dynamotor, £3. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [6772

M.G., 1938, 1½-litre drophead coupé foursome. Colour maroon. Good condition throughout. Under 50,000 on Speedo. £330 or reasonable offer. Box No. D773, MOTOR SPORT, 15, City Road, E.C.1. [6773

MORRIS EIGHT, 1935, 4-seater tourer. Immaculate, tuned engine—fast, economical, new hood, etc. £150. Riley Nine Monaco, 1934. Excellent mechanically. Nice interior. Manual box. £155, o.n.o. Exchanges considered. Carrington, Coombs Road, Bakewell, Derbyshire. [6774

M.G. J2 BLOCK, pistons, con.-rods, head (complete assembly), manifolds, sump, oil pump, etc. Bywater, 29, Bellwood Road, Birmingham, 31. Tel.: Priory 2430. [6776

S.U. CARBURETTER, new, 1¼-in. vertical. Racing type. £5. 397, Stockport Road, Manchester, 12. [6778

J2 ALLARD, 1950. 7,000 miles. 4.4 Mercury engine, h.c. heads. Never raced. Perfect condition. Many extras. £725. Box No. D779, MOTOR SPORT, 15, City Road, E.C.1. [6779

FRAZER-NASH B.M.W. 4-seater d.h.c., Type 40, 1½-litre, 1935. Re-paint, very sound performance; 28 m.p.g. Taxed year. Slightly noisy in 2nd. £220, or exchange Morgan 4/4. Ballantyne, 20, Strachan Road, Edinburgh, 4. [6781

M.G. M, 1932, 2-seater. Engine reconditioned. Two new tyres. Good appearance. £130, o.n.o. Eeles, 8, Hanyards Lane, Cuffley, Herts. Tel.: Cuffley 2121. [6782

RILEY NINE KESTREL S.S. ENGINE. Excellent condition. Offers. "Motor Sports," "Autosports." Richardson, 1211, Bristol Road, Birmingham. [6784

FOR SALE—*continued*

AERO MINX SLIDING HEAD Continental coupé. Good condition throughout. Engineer owner maintained 4 years. Spares plentiful. Good reason for sale. Photograph available. £150 or offers. Dominy, "The Summit," Bunny Hill, Costock, near Loughborough, Leicestershire. [6783

ALFA-ROMEO, 1930, 1,750 coupé by James Young. Over £200 overhaul 1952 Excellent throughout. Details on application. £350. Consider exchange. Box No. D786, MOTOR SPORT, 15, City Road, E.C.1. [6786

£50. 1922 VINTAGE LIGHT CAR. Believed oldest Jowett running. Excellent condition. 45, Campden Houses, Peel Street, W.8. [6787

FORD V8 30-h.p. black coupé, 1936. Good condition. First offer over £100. Scarlett, 208, Hawkins House, Dolphin Square, S.W.1. Tel.: Monarch 9085 (day), or Victoria 3800 (evenings). [6788

£115—or exchange small car. Open 4-seater English-bodied Hudson Straight-Eight. New hood, screens. Fast, high-geared car, vivid acceleration. Well shod. Utterly reliable. Large boot in swept tail, similar Railton Alpine. Private owner. "Chipstead," 45, Deacons Hill Road, Elstree, Herts. Tel.: Elstree 2163. [6790

SPARES FOR SPORTY CARS: Austin Seven and Nippy reconditioned engines, part exchange. All spares, all years. M.G. J2 reconditioned engines, part exchange. Riley Nines, Rover, Singer, Standard, all spares. Gearbox parts for most cars. New slab tanks. S.A.E. F. Grant, 416, Harrow Road, W.9. Tel.: Cunningham 8471. [6792

ALFA-ROMEO, 1,500 c.c., 1929. Most attractive drophead by James Young. Owner leaving country. £150. Chapman, 4, Heathfield Gardens, Chiswick, W.4. [6793

1936 JAGUAR, 12 H.P., 4-door saloon. Good runner. £150. Lots of spares for various cars. Rover 14-h.p. engine for reconditioning, £8. Three carburetters and manifold, £5. Axleshafts, 100 assorted. Alfa-Romeo 1,750-c.c., single and twin-cam, engine parts. Kestrel Nine cylinder head with exhaust manifold. 12/6-h.p. heads and alloy sumps. 1935 Hornet engine. Sunbeam also, with open drop axle. 1938 Jaguar 2½-litre engine. Pair P100s, Scintillas. Jones, 47, Edmondstown, Tonypandy, Glam. [6796

BROOKLANDS RILEY RADIATOR, £5. 1931 Stelvio radiator, £2. Pair P.100s, £5. Fiat 501 car clock, 30s. Many cheap Chrysler 75 spares. Write: Walker, 587, Bradford Road, Bradley Bar, Huddersfield. [6797

"MOTOR SPORT," 1933 to date, mint. *Autocar*, *Motor*, 1945 to date, mint. Also many motoring books. Offers. Box No. D799, MOTOR SPORT, 15, City Road, E.C.1. [6799

M.G., F-TYPE, 12-H.P. MAGNA, 4-seater, 1933. Just fitted new hood, crown and pinion. Re-upholstered. Perfect throughout. Black, with green interior. Bargain at £110. Dean, "Woodlands," Winchester Road, Four-Marks, Alton, Hants. Tel.: Medstead 3154. [6800

JAGUAR S.S.100, 2½-LITRE, sports 2-seater, late 1937. Nice one. £245. W. Barnes, 1c, Venner Road, Sydenham. Tel.: Sydenham 7469. [6801

AUSTIN SEVEN van, breaking for spares, or sell complete, good runner. Cheap. Barnes, 1c, Venner Road, Sydenham. [6802

1939 MORGAN 4/4, red, 4-seater, sports. Smart appearance, good mechanical condition, economical. Good all-weather equipment, zip tonneau, good tyres. £285. 6, Windermere Road, Streatham Vale. [6803

BENTLEY, 1927, 3-LITRE BLUE LABEL, long-chassis, sit-up-and-beg saloon. Condition fair. Offered for sale or in exchange for anything giving 30 m.p.g. Box No. D804, MOTOR SPORT, 15, City Road, E.C.1. [6804

ASTON-MARTIN LE MANS, short chassis, B.R.-green. Excellent condition. Best offer over £250. 1, Linden Avenue, Maidenhead. [6805

RILEY NINE fabric-bodied saloon, with spare engine, gearbox and rear axle complete. £65, or separately. 118, St. Andrew's Road, Coulsdon. [6806

BENTLEY 3-LITRE. Short-chassis, 4-seater tourer; 4-door aluminium body by Cadogans. Fold-flat screen. Slab tank. Twin S.U.s. Twin pass-lights. Twin windtones. 100 m.p.h. speedo. Engineer maintained. First registered 1933. Taxed and insured to October. £225. Griffin, 18, Groveland Avenue, Norbury, S.W.16. Tel.: Streatham 0460. [6807

ALVIS 12/50 SA. Very lively. W.B. wheels. F.W.B. Body and brakes require attention. £65. Carson, Brook Cottage, Bishops Green, Newbury. [6808

OE 30/98, 7,000 miles since rebuild. 19-in. wheels. 3.0 axle. Body rough. Wiseman, 42a, Penywern Road, S.W.5. [6809

BENTLEY 3-LITRE, 1925, light 4-seater D.H. coupé with large boot. Completely rebuilt in 1952—all history available. In very fine condition. £325, o.n.o. Owner bought 4½-litre. Brookes, 33, Gordon Avenue, Norwich. [6810

FOR SALE—*continued*

ANZANI FRAZER-NASH, side valve. First registered 1934. Complete mechanical rebuild last 4,000 miles. Two-seater steel body by Vale, 1935. New tyres, battery, some spares. Resprayed black. £125, o.n.o. D. A. Truscott, Stone Court Farm, Smallfields Road, Horley, Surrey. Tel.: Horley 1265. [6812

1932 SWIFT D.H. coupé. Recellulosed. Two new tyres, new battery. A very sound little car. Believed last car made by Swifts. 35 m.p.g. Taxed. £90. 1930 (Nov.) Lea-Francis Ulster fabric saloon. Excellent chassis, fabric and upholstery good. 30 m.p.g. Two new tyres. Taxed year. £95. Major Halford, Army M.T. School, Bordon, Hants. Tel.: Bordon 251. [6813

DISMANTLING faithful 1937 Hillman utility. All parts available. Coachbuilt ash body, complete, £80 (cost £150 last June). S.A.E. for list. Buyer collects. Guildford area. Box No. D815, MOTOR SPORT, 15, City Road, E.C.1. [6815

BENTLEY 3-LITRE BLUE LABEL saloon, 1924. Reground crank. Cord rings. Servo brakes. Well shod. Gained 1st and 3rd in only two Concours entered 1952. £200. Hamilton-Meikle, Hanson Lane, Lockwood, Huddersfield. Tel.: Huddersfield 4102 (evenings). [6817

LAGONDA 4½ black sportsman's saloon, 1934. Good condition. £250, or exchange open sports car, cash adjustment either way. Tel.: Kingston 9184. [6818

ROLLS 20-H.P. Barker tourer, 1925, f.w.b., three speeds, full equipment, new battery. A sound, usable car with nice manners. £225. Baker, Highlands, Bucklebury, Berkshire. [6819

THOSE BENTLEY DAYS
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Bentley's very first Sales Manager recounts the fascinating inside story of the Company and describes also a memorable era of racing.
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MORGAN SPARES. Dismantling 1928 family four tricycle. Phillipson, Manor Lodge, Yateley, Hants. [6820

LAGONDA 2-LITRE, 1934; Continental tourer body, rough; £135. Austin Seven tourer, reconditioned engine, new hood, retrimmed, 1931; £55. Lagonda 3-litre engine, complete, 1928; £20 or offer; numerous spares. Set wheel discs, 525 by 21, £4. Tel.: Beckenham 3292. Smith, 90, Croydon Road, Beckenham. [6821

MORRIS EIGHT 2-seater, 1938. Excellent condition. £135. Would exchange saloon. (Surrey.) Box No. D822, MOTOR SPORT, 15, City Road, E.C.1. [6822

23/60 OD VAUXHALL, 1925, tourer. Mechanically excellent; aluminium pistons, lightened flywheel; brakes relined; good tyres. £40. Longton, Wynhaven, Gatesden Road, Fetcham, Surrey. Tel.: Leatherhead 3740. [6823

1935 (Nov.) ALVIS SPEED TWENTY. Excellent throughout. £180, offer. Exchange Fiat 1,100, Citroen, etc. Smith, Far Heath, Alsager, Stoke-on-Trent. Tel.: Trentham 49197. [6824

LEAF SPARES: Camshaft gear, new, £2; pair king-pins with bushes, new, 35s.; close-ratio gearbox pinions, 30s. Box No. D826, MOTOR SPORT, 15, City Road, E.C.1. [6826

LAGONDA 2-LITRE tourer, 1932. Good tyres, new hood and screens, clutch relined, new battery. Genuine 24 m.p.g. £165. Tel.: Day, North 3666 (10-6 p.m.). [6827

RADIATOR SHELL, 1938 M.G., 1½-litre, VA, damaged but repairable; cheap. Tel.: Lymm 394. [6829

FOR SALE—*continued*

D.K.W. reconditioned lightened chassis, f.w.d., 4-wheel independent, less engine and gearbox; good base for 500-c.c. or 750-c.c. racer or "special"; £35. Roots blower for 8-h.p. or 10-h.p., £8. Volkswagen engine, less flywheel and accessories, £15. Howard, "Avondale," Grovehurst Road, Sittingbourne, Kent. [6828

REBUILT, UNUSED, underslung chassis fitted reconditioned Humber 16/50 i.o.e. engine, gearbox, rear axle. Towable. £40. Please write: P. J. Farnol, 40, Milner Road, Gillingham, Kent. [6830

LEA-FRANCIS 12/40, 1930, 2-seater with dickey. New hood, battery and windscreen wiper; reconditioned generator and speedometer. Five very good tyres, one new wire wheel. P.80 headlights. Taxed year. £80. Lochee Bayne, Glenholme, Sycamore Road, Farnborough, Hants. Tel.: Farnborough 1242. [6831

DELAGE D.8.S, 1936 black, £85. Pair Marchal headlamps, £9 15s. All spares, D.8, D.6, D.4, etc. Gears cut, all makes. Exchange gearboxes, etc. Repairs and overhauls. Matthews, Bentworth Priors, Tower Hill, Dorking. Tel.: Dorking 3426. [6832

3-LITRE BENTLEY 4-seater tourer. Excellent condition. £160. Tel.: Pollards 6024. (South London.) Box No. D833, MOTOR SPORT, 15, City Road, E.C.1. [6833

LANCHESTER 18-H.P., 1934, Mulliner saloon. A car of character and reliability, well maintained and taxed to end of year. £90 or nearest. Askwith, 56, Howards Lane, Putney, S.W.15. Tel.: Putney 7000. [6834

TYRES AND TUBES 6.00 AND 5.50 BY 18. Two each (still wrapped), Goodyear "Eagle" and "All-weather." Reasonable offers. 3, Wayside, S.W.14. Tel.: Prospect 3174. [6840

A.C. CHASSIS, 1934. Completely dismantled, including 3 S.U.s, gearbox, clutch, pistons, liners, king-pins. All new and unused. Sell complete or as spares. Offers. Clarke, 65, Brookside Avenue, Ashford, Middlesex. [6844

FIVE WHEELS, 42-SPLINE 18 IN. Suitable M.G./Talbot. Talbot starter-motor reconditioned. Morris Sixteen crankshaft complete bearings and con-rods. Studebaker Dictator starter, dynamo, engine parts. S.S. Sixteen complete crankshaft, bearings, etc. Wanted: Auburn 851 engine or parts. Ford, 8, Tynyparc Road, Whitchurch, Glam. Tel.: Rhubina 1821. [6845

1930 ROLLS-ROYCE TWENTY Barker sports saloon. 26,000 miles virtually one owner. Mechanically perfect. Unblemished. Recently completely repainted. Four tyres as new. Best offer over £650. Croft, Blackburn Showroom, Ripon. Tel.: Ripon 111. [6846

FRAZER-NASH T.T. Replica 4ED. Meadows. Complete rebuild, re-registered 1951. Spare engine. £250, or exchange saloon (Kestrel 12.4 or similar). S.A.E. for photos. Coombe Gorse, Station Avenue, Walton-on-Thames. Tel.: Walton-on-Thames 2929. [6847

1928 HISPANO-SUIZA saloon. Good condition throughout; 17 m.p.g. £135, o.n.o. Tel.: Maidenhead 2518, after 7.30. [6848

EX-JOHN NORRIS, 1930, 4½-LITRE BENTLEY. Smart 4-door coachbuilt tourer by Cadogan. Professionally coach-painted. New hood, envelope, tonneau cover. Car recently stripped, checked. New valve guides, pistons. Brakes relined. Mechanically faultless. Whole care immaculate. Tyres fair. Genuine reason for sale. Reasonable offers. Price, The Spinney, Withinlee, Prestbury. Tel.: Manchester East 2431, 9 a.m. to 5 p.m. [6849

MORGAN 4/4 drophead coupé, November, 1947. Genuine 39,000, rebored, dark blue, heater fitted. New car arrived. Nearest £350. Plant, Farfield, Hatfield, near Doncaster. Tel.: Stainforth 221. [6850

LAGONDA, 1932, 3-litre black drophead coupé by Carlton. P.100's twin spare wheels, two brand new tyres. £610 spent on entire renovation by Davies Motors in 1947. Bills available. In really excellent condition. £250. Sunbeam 1922 12.8-h.p. Well-based rims. Fully roadworthy. Woodcock, Newfield, Haslingden, Lancs. [6851

1938 CRESTED EAGLE CHARLESWORTH saloon. Approximately £250 spent in last few months on engine, gearbox, front suspension, shockers, tyres all round. Crown and pinion U.S. £120, or alternatively a crown and pinion wanted. Tony Buxey, Locksheath, Southampton. [6852

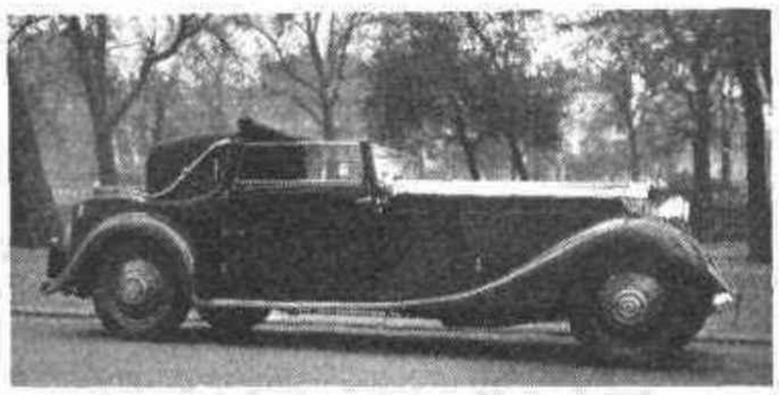
ALVIS FIREBIRD 13.2-h.p. saloon, 1935. Brakes relined. Runs well. Body fair. £120, o.n.o. Little Stede, South Ascot. Tel.: Ascot 996. [6853

CORD MODEL 812 drophead foursome coupé in excellent mechanical condition. Body fair. Two owners since new. First registered 1945. Bargain. £120, o.n.o. Box No. D854, MOTOR SPORT, 15, City Road, E.C.1. [6854

INVICTA 4½-litre low chassis, 1930. Ex "works" car. Rebuilt 1946. Owner going abroad. Enthusiast's opportunity. £100. Clark, 80, Castelnau, London, S.W.13. Tel.: Riverside 4333. [6862

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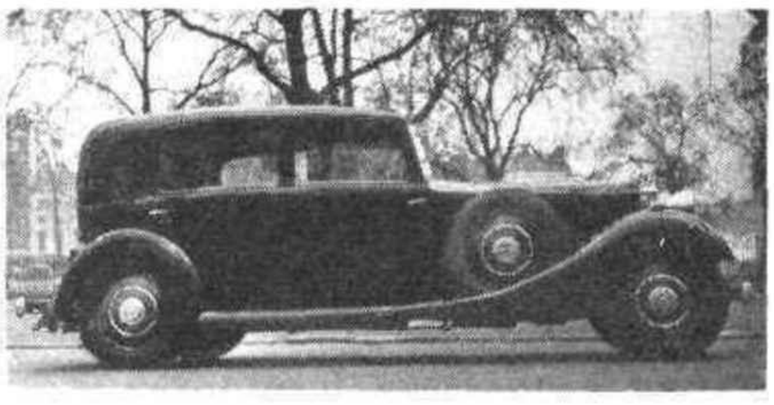
ROLLS-ROYCE (1933/4) PHANTOM II Gurney-Nutting Owen Sedanca, on the much sought-after **12 ft. Continental Chassis. Chassis No. MY 74.** Reputedly ex-Prince Bernhard of the Netherlands this PII was first registered in the U.K. in July 1950. It has since passed through the hands of two rather fastidious owners the last of whom has expended a considerable amount of money in bringing this very attractive sports Rolls-Royce to its present impeccable condition. A detailed list of mechanical and other work carried out to date is available. An outstanding example of one of the most classic Rolls-Royce dropheads ever built. Taxed.

£685



ROLLS-ROYCE (1929) PHANTOM I Tourer. Chassis No. BA 17. 'This is the well known ex-Major Schreiber tourer which was returned from South Africa in 1936 when the present sports coachwork was built and fitted by Messrs. Gurney-Nutting. We were instrumental in disposing of this unique tourer last year and have since been responsible for its maintenance—a full history of which is available—Owing to the fixed seating any potential purchaser whose height exceeds 5 ft. 10 in will be very uncomfortable, as the present owner has already determined. The coachwork is quite unmistakably "Dreadnought."

£400



ROLLS-ROYCE 20/25 (1934) owner-driver saloon with disappearing division and sunshine roof by Messrs. Park Ward. Chassis No. GTZ 68. Most impeccably maintained throughout by an elderly owner. During the last eighteen months a considerable amount of work has been carried out including : crankshaft regrind, bearing remetalling, and a new block and head has been supplied by Messrs Rolls-Royce Ltd., and new pistons fitted—the last owing to damage by frost. R/R. specialist serviced to our instructions this month. A 20/25 in quite exceptional condition at a very economical figure. Taxed.

£525

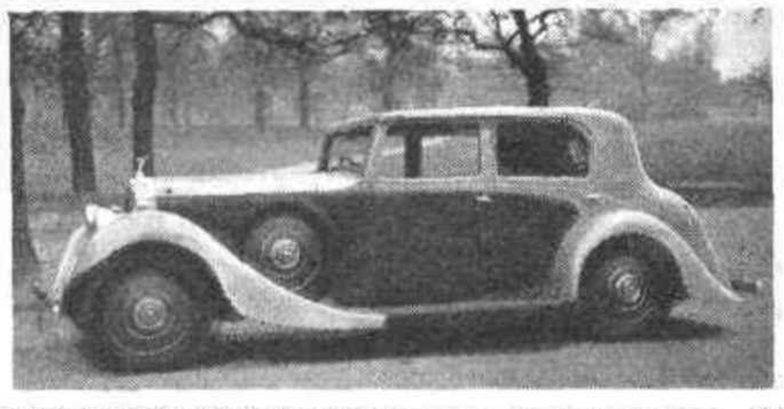
ROLLS-ROYCE TWENTIES (1926/9). At the time of going to press we offer a choice of one tourer and two owner-driver saloon models—all in quite reasonable condition—and all having undergone a thorough and complete checkover in our own workshop. Tyres and batteries have been replaced where necessary and brakes re-lined. Since it is an inordinately, and often unnecessarily, expensive process to re-condition a Rolls-Royce completely, all existing faults not rectified will be disclosed to intending purchasers. Apart from these disclosed faults these R./R. Twenties will carry the same warranty as any other Rolls-Royce sold by us.

£250 — £350

or thereabouts as and when available.

BENTLEY (1928) 4½-LITRE FOURSOME TOURER by Vanden Plas. Chassis No. TX 3238. Raised compression, lightened flywheel, overhauled last year to tune of £400 (engine and transmission). 5,000 miles since. Full weather equipment, unblemished coachwork re-cellulosed last year. Nearly new tyres—new battery. Taxed. Wealthy enthusiast-maintained by one owner for many years, and truly representative of the now legendary four-and-a-half.

£385



ROLLS-ROYCE 20/25 (1939) REPLICA sports saloon by Rippon. Chassis No. GDP 37. A most compelling example of a fully modernised 20/25. Recently recellulosed in two tones of grey and rechromed. The interior unblemished, this particular Replica is virtually indistinguishable in condition from a post-war product. A considerable detail of mechanical work is available. A modernised sports R./R. 20/25 of considerable character.

£685

ROLLS-ROYCE TWENTY (1928) 21.9 Owner-driver saloon by Thrupp and Maberley. Mechanically very reasonable indeed and well-shod, but coachwork requires some attention to top fabric. Taken in part exchange last month. An opportunity for the relatively inpecunious to acquire quite a sound vintage carriage of definite character. Taxed. Sorry, no warranty.

£185

ROLLS-ROYCE 21.9 REPLICA foursome drophead by Southern. At the time of going to press we are negotiating for the purchase of another of these widely demanded models. Further details will be gladly forwarded upon inquiry.

£525

or thereabouts.

BENTLEY SPEED SIX Sports Saloon (1927) with attractive, modernised coachwork peculiarly bearing Saoutchik plates but believed by Barker. Sun-roof. Recellulosed grey and black this year and completely re-upholstered with new carpets. New tyres, battery, two spares. Additional features include 3.5 axle, built-in radio, windscreen washer, built-in rear boot and number plates, trafficators, hydraulic shock absorbers, etc. etc. Spares with this Speed Six include :—**one complete chassis from radiator (brand new Sercks) to petrol tank and fishtail, inclusive.**

£250

WE HAVE A LARGE NUMBER OF INQUIRIES FOR VARIOUS TYPES OF ROLLS-ROYCE TWENTIES, TWENTY-FIVES AND PHANTOM II AND III MODELS, AND WOULD BE VERY INTERESTED TO RECEIVE FULL DETAILS AND PARTICULARS OF ANY OF THESE MODELS FOR DISPOSAL. MR. SIMMONS WILL ATTEND ANYWHERE IN GREAT BRITAIN BY PRIOR ARRANGEMENT.

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FOR SALE—*continued*

£45. O.N.O. Ex-blown 2-litre Lagonda as spares. Head cracked. 202, Queens Park, Brighton. Tel.: Brighton 23967. [7120

1934 TALBOT 75 saloon. Darracq body. Good condition. £75. Wills, 11, Malvern Avenue, Lancaster. Tel.: Lancaster 4942. [7121

RED LABEL BENTLEY. Rebuilt 1949 with a smart 3/5-seater d.h./coupé aluminium body. Modern appearance, entirely suitable for business or vintage pleasure. Similar to Triumph roadster. Speed model engine, twin S.U.s, electric pump and hydraulic S.A.s, short chassis. Fast, economical motor. £495. Vernons Garage, 113, Bristol Street, Birmingham, 5. [7122

1936 BRITISH SALMSON 12.9 d/h coupé. Excellent all-round condition. Fast and economical. Bournemouth area. Best offer. Tel.: Lytchett Minster 411. [7124

RILEY NINE saloon, 1932. Good body. Resprayed grey. Two new 5-in. tyres, one new retread, two good others. New batteries, reflectors replated, exhaust cam fitted, new king-pins, bushes, shackle-pins, extras. Offers around £110. Jones, 37, Pembury Road, Westcliff. [7125

MARK V COOPER, double-knocker Norton. Ready to race. Complete racing spares. Cooper trailer. Mackson 500, 1952, team car, as new. Chassis only, or complete as above. Offers to Braid, "Gwenver," Virginia Water, Surrey. Tel.: Wentworth 2292. [7126

1934 ALVIS FIREFLY 11.9 coachbuilt drophead. Extensive reconditioning engine and components. Brakes relined, no oil. Bills shown. Good body, tyres, battery. E.N.V. box rebuilt by specialists, still under guarantee. Hood poor, but PVC sheeting passed to purchaser. Handbook extracts available. Offers over £120. London area. Box No. D128, Motor Sport, 15, City Road, E.C.1. [7128

LANCIA APRILIA, 1937. £275. Recent £85 overhaul. Medlam, Devizes Castle, Devizes, Wilts. Tel.: Popesgrove 7192. [7129

LAGONDA, 1933, 16/80 tourer. B.R.G. Nice condition throughout. £200. Edney. Tel.: Forest Hill 8632, not Easter week-end. [7130

ASTON-MARTIN INTERNATIONAL, 1930. New hood, screen, tonneau cover. Two new tyres. Nearest £250. Burch, 28, Beverley Road, Tilehurst, Reading. [7131

RILEY. Breaking 1963 Merlin Nine. S.A.E. or call Saturdays. 104, Borough Road, S.E.1. [7132

WOLSELEY HORNET SPECIAL, 1932. £95. New tyres. Clean, reliable. Not used since engine overhaul. 24, Riverside Drive, Ternhill, Salop. [7133

BENTLEY 4½-LITRE 4-seater V.D.P. tourer. Aluminium body, wind-up windows. New hood, clutch and batteries. Maintained by Mackenzie. First registered 1937. Chassis No. RC 45. Genuine mileage 68,500. £600, or near offer. Wingate, The Catherine Wheel, Newbury, Berks. [7134

OFFERS WANTED. Copies of Motor Sport from January, 1937, to August, 1952. Very few missing. Also some from 1937. Roberts, "Ashdown," Western Road, Billericay. [7135

1923 ROLLS SILVER GHOST chassis. Running order. Self-starter. Good tyres. 1935 Morris 15/6 saloon. Rebuilt, new tyres. Also twin Stromberg carburetters suitable 4½-litre, with manifold twin racing screens. Offers to: Markenfield Garages, Ltd., Woodbridge Road, Guildford. [7136

TOO POTENT FOR ME. Mk. II Dellow; 3,000 careful road miles. Seaman owner. Sept. '51. Cost £775. Exchanges invited similar value, or sell Minor or what have you? 73, Guildford Street, Grimsby. [7137

1951 JUPITER HARD TOP coupé. Very fast. Plus two high-compression heads. Suitable for racing or competition work. £695. Snaps on application. Would exchange for saloon. Southwinds, Smugglers Walk, West Worthing, Sussex. Tel.: Goring-by-Sea 42131. [7138

REGISTERED 1952 SPECIAL 85 b.h.p. 2-litre Delage engine. Tubular chassis, i.f.s., twin S.U. carbs, pumps. Body similar to Allard. Genuine bargain. £130, or exchange. Also 1937 British Salmson tourer. Engine rebuilt. New hood, etc. £250. 61, Berriedale Avenue, Hove. Tel.: Hove 35188. [7139

CHRYSLER, 1934, 19.8-H.P. saloon. Reasonable interior, mechanically reliable. Brakes very good, steering safe but slack. £65. Box No. D197, Motor Sport, 15, City Road, E.C.1. [7197

1934 RILEY 9-H.P., all-aluminium saloon; first rebore recently, excellent order throughout; manual gearbox. Cookson, 32, George Road, Warwick. [7140

M.G. 1½-LITRE VA, 1938. 4-seater. Smart and clean. £195. H.P. terms. Fox, Stanley Garage, The Rock, Bury. Tel.: Bury 540. [7142

B.S.A. THREE-WHEELER. Enthusiast's car. Completely overhauled, rebored. Fast, reliable. 9, Forest Drive West, Leytonstone. [7143

WILLYS JEEP with hard-top body, excellent chassis, economical on petrol, well shod, registered 1947. D. Scott-Moncrieff, Rock Cottage, Basford Hall, near Leek, Staffordshire. [7200

FOR SALE—*continued*

1927 HUMBER 14/40, gentleman's limousine. Good condition. £65. Provis, 142, Cyncoed Road, Cardiff. [7145

TALBOT 65 sportsman, 1934. Smart black saloon of character. Very good runner. New batteries. Recent complete renewal ignition. Nearest £135 secures. Tel.: Mountview 5637. [7147

ALVIS SPEED TWENTY-FIVE saloon, 1937. Faultless condition. Servo brakes. Resprayed. Rechromed. Crank reground. Rebored. New tyres, new batteries. Any trial, inspection welcomed. New car arrived. Pattison, 18, Bordesley Street, Birmingham. Tel.: Midland 4777; (evenings) Four Oaks 222. £325. [7149

LAGONDA SPORTS saloon, £150, o.n.o. Good job, engineer maintained. Engine perfect, body good. Any trial. Matrimony again! Finnety, c/o Skyways (M.T.), Stansted Airport, Essex. [7151

M.G., 1936, NA 4-seater, very smart. Many extras, including 16-in. wheels and Lockheeds. £210. Oakshott, 1, Weston Villas, Thames Ditton. [7152

M.G. PA: Gearbox with remote control, £15. Front axle, £4. Two front trunnion boxes, 10s. Water manifold, 30s. Exhaust manifold, 30s. Pair Hartfords, £1. O.H.V. Morris Minor cylinder block, rebored .030 in., £6. Also most other engine parts. Taylor, Tel.: Gerrards Cross 2478. [7155

DELAGE D.I.S.S., 1925, 14 H.P., original open 4-seater sports, body excellent. Mechanically a runner. Dynamo needs attention. Tyres and accumulator poor. First reasonable offer. Surrey. Box No. D157, Motor Sport, 15, City Road, E.C.1. [7157

M.G. PA 4-seater. 65,000 miles. Completely reconditioned. Faultless order throughout. £225, o.n.o. Tel.: Perivale 1695. [7158

£95—1930 TALBOT 75 2-door Weymann saloon. Not yet run-in since £500 chassis and body overhaul. Woodcote Motor Co., Ltd., Epsom. Tel.: Epsom 1234. [7159

1915 9.8-H.P. SINGER. Fully restored. Offers wanted. Appointment only. Also ex-2-litre Lagonda Bosch magneto, two 20-in. wheels, 10-in. Lucas Bi-flex lamp. Goslett, Fordend, Denham, Bucks. [7160

M.G. P-TYPE cylinder head complete, camshaft, valve-gear, valve-drive, £21. Axle-shaft, steering rocker-shaft, drop-arm, Ferodos, all new unused; clutch disc. S.A.E. Box No. D161, Motor Sport, 15, City Road, E.C.1. [7161

RILEY NINE ENGINE, gearbox, incomplete. Modified Austin Seven chassis, five wheels, tyres, back axle, steering column, radiator and shell. Pair Morris Minor stub axles, drums. Offers. Harvey, Moushill Manor, Godalming, Surrey. [7163

UNSPOILED VINTAGE ALVIS "Beetleback," 1928. Big-port 12/50. Recent major overhaul. £125. Tel.: Wormley (Surrey) 274. [7164

RILEY GAMECOCK, 1932. Fitted Vertex. Sound mechanically. Body poor. Seen Portsmouth area. Offers. Box No. D165, Motor Sport, 15, City Road, E.C.1. [7165

1925 RENAULT 8-H.P. tourer. V.G.C. throughout. Spare halfshafts, gearbox. £50, o.n.o. Meredith, 16, Findhorn Place, Edinburgh. [7167

LANCIA AUGUSTA, 1935, pillarless saloon. Complete overhaul and respray 4,000 miles ago. £275, or near offer. Tel.: Mountview 8998 (evenings), or write: Sulston, 57, Barrington Road, London, N.8. [7176

INVICTA 3-LITRE tourer. Reconditioned engine, good tyres, sound aluminium body; spares, including magneto, original handbook. £125. Traini, Tascroft Court, 22, Folly Lane, Warminster, Wilts. Tel.: Warminster 2259. [7168

B.M.W. TYPE 55 2-seater D.H.C. Centre-lock pressed steel wheels. Good hood, tyres. Over £60 spent last year. Condition above average. £240. Box No. D169, Motor Sport, 15, City Road, E.C.1. [7169

1934 LAGONDA 3-LITRE pillarless saloon, black, chromium band. Well maintained. A 5/90 m.p.h. No oil. All instruments working. Twin horns. Tyres good. 18/20 m.p.g. Bargain £180. Bunch, Chinnor Hill, Oxon. Tel.: Rad 241. [7170

FORD TEN ENGINE, c.r. box, Arnott blower, with all new components complete. £55, o.n.o. "Springfield," Burton Road, Bridport. [7171

M.G. TC: Two low-pressure 6.70 by 16 rear wheels complete with practically new Dunlop covers and tubes. £18 (cost new over £30). Loddon Bridge Motors, Ltd., Reading, Berks. Tel.: Reading 61602. [7172

CLEARANCE SALE. For G.N. or Nash: tubular front axle with ribbed brakes, Rudge hubs and steering, £7 10s. 30/98 chromed radiator, 30s. Pair unused half-shafts, £4. Unbalanced crank with rods, 30s. Rolls Ghost rear brake shoes, linings, drums, 25s. lot. 6.00 by 19 Tyresoled Dunlop, worn, 15s. Pair 11-in. headlamps, 30s. Neve, Walls Pit, Stretton, Warrington. [7174

M.G. MAGNA, 11-h.p. drophead foursome coupé. Special Tickford coachwork by Salmons. Body buff, upholstery red. Three tyres and battery new. Brakes relined and new kingpins last month. I bought it from the ex-head tester at the M.G. works so it's in pretty good shape. £125. D. Scott-Moncrieff, Rock Cottage, Basford Hall, near Leek, Staffordshire. [7199

FOR SALE—*continued*

LANCIA APRILIA, 1937, grey; 33 m.p.g., no oil, good tyres. £300. Box No. D173, Motor Sport, 15, City Road, E.C.1. [7173

FORD BITS: B-type rear axle, complete, £6 10s.; 10-h.p. gearbox, overhauled, £8; dynamo, £2. half-shafts, 15s. each; brake drums, 30s. each; model-T coils, 15s. set. M.G. M camshaft, 30s.; rockers, 2s. 6d. each; dynamo, 50s.; block, standard; rusty bores, 50s.; oil pump, £1. Alvis k.o. wheel, 30s. Pair Morris Ten, Series M, half-shafts, £3. Bagguley, Tudor Garage, Aston-on-Trent, Derby. Tel.: Shardlow 356. [7175

WOLSELEY HORNET Tickford coupé, 1933, 12 h.p. Over £100 spent on overhauls, which included body, hood and engine twelve months ago. Offers. Also Vauxhall with body by Mulliner, believed earlier than 1923 vintage; type 23/60; excellent running order. Offers to Wheelers (Newbury) Ltd., The Broadway, Newbury, Berks. Tel.: Newbury 1020/1. [7177

RILEY NINE GAMECOCK sports 2-seater, 1932. Twin S.U.s. Very good appearance and condition; handles beautifully. £130. Tel.: Ewell 1740. [7178

ALVIS FIREFLY tourer. £150 fetches thoroughly sound car from enthusiast approaching senile decay. Dormer, 134, Harpenden Road, St. Albans. [7179

FORD V8 utility, recently completely overhauled, and mechanically perfect. Ideal vehicle for towing racing car trailer. 20-25 m.p.g. Spare low-ratio axle and spring. Offers. Gath, Woodcroft Brandon, Coventry. Tel.: Wolston 285. [7180

THOMSON'S HARD-SURFACED ROCKERS, M.G., Wolseley, etc., 6s. each exchange. Clutch levers, 4s. ditto; rocker pushers, 6s.; rocker-shafts, 7s. 6d. each to pattern; valve guides, 4s. 6d.; valves, 7s. New gaskets, timing chains, etc. C.O.D. service. Good selection M.G. spares and I buy spares. Get a quote from me. S.A.E. 104, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498, 1-2 p.m. and after 7 p.m. [7181

£75—FORD MODEL B, 1934, saloon, 14.9 b.p. Good battery and tyres. Excellent tough vintage car which will run for years. Robinson, 52, Elm Park Road, Chelsea. [7183

BUCKLER COMPONENTS: Ford i.f.s. for disposal on parts-exchange basis. Best offers invited. Also 23-in. remote control, £3. Box No. D184, Motor Sport, 15, City Road, E.C.1. [7184

VAUXHALL 14/40, 1927, 2-seater tourer. Good running order. Original condition throughout. 46,000 miles, not rebored. Four good tyres. Insured. Handbook. Plater. Kingwood Common, Henley-on-Thames. Tel.: Rotherfield Greys 275. [7185

SELL, EXCHANGE, Morgan J.A.P. 2-seater, for larger vehicle. Hobson, Kingcup Road, Stafford. [7186

DELAGE D8 S. 4-seater tourer, 1933. Recently overhauled. Tyres, hood and furniture good. Nearly 100 m.p.h. and 20 m.p.g. £150, or offer. Brangwyn, 340, London Road, Leicester. [7187

ZEISS SPOTLAMP; Bosch, Lucas H.F. horns; switches, cables, nuts, washers, pins, screws, tools, accessories, aero-screens, plugs, etc., new and part-used. Enthusiast's collection. Offers for lot to clear. Five new 16-in. R.W. wheels, cost over £36; 650 covers and tubes free; £25. BM/CHRN, London, W.C.1. [7189

1922 BENTLEY. Sole surviving T.T. and Indianapolis team car. Will someone give her a good home and nourish her? Sound heart and limbs; body unfinished modern, but neat. Connoisseurs write or call: W. Mayne, Bitton Bristol. [7190

TA M.G., black. 3,000 since complete engine overhaul. Excellent condition. Offers. "Brackendene," Sandhurst Road, Crowthorne, Berks. Tel.: Crowthorne 382. [7191

RILEY IMP. Sound condition bodily and mechanically. Offers around £325 considered. Box No. D193, Motor Sport, 15, City Road, E.C.1. [7193

M.G. J2 SPARES: Excellent condition—starter, oil pump, distributor, drums, shoes, reconditioned carburetters, instruction manual, speedometer, almost new 12-v. S.U. pump, sports coil; most others. First reasonable offer. S.A.E. appreciated. Box No. D194, Motor Sport, 15, City Road, E.C.1. [7194

ALVIS, 1933, SILVER EAGLE saloon, in running order, with one spare engine, gearbox, dynamo, etc. £65, or nearest. Rubber Asbestos Floorings, Ltd., 6, Warehouse Hill, Call Lane, Leeds 2. [7195

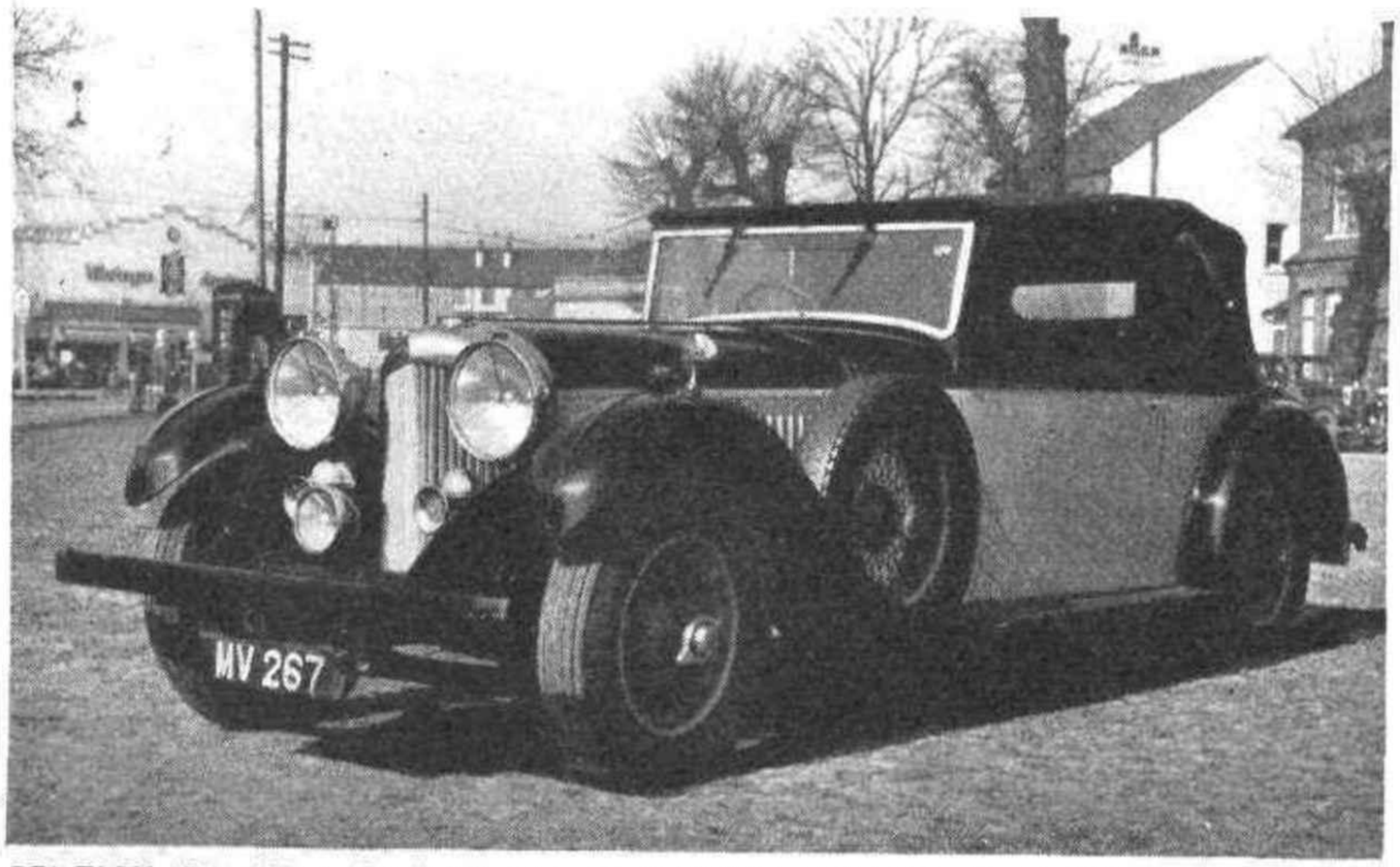
1925 37.2 HISPANO 7-seater partition saloon by Harrison, later o.h.c. engine, clean. Five good tyres. Fine mechanically. £160 spent in last eighteen months. Offers around £200, please. Seen, Swandean Garage, Arundel Road, Worthing. Whitehead, 43, Morden Road, Mitcham. Tel.: Mitcham 1335. [7196

VINTAGE DELAGE D8 body by Carlton, spare engine, linered, new pistons, crank sprayed and reground, fitted for either original updraught or Zenith 44-mm. downdraught carburetter. Spare twin electric pumps, oil coil, gearbox, starter motor and dynamo. Brakes just relined. One new, two good and two reasonable tyres. Spare wire-spoked wheel. At the present moment towable. Body wants spraying. Now running a pair of Railtons and offers either as a piece or pieces. Box No. D198, Motor Sport, 15, City Road, E.C.1. [7198

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BENTLEY 1931 4-litre, fitted with an attractive low-built coachwork by Freestone and Webb. Just re-sprayed, new hood, etc. **£350**

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ALFA ROMEO, 1931 16 h.p. foursome D.H. coupé **£185**

ALFA ROMEO 17/50 unblown foursome D.H. coupé. Engine just completely rebuilt and in immaculate condition. (At Queen's Gate Mews Branch) **£350**

A.C. 16-h.p. 1937 D.H. coupé. Extensively overhauled **£215**

AUTO UNION 1939 3½-litre foursome D.H. coupé (first registered 1949). L.H.D. ... **£350**

ALVIS 1937, 4.3 2-/4-seater D.H. coupé. 41,000 miles **£385**

B.M.W. 1939 2-litre 4-seater D.H. coupé. Left hand drive **£250**

BENTLEY 1929 4½ foursome D.H. coupé. Mint condition **£385**

HUMBER TWELVE 1934 foursome D.H. coupé. Now being resprayed and overhauled ... **£175**

MERCEDES 2-litre foursome D.H. coupé in exceptional all-round condition. L.H.D. ... **£265**

ROLLS TWENTY 2-/4-seater D.H. coupé, 1926 engine and chassis, 1947 coachwork **£325**

4-SEATER TOURERS

ALVIS 1932 16.9 4-seater tourer **£85**

BENTLEY 3-litre. Choice of four from ... **£150**

INVICTA 4½-litre 1934. Exceptionally fine coachwork by Corsica. Good hood and curtains, tyres, etc. **£235**

LAGONDA 2-litre 4-seater tourer. Choice of three from **£185**

LAGONDA 3-litre. Rebuilt 1949. New hood, curtains, etc. **£125**

LAGONDA 16/80, 1934. A real eye-full and in tip-top condition **£285**

FRASER-NASH 1½-litre 2/4-seater in spot-on condition. A host of spares available for this car **£225**

MERCEDES 1935 500K. Fitted 1939 coachwork. Immaculate throughout **£485**

M.G. 2.6, 1939. Ex Glasgow Police **£295**

SINGER NINE 1935 Le Mans. Excellent tyres and in first-rate mechanical condition. Alfa red **£175**

SINGER 2-litre, 1934. This car has recently been resprayed, retrimmed, rechromed, new hood and curtains just fitted. Engine and mechanical side have recently been overhauled and all bills available. Excellent tyres, etc. **£185**

SUNBEAM SIXTEEN, 1923. 40,000 miles only. Condition as new throughout **£150**

SUNBEAM 3-litre. This car is in very fine order and its condition would put most post-war cars to shame. The paintwork, which is believed original, is excellent and the blue leather interior likewise. This is definitely the car for the Vintage connoisseur **£225**

TALBOT 105. Ex The Hon. Brian Lewis. This team car was specially built and won the 1932 Coupe des Alps without loss of marks **£185**

WOLSELEY SIXTEEN, 1927. In the last 12 months it has been rebored, brakes relined, dynamo and mag. rewound, fitted new hood and curtains, tonneau, tyres, etc. In very fine condition with hosts of spares. Recently completed a trouble-free tour of Spain. Original Road Test reports, etc. ... **£95**

OPEN 2-SEATERS

ALVIS 12/60 Beetleback 2-/3-seater **£185**

BUGATTI Type 37 1½-litre Grand Prix. First regd. 1946. Now being extensively overhauled in our works **£335**

M.G. TA, 1938. Recently extensively overhauled at a cost of over £150. Many mods. and in far-above-average condition. A car for the enthusiast... **£325**

SALMSON 1928 10-h.p. More or less rebuilt in the last 12 months. New tyres, re-upholstered, rechromed, etc. **£125**

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ALVIS Aerodynamic 1950. Recent engine rebuild, etc. **£285**

B.S.A. *1936 2-/3-seater fixed-head coupé* ... **£145**

DELAGE D6 1939 fitted Cotal electric gearbox **£525**

LAGONDA 4½-litre, 1934. Just fitted new engine Choice of two ... ... **£225** *and* **£250**

LAGONDA 3-litre 1934. Rebuilt and re-registered 1946, in very fine condition **£195**

LANCIA DILAMBDA Sportsman's saloon, 1936. The engine has been completely rebuilt by Lancia at a cost of £300 and has done a very small mileage since. It has a most attractive coachwork by Young of Bromley and is not the usual box-like type. Excellent tyres paintwork, and upholstery. Brakes just relined **£245**

M.G. 18 / 80 Mark II 1931 4-door Sportsman saloon **£115**

MORRIS MINOR, 1930. One owner since new. Three new tyres, etc **£75**

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ALVIS 4.3-litre. Special sports saloon by Gurney and Nutting. Magnificent condition. Many extras, including radio and heater. First registered 25.7.39. Three months' guarantee. Any trial. Deferred terms arranged. £625. Henlys, Ltd., Henlys Corner, North Circular Road, N.W.11. Tel.: Finchley 0081. [6855

AUSTIN 750 FORMULA CAR. Professional body trimmings. All competition mods., Girling front brakes, d/d manifold, offset wheels. New condition. Ready for season's events. Hood and tonneau. £175. Box No. D856, MOTOR SPORT, 15, City Road, E.C.1. [6856

SCINTILLA VERTEX 4C MAGNETO. Perfect. £8. Box No. D856A, MOTOR SPORT, 15, City Road, E.C.1. [6856A

LIGHT BROWN LEATHER MOTORING COAT. Detachable fur collar, double-breasted with belt, fully lined woollen material. Purchased new from Smith & Sons. Hardly worn. Length 47 in., 50 in. outside chest, 18 in. across shoulders, 17½ in. sleeve. Woodlands, Kingston Hill, Surrey. Tel.: Kingston 4296. [6859

A.J.S. 9-h.p. TWO-SEATER AND DICKEY, 1936. Genuine. Relined, remetalled, reground engine 650 miles ago. Excellent tyres, springs reset. New battery, hood, clutch plate, universal, timing chain. Rewired. Economical. Owner bought Riley. Nearest offer £100. 116, Blackheath Road, Greenwich, S.E.10. [6860

VARIED SELECTION OF RILEYS FOR SALE from £50 to £250. Terms available. 168, Lee High Road, Lewisham, S.E.13. Tel.: Lee Green 8904. [6861

ARNOT BLOWER (almost new). Suit Morris Eight or small car. £30. Also Wipac vertical magneto, 4-cylinder clockwise. £5. Box No. D863, MOTOR SPORT, 15, City Road, E.C.1. [6863

SUNBEAM SIXTEEN, 1927, SPARES. Back, front ends, engine, gearbox, Rotax lamps, radiator, etc. Offers to: Levinthal, 21, Morningside Place, Edinburgh. Tel.: Edinburgh 51743. [6864

1935 RILEY NINE 4-door saloon. Twin carbs, tuned, pre-selector, rebored, crankshaft fitted, chrome lamps. Good tyres. New battery. £165, or nearest. 106, Ray Street, Heanor, Derbys. [6865

1934 INVICTA 1½-litre sports saloon. £300 rebuild. Offers. 6, South Grove, Fulwood, Preston. [6866

TRIUMPH SUPER SEVEN tourer, Dec., 1931. £45, o.n.o. 3, Corbets Avenue, Upminster. [6867

LANCIA LAMBDA. Representative of 3 series. In excellent order. Herts, Hants or South Wales. £100 or over. Box No. D868, MOTOR SPORT, 15, City Road, E.C.1. [6868

SINGER 9-h.p. Le Mans-type coupé. Nice order. £135. Tel.: Valentine 4631. [6870

JOWETT, 1927, 2-seater. Very trim. S.A.E. £45, o.n.o. 100, Park Lane, Reading. [6871

LEA-FRANCIS 12/22, 1928, 2-seater, dickey, original, perfect mechanically. Rebored. Four new tyres, new hood; 34 m.p.g.; 100% reliable. £85, o.n.o. Write: R. Allelay, c/o 44, High Meadow Road, Kings Norton, Birmingham, 30. [6875

AUSTIN SEVEN REBUILDING. Chassis lowered, Bowdenex braking, and all parts to complete. No body. Engine bored, crank ground, new pistons, clutch lightened, etc. Ready assembly. 4-speed box. £75. Illness prevents completion. 13, St. James Road, Sutton. [6878

VINTAGE LEA-FRANCIS 11/9. Recent £60 engine overhaul. New hood. Excellent condition. £150. 347, Green Lane, Bolton, Lancs. [6879

1929 2-LITRE LAGONDA 2-seater. Good condition. Must sell. What offers? Box No. D880, MOTOR SPORT, 15, City Road, E.C.1. [6880

MORGAN 4/4, 1937, 2-seater. 20, Boys Lane, Cadley, Preston, Lancs. Tel.: Preston 7175. [6881

HUMBER 9/20, 1928. Standard Barker saloon. Complete recent mechanical overhaul. Rewired, dynamo rewound, new batteries. Interior retrimmed and all woodwork re-french polished. Almost original condition, and everything works. £100. Tel.: Headley (Leatherhead) 18 for appointment. [6883

RILEY SPARES. E.N.V. type 75 preselector gearbox in very good condition. £20. Selector quadrant and shaft for above, £1 10s. Four Martlet pistons, suit all 9-h.p. engines except Merlin. £5. Four new pistons 12½:1 for Sprite engine. £6. Very rare 9-h.p. gearbox, right-hand change (not Mk. I), suit all engines up to 1933, £5. Mk. IV engine complete less magneto, open for inspection. Buyer collect. £15. As above, but incomplete, £6. Mk. II, 1928, chassis on four wheels with steering, no diff. Buyer collect, £6. 1930 chassis with rear springs, etc., £3. G. R. Stokes, Northfield Avenue, Sawley, Long Eaton. [6884

M.G. SPARES. Reconditioned magneto Type CE6S, complete with bevel drive and timing case for K.L., etc., £6. Three carb manifold and three good S.U.s, suit K.L., £5. Pair three-branch exhaust manifolds, £1. Water outlet manifold, £1. J-type outside exhaust with large chromed pipe, £2. Sundry C, M and F-type engine spares. G. R. Stokes, Northfield Avenue, Sawley, Long Eaton. [6885

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18/80 M.G. speed model open 4-seater. Exceptionally good mechanical order. Hood and sidescreens O.K. Re-registered Jan., 1952. Taxed and insured. Strachan, East House, Cozens Lane East, Broxbourne, Herts. Tel.: Hoddesdon 3712. [6886

RILEY SPECIAL, professionally shortened chassis. Fitted H.R.G. 2-seater body, radiator, reconditioned engine, H.C. pistons, twin carbs. Attractive. £110. 3, Walsingham Road, Hove, Sussex. Tel.: Hove 39580. [6838

ROLLS-ROYCE PH I LANDAULETTE, 1926. Chrome lamps, shutters. Perfect mechanically. Battery, original tools. Clean. £100. 3, Walsingham Road, Hove, Sussex. Tel.: Hove 39580. [6839

DELAGE D.I.S.S., 14-H.P., tourer. Good battery and hood. 6.00 by 20 wheels. Very sound specimen. £100. T. P. Breen Ltd., High Road, Whetstone, N.20. Tel.: Hillside 2393. [6887

LANCIA AUGUSTA 4-door saloon, good order throughout. £160. T. P. Breen Ltd., High Road, Whetstone, N.20. Tel.: Hillside 2393. [6888

FORD V8: Pair h.c. cylinder heads, 18-stud, copperised faces, aluminium water jackets, £15. M.G. spares: Specialists in this make since first produced. Axle shafts from 32s. 6d. Road springs, most models; crown-wheels and bevels, most models. Brake cables, 35s. each. Road wheels, 16 in., 17 in., 18 in., 19 in. Deep Note exhaust systems, "M," "J," 75s.; "P," 85s.; "N" and "T," 95s. O.H.C. models: "VD" roller races, 10s. pair; valves, 8s.; guides, 7s. 6d.; own "VD" shafts rebuilt, £2; ditto rockers, 7s. 6d. each; new rocker bushes, 7s. 6d.; rocker shafts from 10s. 6d. Crankshaft, L-type, reground equal new, £12 10s. Grab handles, embossed M.G., 18s. 6d.; door grilles, 12s. 6d. each. Mudguard grilles, "J2" and "T," 30s. pair. Twin spare wheel carrier locknuts, £4. Single, ditto, £2 7s. 6d. Cycle-type wings, light steel and light alloy, from 18s. each. Wind deflectors, T types, £2 pair. New fold-flat screens, "J2" and "P," £13. Rear slab petrol tanks, £12 10s. New front aprons from 70s. 2-litre "SA" engine, complete carburetters, manifold, distributor, dynamo, starter, recently reconditioned, £75. Road wheels, £3 each. Wings, running-boards and doors. Large selection of instruments, Scintilla Vertex, head spot and fog-lamps, radiator thermometers, metric spanners. V. W. Derrington, Ltd., 159-161, London Road, Kingston-on-Thames. [6889

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CONDOR TEN, 1932, 8,000 miles. Ford Ten engine, hydraulic brakes. Coachbuilt 2-seater body by specialist, in ivory, black trimming. All-weather equipment. This car is professionally built throughout and has lines. Immaculate. £495. Parish, 16, Rochester Avenue, Rochester. Monday to Saturday. [6892

1937 A.C. 2-LITRE saloon, extensive overhaul just completed, £185. 1928 Talbot 14/45 tourer; engine rebuilt; new hood and screens; £100. 1934/5 *Riley 15/6—my personal car last two years; immaculate;* rebuilt 1951; £225. 1929 Riley Nine chassis with scuttle, screen, front seats, good runner; £20 or offer. M-type M.G. bits and pieces, including frame, engine less head, radiator, axles, etc; offers. Two ex-W.D. trucks: 3-ton Chevrolet; engine overhauled but now found to have cracked block, remainder in good condition. 15-cwt. Fordson, new factory engine and new front tyres. £100 the two. Kingston's Garage, Blakesley, Towcester. Tel.: Blakesley 208. [6893

£135, O.N.O.—TALBOT, 1937, 105 saloon. Preselector, traffic clutch, variable damping. Thoroughly good condition throughout. Starling, 16, Mill Street, Apsley, Hemel Hempstead, Herts. [6895

AUSTIN SEVEN SPECIAL. Two-seat aerodynamic body, easy-clean wheels. 1,500 miles since complete rebuild. £130. Photograph available. Collins, 153, Petersfield Avenue, Staines, Middlesex. [6896

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SUNBEAM 16/6, 1931, saloon, extremely good order throughout. New battery, six good tyres; slight leak pump gland. £185. Tel.: Weybridge 4066. [6897

RILEY 1,087: Two 16-in. splined wheels, fitted 500 retreads and tubes. No. 11 Cozette supercharger complete with all fittings. 23a, Sutton Court Road, Chiswick, W.4. [6898

AUSTIN NIPPY, 1934, 8,000 miles since engine rebored and overhauled and four new tyres. £100, o.n.o. Write: 41, Cloisters Avenue, Bickley, Kent, or Tel.: Imperial 3218. [6899

ROLLS-BENTLEY, 1934, 3½-LITRE Park Ward drophead. £595, o.n.o. Seen Mayhews Garages Ltd., Stansted, Essex. [6900

LAGONDA RAPIER, dismantling for spares. Complete engine, Wilson box, wheels, tyres, back axle, brake assemblies, doors, etc. Try Britten, 7, St. Peter's Avenue, Knutsford. Tel.: Knutsford 537. [6902

ASTON-MARTIN drophead coupé, 1938. Special body. Excellent order. £375. Owner's personal car. Young, 116, Finchley Road, N.W.3. Tel.: Hampstead 8445. [6903

GWYNNE EIGHT 4-seater tourer, 1926. Very sound order throughout. 30 miles in the hour, without strain. £80, or offers. D. Woolley, 337, Fordhouse Lane, Birmingham, 30. [6904

1937/8 M.G. 1½-LITRE saloon, just resprayed, engine reconditioned last six months. Interior clean. £275. Ellis, Finches, Birdham, Chichester. Tel.: Birdham 289. [6905

B.S.A. 10-H.P. preselector saloon, 1933. Excellent condition, new tyres. Cylinder block slightly cracked but car still runable. Nearest £45. Fox, 3, Bridge Street, Port Sunlight. [6906

SMART 3-LITRE BENTLEY (1926 Red Label) with contemporary aluminium Park Ward sports 4-seater body. Paint (B.R.G.), chrome, hood, curtains, tyres and battery all recently renewed. 21 m.p.g. and exceptional acceleration. £260. Wilkinson, Chaddlewood, Plympton, Devon. (Tel.: Plympton 3063.) [6907

1931 INVICTA 4½-LITRE sports, 100 m.p.h. Ex-Peter Walker. Vehicle has been maintained regardless of cost. Private owner. 285 gns. Tel.: Stanmore 9600 (8 a.m. to 6 p.m.), or write: Advertiser, Oak Lodge, London Road, Stanmore, Middlesex. [6908

S.S.1, 1934, 20-H.P. Dismantled, all parts for sale. Flat 2, 1, Lancaster Road, Harrogate, Yorks. [6909

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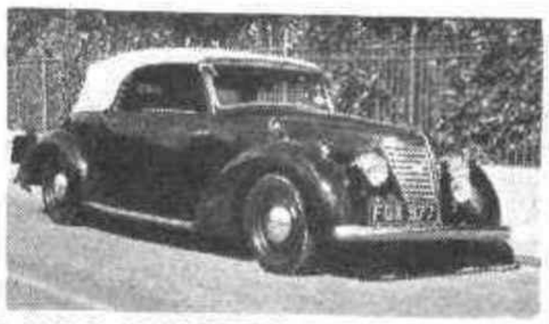
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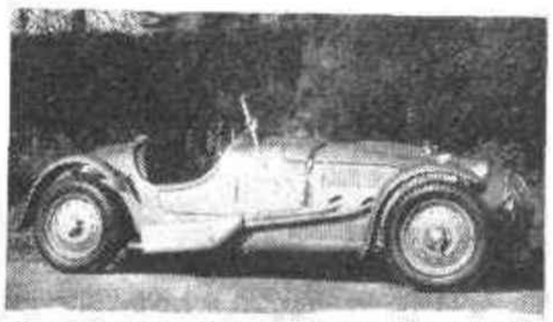
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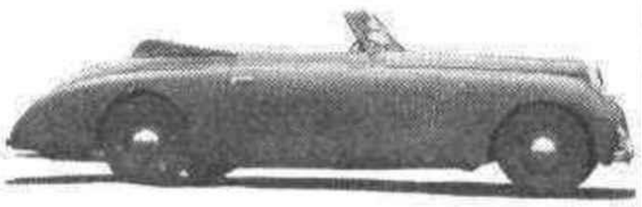
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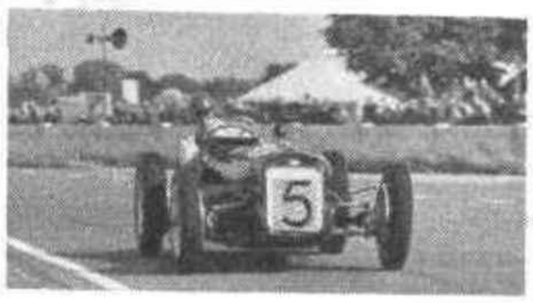
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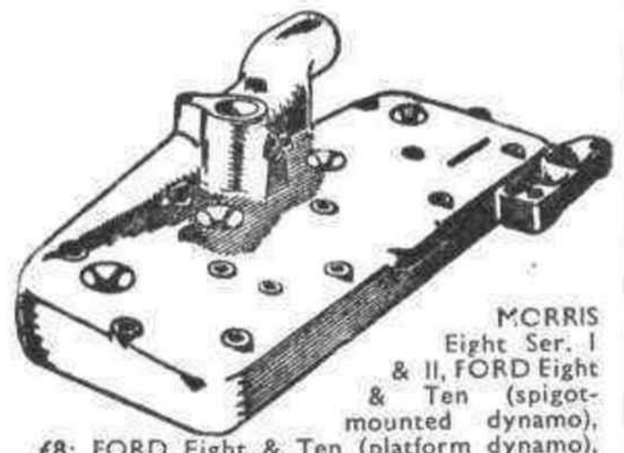
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LAGONDA M.45 4½-litre pillarless saloon, 1935. Needs £70 spending. Sell cheap or break. Towable. Enquiries, offers: Wood, 34a, Belle Vue Street, Filey, Yorks. [7018

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ARMSTRONG-SIDDELEY, 1937, 17 h.p. sports saloon, black, red leather, perfect preselector, new battery, good tyres, £115 o.n.o. 2, Woodside Park Avenue, Whipps Cross, E.17. [7041

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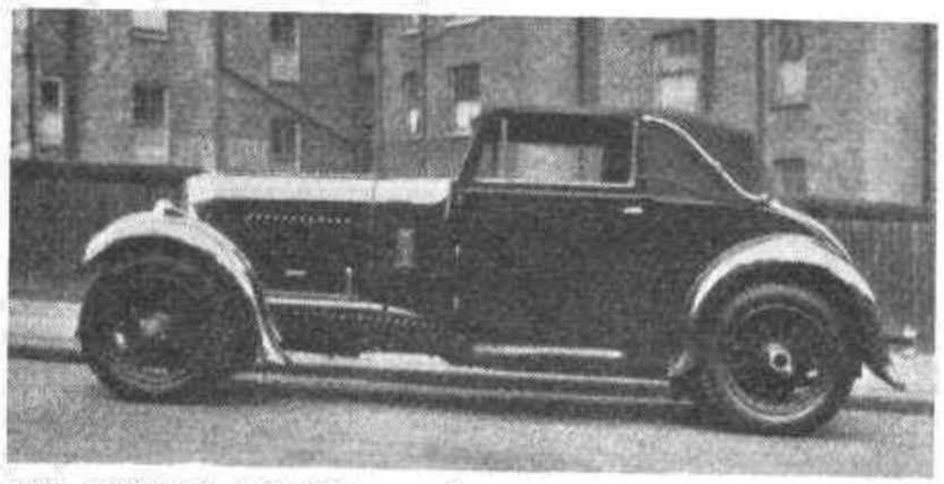
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MORRIS EIGHT, 1937, tourer. Mechanically perfect, body fair. £100. Tel.: Sunbury 3260. [7072

1933 WOLSELEY HORNET SPECIAL. Completely overhauled mechanically 1952. Whittingham and Mitchell body in good condition. Excellent tyres, new battery, good hood, etc. £130, o.n.o. Hoare, 174, Boundary Road, N.22. Tel.: Bowes Park 2312. [7074

GO 54. TALBOT 105 TEAM CAR. Recent £400 rebuild. See Dec. MOTOR SPORT. Extremely fast. £275. Red Label 2-seater. New body, engine rebuilt. £300. 38-250 Mercédès-Benz D.H.C. 8-litre Bentley. Michael Parker. Northwold, Norfolk. [7075

VINTAGE STANDARD tourer o.h.v. Perfect running order. New electrics, aluminium body. Insured. £50. Johnson, 15, Elmsleigh Road, Weston-super-Mare. [7076



1931 BENTLEY 4½-LITRE supercharged drophead foursome, body by Lancefield, royal blue with brown leather interior, very good order throughout, good tyres and chrome fittings. **£325**

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1939 S.S.100 JAGUAR 3½-LITRE competition 2-seater, with full wings. Good all-weather equipment, excellent tyres and chromework. Recent overhaul at cost of £110. Black with brown leather interior. Sparkling performance. **£535**

1938 S.S.100 JAGUAR 2½-LITRE competition 2-seater. Good hood and tyres. Chromework is good, excellent mechanical condition and all instruments working. **£375**

1949 (OCT.) M.G. TC. One owner since new and only 24,000 miles recorded. Primrose with red leather interior and dash which are absolutely unmarked. Good all-weather equipment, twin windtones and luggage rack fitted, also special exhaust pipe. An absolute snip at **£450**

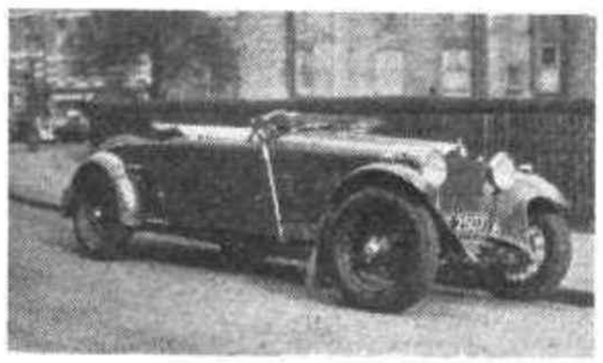
1939 (REG. 1947) B.M.W. FRAZER-NASH l.h.d. type 326 sports saloon in soft grey with maroon seat and door covers over grey interior. Car is in excellent order and can truly be described as immaculate. Independent suspension all round and very good tyres. Performance with economy. **£395**



1934 LAGONDA 4½-LITRE pillarless sports saloon in excellent order throughout, good tyres (spare is unused), a wonderful car to drive. Twin carbs., S.U. pumps and dual ignition. P.100 headlamps. Black, with brown hide interior. **£195**

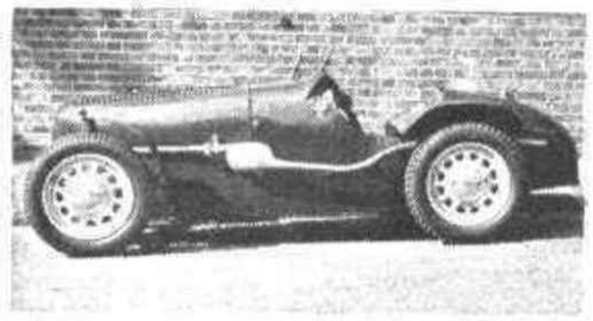
1935 LAGONDA 16/80 2-LITRE 2-/4-seater tourer in 2 tones of grey, with disappearing hood and lots of room. This attractive car is in very nice order and is capable of lots of hard driving. Preselector gearbox. **£225**

AUSTIN (WORKS) ULSTER with special engine fitted Cozette supercharger, remote, close-ratio gearbox, offset 2-seater body, good hood and fold-flat screens. We have the history of this car which is somewhat unusual. Finished in blue cellulose. **£225**



ALFA-ROMEO 1750 *un*supercharged twin-cam engine "Gran Turismo," very pretty 2-/4-seater body by Barker with heavy hooded cycle-type wings. Fold-flat screen etc. Finished in Alfa red with red leather interior. 16 in. tyres on rear, 18 in. on front. Twin spares. A very fine example. **£275**

AUSTIN SPECIAL 2-seater with Cambridge body and lowered suspension, Bowdenex brakes, etc. Upswept scuttles and twin aero-screens. Although only a standard engine this little car is indeed potent with very vivid acceleration. Good tyres, spare unused. **£97 10 0**



ULSTER AUSTIN SPECIAL, this Ulster was rebuilt in 1948 and is running less the blower (the drive is still on). Special camshaft and inlets fitted, bronze head, rear tank with S.U. pump. Full dashboard equipment, disc wheels on rear and oversize tyres all round. Extremely light body and very fast. **£160**

1935 WOLSELEY E.W. SPECIAL 12-h.p. 4-seater with almost new hood and tonneau cover, etc., fold-flat screen, twin Aeros, oil radiator, twin windtones, Lucas spot and very good tyres. Chrome is as new. This model is fitted with free wheel, and is a first-class performer. **£225**

1932 SUNBEAM EIGHTEEN 2-door sports saloon. This car was stripped down and completely rebuilt in 1949. Superb order throughout and good tyres. **£185**

1934 TALBOT 65 sports saloon with reasonably good tyres, etc. Engine and preselector gearbox are in very good condition; bodywork and interior are good considering age of car. These Roesche Talbots, if in good condition, are a delight to drive and will last for years. **£120**

1935 RILEY KESTREL 12 H.P. A sound and attractive car with a good engine. **£140**

We have an excellent clientele waiting for good class sports cars and we urgently need Alfas; Bentley 3 and 4½; Riley Imp, Sprite and Kestrels; S.S.100 3½ and 2½; Squire and small dropheads. Only cars in really good and original condition please. Immediate insurance—Hire Purchase enquiries welcomed.

WANTED

THE MOTOR LIBRARY (Registered No. 769725). Former ex-R.A.F. dazzling Romeo with posh motor, now unphotogenic, unpensionable, unwanted wreck, wishes to purchase instruction books of pre-war makes to commence first-class postal loan service for enthusiasts and garages. Wrap up your unwanted material, state price (not fancy), and post to: D. Alexander Oag, Ward 5, Preston Hall, British Legion Village, near Maidstone, Kent. [6700

THOROUGHBRED 4-SEATER sports, preferably 1¼-2½ litres, about £200. Flt.-Lt. Ashman, Officers' Mess, Wildenrath, B.A.O.R. 34. [6663

1937 JENSEN tourer front fenders, badge bar, headlights grille, M.G. TC interior trim and door panels, red. Price and condition to Moehlman, 534 20th Hermosa Beach, Calif., U.S.A. [6665

RILEY NINE: crown-wheel and pinion, 4.77 ratio (Brooklands type) or ratio up to 5. Short pinion type, 6⅛ O.L. McKechnie, Redmarley, Glos. [6668

FOR 1946 STANDARD EIGHT, supercharger and fittings. Hartley, 50, Finkle Street, Cottingham, Yorks. [6675

1939 M.G. TA or TB, in good condition, wanted urgently. Ross Motors Ltd., Regent Street, Hinckley, Leics. Tel.: Hinckley 558. [6682

INSTRUCTION MANUAL, Riley 1½ Kestrel, 1938—Preselecta model. Hawkins, 28, Hinton Road, Uxbridge, Middlesex. [6688

BUCKLER FORD TEN 2/3-seater. Professional aerodynamic type body preferred. Lilly, 8, McLaren Road, Edinburgh, 9. [6697

WANTED—*continued*

CROWN-WHEEL and pinion for 1928 17.9 Star. Also 2 or 4-seater tourer body. Ferguson, Churncote, Bicton, Shrewsbury. [6702

TWO-SEATER BODY, 1930 Austin Seven. Sports, trials, anything. £5 offered. 14, Colne Street, Newport, Mon. [6708

ENTHUSIAST with £100 only, requires vintage 3 or 4½-litre Bentley tourer, short chassis preferred. Must be runner. Can anyone help? View anywhere. Box No. D717, MOTOR SPORT, 15, City Road, E.C.1. [6717

RILEY NINE open 4-seater tourer body. Elliott, Walnut Tree Cottage, Bath Road, Taplow, Bucks. [6720

BASIS FOR SPECIAL, anything considered at low price. 70, Firwood Avenue, St. Albans. Tel.: St. Albans 311. [6721

INSTRUCTION MANUAL, 1934 Riley Kestrel 12/6. Lt. Hall, R.N.A.S., Abbotsinch, Paisley. [6726

AUSTIN SEVEN 2-seater. Any year. Good running order essential. Kershaw, 89, Lexden Road, Colchester. [6744

DELLOW 2-seater sports car required. R. P. Standbridge, Durleychine Court, Westcliff Road, Bournemouth. [6696

INSTRUCTION BOOK for 1937 Alvis Silver Crest. Write: Hulme, 22, Nelson Street, Ilkeston, Derbys. [6775

E.N.V. TYPE 75 high ratio preselector gearbox without bell housing. Box No. D789, MOTOR SPORT, 15, City Road, E.C.1. [6789

WANTED—*continued*

"MOTOR SPORT," 1924, to Dec., 1930, inclusive, also Jan., March, July, Nov., Dec., 1931; March, April, 1932, Sept., 1939, Sept., 1940. Index from 1924 to 1949. Good prices paid. F./O. Stapleton-Cotton, Officers' Mess, R.A.F. Marham, Kings Lynn, Norfolk. [6785

SPORTS CAR WANTED. Anything considered. Box No. D764, MOTOR SPORT, 15, City Road, E.C.1. [6764

AUSTIN, MORRIS, RILEY OR WOLSELEY 2/4-seater sports—runner requiring refurbishing. Photos appreciated and returned. Bond, 1, High Street, Margate. [6837

POTENT AUSTIN 2-seater. Good condition. Reasonable. Edwards, 29, Trebovir Road, S.W.5. Tel.: Frobisher 1081. [6794

ROVER saloon, 1938/40, must be immaculate and in good mechanical condition. Box No. D795 MOTOR SPORT, 15, City Road, E.C.1. [6795

CRASH HELMET and visor, preferably Herbert Johnson. Size 7. Box No. D798, MOTOR SPORT, 15, City Road, E.C.1. [6798

CLUTCH ASSEMBLY complete, to fit 1934 Frazer-Nash Blackburne T.T. Replica. Rippon, Heleigh House, Box, Wilts. [6811

AN INTERESTING D.H. coupé. 30 m.p.g. at least and 65-70 m.p.h. Hybrid suitable. Must have two doors and all-weather equipment. Age immaterial, vintage preferred. Major Halford, Army M.T. School, Burdon, Hants. Tel.: Bordon 251. [6814

FOR 1933-4 23.8 SUNBEAM saloon: Dumb-iron apron screen wipers, dash locker lid. Also Talbot 105, 1937, instruction manual. Askwith, 56, Howards Lane, Putney, S.W.15. Tel.: Putney 7000. [6835

WANTED—*continued*

1½-LITRE SINGER Le Mans crab track 2-seater (25-gallon tank type), or 1½-litre Riley Sprite. Box No. D836, MOTOR SPORT, 15, City Road, E.C.1. [6836

20-25-h.p. ROLLS-ROYCE coupé. Must be in superlative condition. Price, full particulars and photographs to Box No. D841, MOTOR SPORT, 15, City Road, E.C.1. [6841

ROVER TEN. Age immaterial if car is in showroom condition. Good price offered for outstanding car. All details to Box No. D842, MOTOR SPORT, 15, City Road, E.C.1. [6842

GOOD VINTAGE JOWETT TOURER (no dickey), or exchange 1927 9/20 Humber tourer (with dickey). Lambert, 157, Mayfield Avenue, London, N.12. [6858

JAGUAR 100, 2½. 1938-39, required immediately. Original coachwork. Condition immaterial if sensible price asked. Trade replies welcome. Send comprehensive details to Griffiths, 221, The Ridgeway, North Harrow, Middlesex. [6816

M.G. WANTED. £350 available for reasonable TC. Vyvyan-Robinson, Lympne Airport, Kent. [6869

SINGER LE MANS/SINGER SPORTS 4-seater, 1934/35. Condition immaterial. Details and price, please. All letters answered. 39, Sandown Way, Northolt. [6873

OFFSIDE DOOR for Morris Eight tourer, 1935/1938. Urgent. Hall Whittington, Carnforth, Lancs. [6876

FOR ARMSTRONG-SIDDELEY. Aluminium sump to fit 1937 14-h.p. o.h.v. engine. Davy, Legbourne, near Louth, Lincs. [6877

DIESEL-ENGINED MERCEDES 260D, 170D or conversion wanted. Round, 38, Park House, Welwyn Garden City. [6956

HEALEY SILVERSTONE. Give fullest details, price. Sagar, 2, Queens Road, Edgerton, Huddersfield. [6894

RILEY NINE. Four-seater saloon or tourer, 1930 onwards. Must be mechanically good. Metal body preferred. Immediate cash or part-exchange Austin Seven saloon, 1929, just rebored. Tel.: Harrow 0813. [6915

1914 ROLLS-ROYCE HANDBOOK and/or literature wanted by enthusiast rebuilding. Box No. D916, MOTOR SPORT, 15, City Road, E.C.1. [6916

INTERNATIONAL MANUAL for 1937 Riley Kestrel Sprite. Sqn./Ldr. P. J. Jorden, R.A.F., Coltishall, Norwich, Norfolk. [6930

FOR 1929 AUSTIN 12/4 : Engine, suitable for use as replacement while existing engine is reconditioned. Plowman, 63, Moss Lane, Pinner. Tel.: Harrow 9221. [6953

£500 OFFERED for 1946-50 Riley 1½-litre saloon. Box No. D954, MOTOR SPORT, 15, City Road, E.C.1. [6954

LANCIA LAMBDA, preferably short-chassis saloon. Full particulars to Moy, George Inn, Wye, Kent. [6961

WOLSELEY HORNET SPECIAL, first-class condition essential. 1, Boswells Drive, Chelmsford, Essex. [6963

CON.-ROD with bearing cap for 1930 Type 8A Isotta-Fraschini. Box No. D965, MOTOR SPORT, 15, City Road, E.C.1. [6965

Mk. II ASTON-MARTIN. Must be in original condition. Box No. D966, MOTOR SPORT, 15, City Road, E.C.1. [6966

DIESEL-ENGINED CAR, non-runner considered. Details to Brignall, Yearby, Redcar, Yorks. [6977

OPEN 4-SEATER BODY, for 1933 Hornet Special. Olsen, Llanthony, Abergavenny, Mon. [6980

ASTON-MARTIN C-TYPE 2-LITRE. Speed Model, 2-seater. Box No. D981, MOTOR SPORT, 15, City Road, E.C.1. [6981

V-TWIN MORGAN. Write, price, etc. : Wisbey, Barrack Cottages, Stoke-by-Nayland, Colchester. [6983

AUSTIN SEVEN tourer, any condition. Must be cheap. Box No. D974, MOTOR SPORT, 15, City Road, E.C.1. [6974

MORRIS MINOR coupé or similar horsepower pre-war sports in good condition. Chaplin, M.O.S. Hostel, Dunham Hill, Helsby, Warrington, Lancs. [7007

S.S. 100 3½-litre or blown Alfa. Full details, photos, 17, Hamilton Close, London, N.W.8. [7098

SQUIRE, 2-seater or Bugatti 57, full details, photos. Required by enthusiast. Box No. D099, MOTOR SPORT, 15, City Road, E.C.1. [7099

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BENTLEY 4-litre engine complete with accessories and gearbox at a low price. Box No. D058, MOTOR SPORT, 15, City Road, E.C.1. [7058

SWEPT WINGS FOR M.G. J2 also balanced crankshafts and rods. Write Pinkney, High Street, Wolviston, Billingham-on-Tees, Co. Durham. [7059

LAMBDA 7th SERIES. Cylinder head. N./S./R. brake drum and hub, three wheels, fan assembly, sump, mudguards, complete short body, reasonable prices and condition to Box No. D063, MOTOR SPORT, 15, City Road, E.C.1. [7063

WANTED—*continued*

ONE-PIECE FOLD-FLAT SCREEN complete. Scuttle width 38 in. Sell or exchange screen 12 in., fully chromed headlamps. T. Varney, 122, Queen's Drive, Nottingham. [7073

SOUND BODY SHELL, suitable 1931 Alvis 12/50. Collins, 43, Greenways, Esher, Surrey. [7077

FORD EIGHT/TEN-engined road special or similar, body condition immaterial. Under £100. B. Curtis, 257a, Croydon Road, Beckenham. Tel. : Beckenham 1000. [7071

DESIRED BY WOULD-BE enthusiast, medium-h.p. sports car. Thoroughbred or good special. Please write : 18, Hall Drive, Chilwell, Notts. [7085

LIVELY OPEN 1½-LITRE Aston, Frazer, Alvis, Bug., etc. Sound mechanically, pre-1935, under £200. Box No. D095, MOTOR SPORT, 15, City Road, E.C.1. [7095

FORD 10-H.P. engine, Girling shock absorbers. Prefect petrol tank, instruments, pedals mechanism. Box No. D052, MOTOR SPORT, 15, City Road, E.C.1. [7052

DELLOW 2-seater sports car required. R. P. Standbridge, Durleychine Court, Westcliff Road, Bournemouth. [6696

30-INCH STEPNEY RIM and pair brass oil sidelamps. Cann, Bouverie Hotel, Folkestone. [7030

GOOD CLASS CAR, horsepower immaterial. Evans, 79, St. Andrews Road, Ilford, Essex. Tel. : Valentine 6260. [6991

2 ENTHUSIASTS require pre-1905 car, and promise to give it a good home. Write giving details and price required to J. F. Denton, Belmore Cottage, Rushden, Northants. [7006

HANDBOOK, 1936 Alvis Speed Twenty, sports saloon. Llewellyn, 44, Waverley Avenue, Wembley. [7016

WANTED PRIVATELY, sports car, post-war, M.G. or similar type, small mileage, good condition. Price under £425. Box No. D029, MOTOR SPORT, 15, City Road, E.C.1. [7029

CHEAP, RELIABLE 4-seater 10 to 16 h.p. Wilson, Greenway, Clive, Shropshire. [7045

FIAT 1,100 DROPHEAD or convertible, 1939, preferred. Essential first-class bodily and mechanically with full history known. No rust. Details, please : Box No. D127, MOTOR SPORT, 15, City Road, E.C.1. [7127

1921/8 WOLSELEY RADIATOR, lamps, road wheel, magneto. Wheel discs, 1939 Jaguar. Hire of early issues of MOTOR SPORT, Cooke, Chapmanslade, Wilts. [6699

HOOD OR HOOD-FRAME, J2 M.G., wanted. Any condition. Burne, Idlerocks, Stone, Staffs. [7144

GEARBOX for Renault. 4C.V. Would consider purchase of complete engine and transmission unit. Newton Garages, 16, Holt Street, Birmingham, 7. [7150

FOR LAGONDA 2-LITRE, low chassis : hood frame and sidescreens. Kirk, Shirecombe, Pennard, Gower, Glam. [7153

GEARBOX for 1934/5 Singer Nine Le Mans. Skelton, South Leverton, Retford. [7154

BROOKLANDS STEERING WHEEL for TC M.G. Trico air horns. Greatrex, 57, The Avenue, Surbiton. [7156

REALLY GOOD Riley Nine saloon, 1936/8. State number owners, mileage, condition body. Box No. D162, MOTOR SPORT, 15, City Road, E.C.1. [7162

SPORTS CAR (Lagonda 2-litre, or ?). £100 cash. East Lodge, Ashton, Oundle. [7166

AUSTIN SEVENS WANTED. Saloons, tourers, Nippys, sports or "specials." Particulars, please : Ernie Day, 17, Hitchin Road, Luton, Beds. [7182

SPORTS 4-SEATER up to 12 h.p. Must be in faultless condition throughout. Excellent 1947 Standard Eight tourer offered in exchange, cash adjustment. 1, Oakfield Gardens, Wimbdon, Bridgwater. [7043

EXCHANGES

F.W.D. ALVIS, 12 H.P. Exchange motor-cycle combination, low h.p. 4-seater, or sell, £150, o.n.o. Bates, 8, Belle Vue, Penarth. [6657

1948 VOLKSWAGEN saloon, in excellent order, for rear-engine Renault or Morris Minor. G. Tingle, Warmfield, Wakefield, Yorkshire. [6723

1932 AUSTIN 12/6, new mains, big-ends, timing, battery, November, 1952; recellulosed; 25 m.p.g., no oil; for Riley, comparable condition. Box No. D695, MOTOR SPORT, 15, City Road, E.C.1. [6695

ALLARD D.H.C., 26,000, nice condition. Heater, good tyres. For car not exceeding 14 feet approximately overall length. Pre- or post-war. Cash either way. Blown Dellow or Vitesse considered. "Coverdale," Danbury, Essex. Tel.: Danbury 394. [6623

B.S.A. 4-seater special. Registered 1952, for Morgan three-wheeler. Jackson, "Glenthorne," Lorton Road, Cockermouth, Cumberland. [6777

"GRAND PRIX CAR," by Pomeroy, for "Motor Sports" pre 1950. 225, Moor Green Lane, Birmingham, 13. [6874

ALVIS SPEED TWENTY tourer. New hood, resprayed, overhauled ; 24 m.p.g. For short 4½ Bentley, blown or unblown, tourer or D.H.C. Box No. D843, MOTOR SPORT, 15, City Road, E.C.1. [6843

EXCHANGES—*continued*

9-H.P. ROVER, 1925, tourer. Good running order. £25. Smith, 229, Drub Lane, Gomersal, near Leeds. [6872

10-H.P. STANDARD AVON SPECIAL, 2/4-seater. 1934, in good condition. New tyres, brakes relined, new sports coil. Exchange for 2-seater M.G., preferably "P," or sell, £133. Crawford, 81, Princes Avenue, Palmers Green, N.13. [7146

1946 JAGUAR 1½-LITRE saloon. £120 mechanical overhaul. Value £475. Straight exchange best post-war family saloon offered. Tel.: St. Albans 6198. [7141

MORGAN OR M.G. WANTED, in exchange for 1951 A.J.S. 500-c.c. Springtwin, fully equipped. Black and chrome. Photo supplied. Astbury, 3, Aston, Wellington, Salop. [7148

MORGAN SPORTS THREE-WHEELER, 1934. J.A.P. 1,100 engine, extensively rebuilt with new parts and in regular use. Exchange for interesting vintage car, 12-25 h.p., or sell, £95. Write : Kirkpatrick, 43, Woodstock Road, Oxford. [7192

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RILEY SERVICE, 9-h.p., 12-h.p., pre-war ; 1½-litre, 2½-litre post-war. Mechanical, electrical, coachwork repairs. All repairs to factory standards and guaranteed. Spares :—Dynamos, crankshafts, cylinder blocks, valves, valve springs, road springs, torsion bars, etc., available for all models. Seatons, 42a, Ayr Road, Prestwick. [7096

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COMPANY DIRECTOR (39) offers his services as a part-time representative (Norfolk) to reputable dealer handling cars of character. Advertiser is enthusiast, not engaged in the trade; has accommodation for two cars besides his own. No retainer; small commission. Fidelity bond. All letters answered. Box No. D738, MOTOR SPORT, 15, City Road, E.C.1. [6738

ENTHUSIASTIC motor mechanic seeks situation connected with racing cars. Hard work a speciality. Fair knowledge of J.A.P.s (mechanical type). Home counties. Box D825, MOTOR SPORT, 15, City Road, E.C.1. [6825

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A YOUNG MAN with keen interest in motor sport and engineering, intends to form a small company with the aim of manufacturing sports cars, and when established, to run a team of F.I or F.II cars. A small amount of capital is available but, in order to ensure success, two or three working partners are required. Remuneration will be on a salary basis immediately a profit is shown and also a share in the profit, calculated on the amount invested. Anyone interested, who would be willing to work hard, is exceptionally enthusiastic, and prepared to invest a minimum of £300, please reply, giving all particulars, including age, past experience (professional or amateur), the amount available for investment and the branch of motor sport you are interested in. The firm is to operate in the Southern Home Counties. Box No. D901, MOTOR SPORT, 15, City Road, E.C.1. [6901

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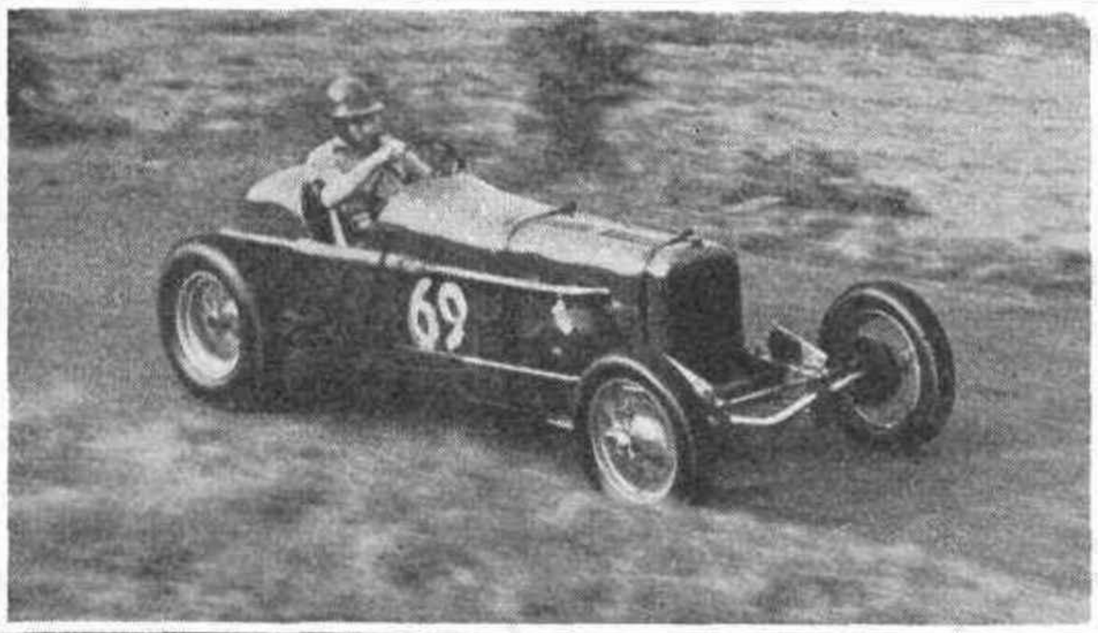
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