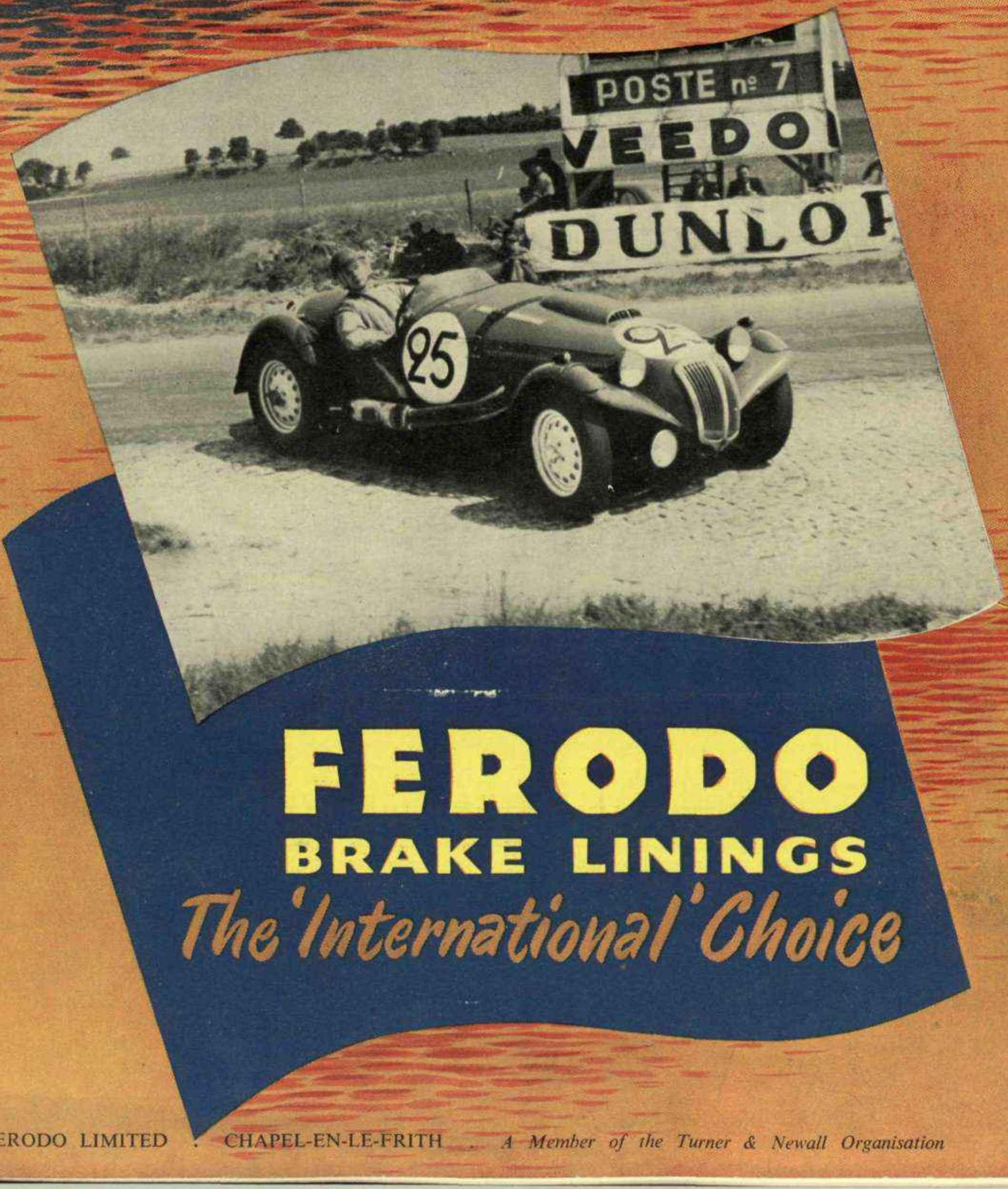
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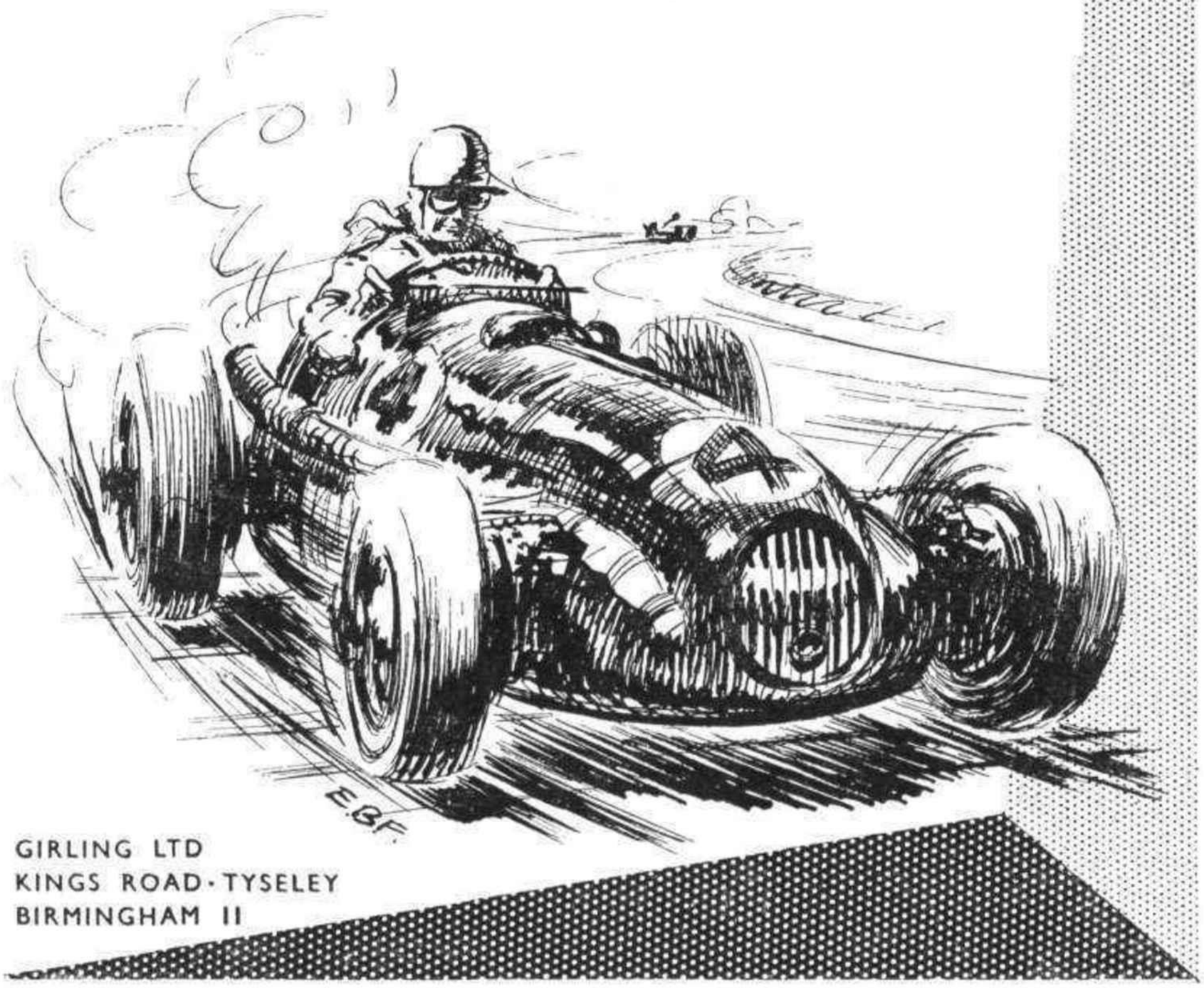
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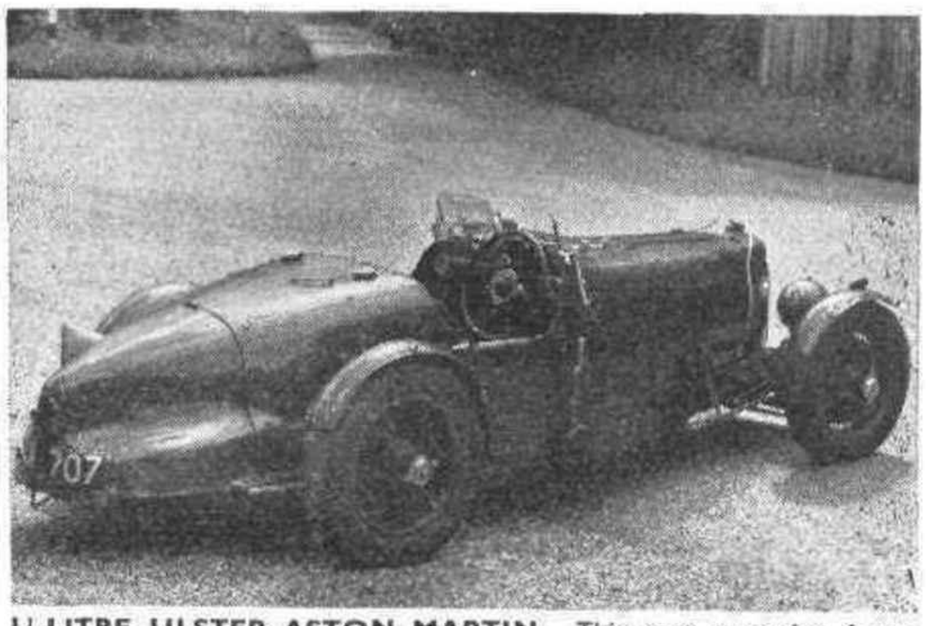
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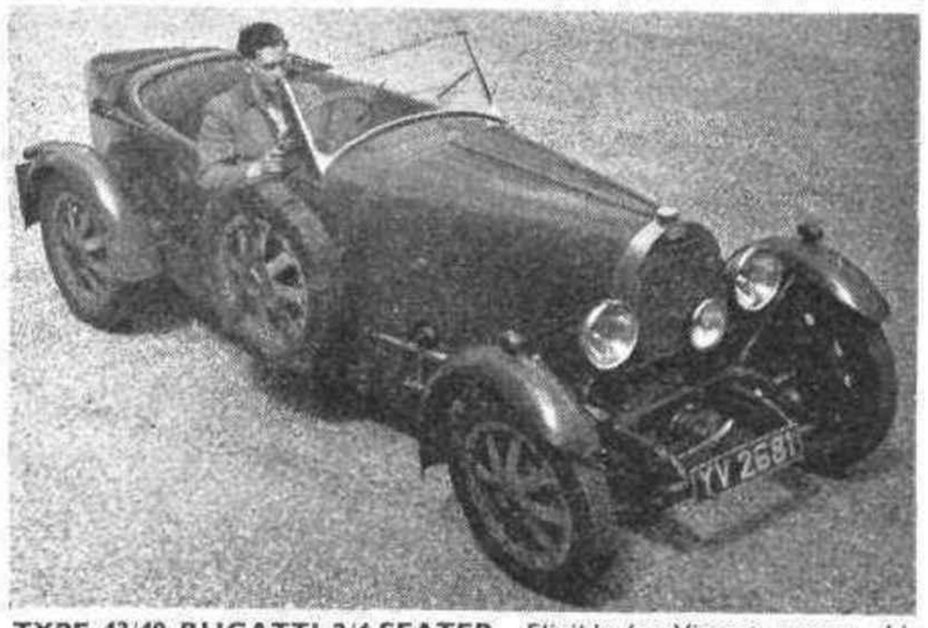
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1½-LITRE ULSTER ASTON MARTIN. This very attractive Aston Martin has a somewhat remarkable history. Originally owned by R. C. Murton-Neale, it is believed to be the car in which he and Skeffington won their class in a pre-war Le Mans 24-Hour Race. It was not in fact registered for road use until 1939 and it has been licensed for only nine months since it left the factory. It was stored on the outbreak of war and has not been used since. The mechanical condition is extremely good, and this is a particularly pleasant and satisfying sports car to drive on a long journey **£495**



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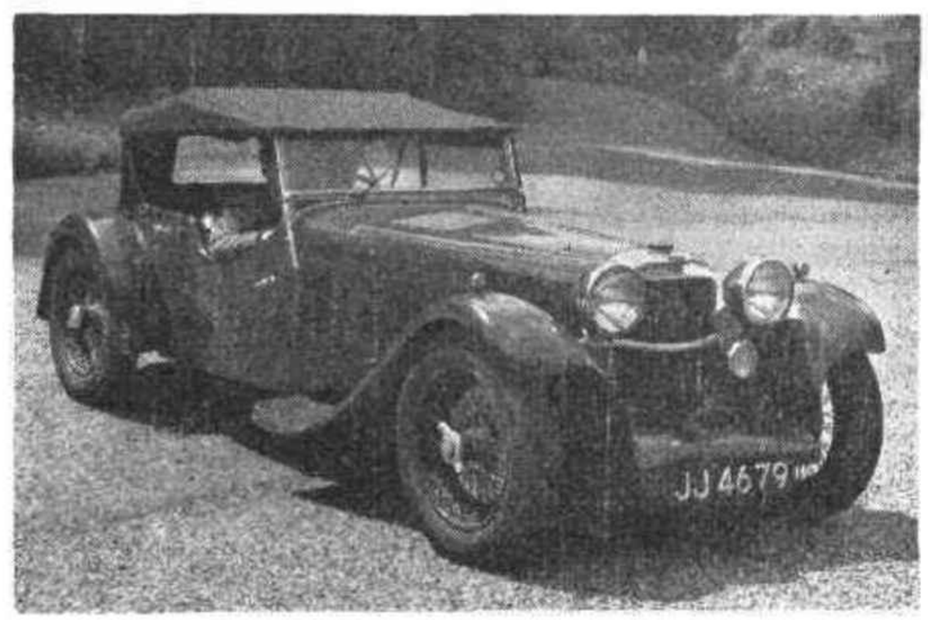


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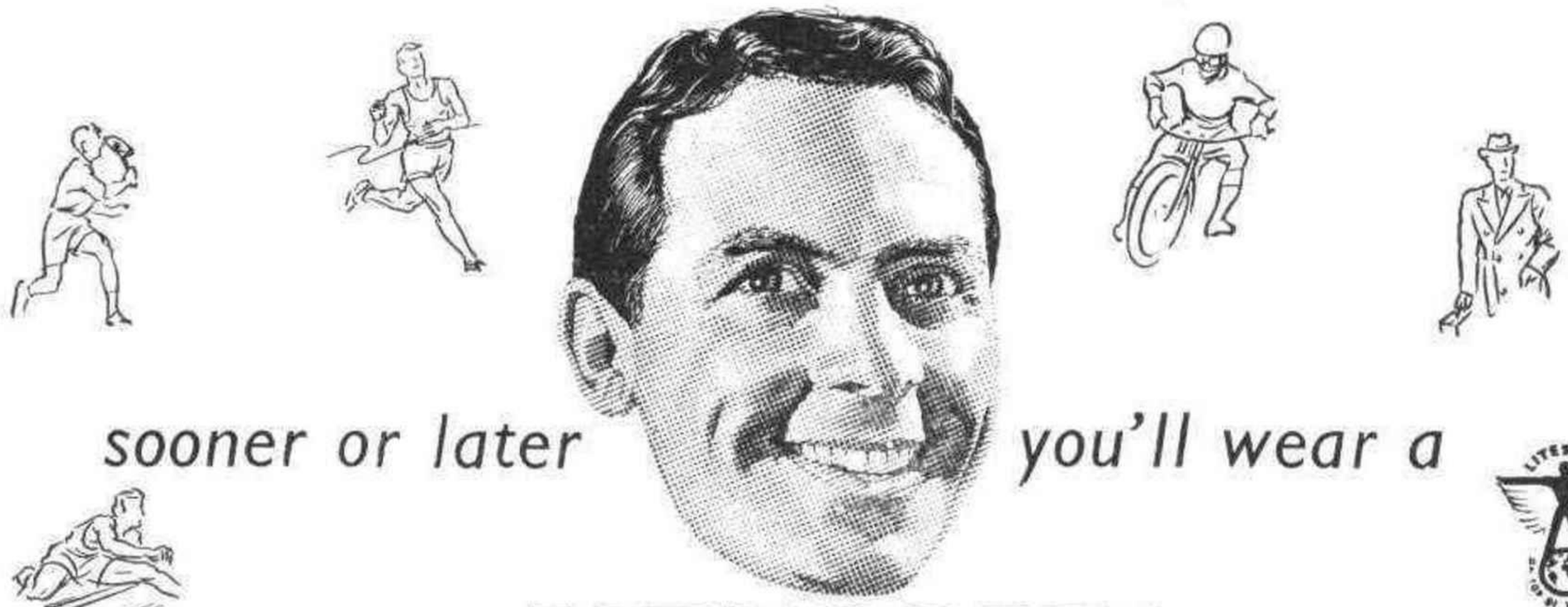


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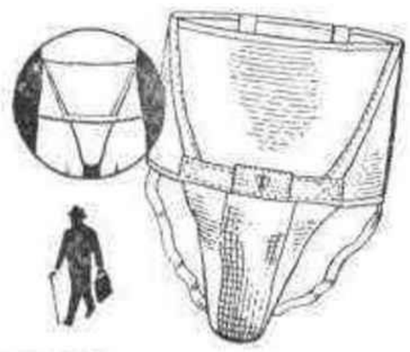
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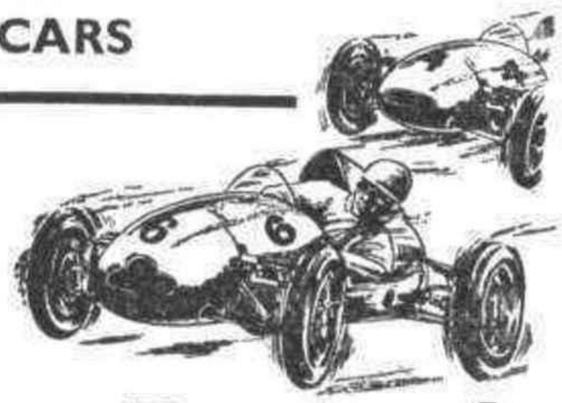
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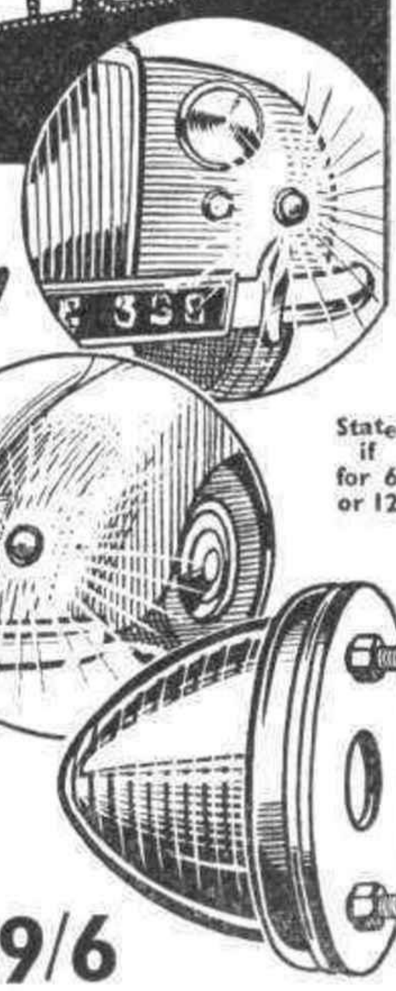
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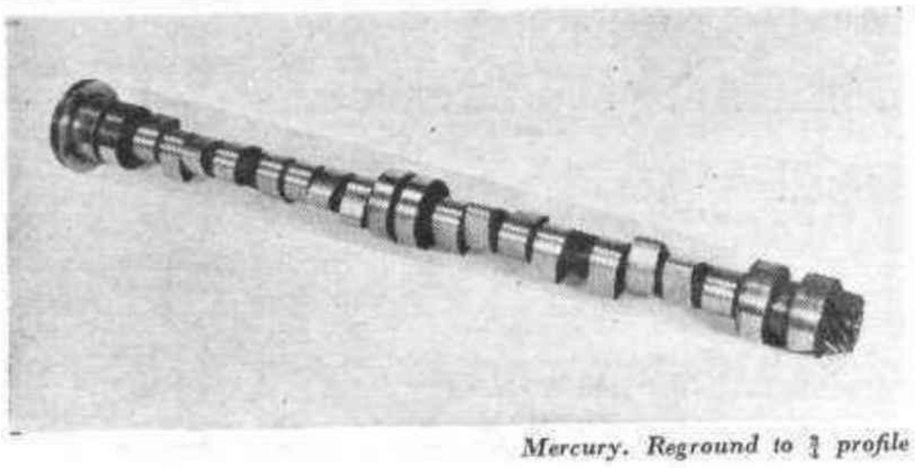
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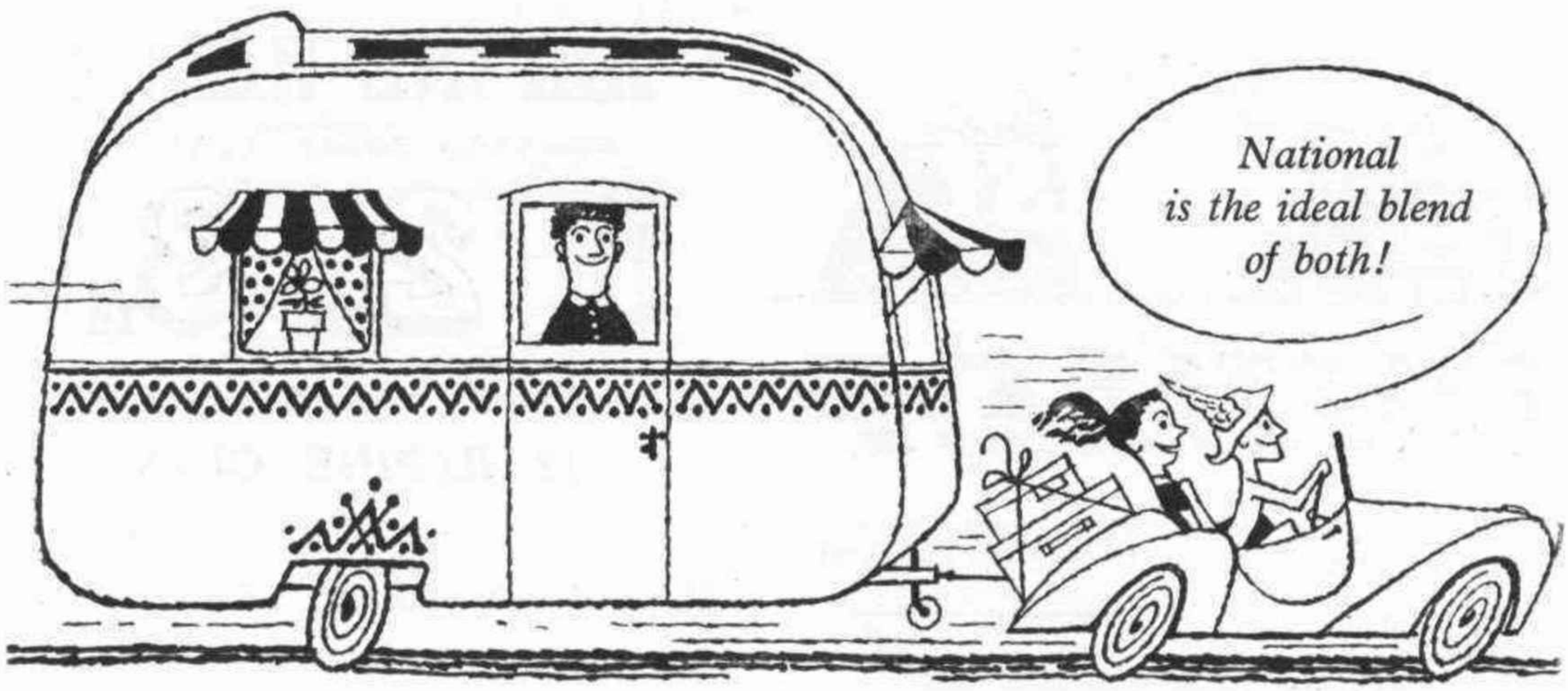
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VOL. XXIX No. 8 HAWTHORN WINS FRENCH G.P. AUGUST, 1953

MOTOR SPORT

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MATTERS OF MOMENT

ENTHUSIASM

Since the end of the second world war enthusiasm for motor sport in all its diverse and varied forms has soared to new heights. This enthusiasm is reflected in congestion in the national fixture list, in the large entry for all types of competitive events and no less in the splendid attendances seen alike at club and international fixtures.

The question arises, will such enthusiasm, which places motor racing not far short of a national sport, continue at its present high level? There have been a few faint clouds to obscure the sunshine of the Sport's new popularity of recent months, such as cancellation of certain events due to lack of support and poor entries for others.

This is inevitable after the tremendous waves of enthusiasm for motor sport which we have witnessed during the past half-decade, entailing as this does an enormous expenditure of man-hours and money. But providing spectator amenities continue to be improved and admission charges do not rise, we see no reason why John Citizen and his better half should not go on craving the interest and thrills of a first-rate motor-car competition. Always provided, of course, that sufficient starting-money can be found to attract the sort of cars which, so far as racing is concerned, provide the "interest and thrills." The recent encroachment of Maserati on Ferrari preserves in Formula II racing, and the sight and sound of a full B.R.M. team in Formula I racing, is the kind of thing which holds public interest and rekindles diminishing enthusiasm. Next year we hope that the premier Grands Prix will be contested between Mercédès-Benz and Alfa-Romeo and possibly Lancia, Talbot and Stanguellini, as well as between Ferrari, Maserati, Gordini, Osca, H.W.M., Connaught, B.R.M. and Cooper teams. This should swell the enclosures in no mean manner and while the best races, over true road circuits, will no doubt still be the preserve of Continental countries, we shall continue to have stirring Grand Prix races at Silverstone circuit, thanks to the *Daily Express* and B.R.D.C.

Sports-car racing has taken on a new lease of life recently and British racegoers have been quick to appreciate this class of racing, particularly following Jaguar's 105-m.p.h. victory at Le Mans. The Silverstone, I.O.M., Goodwood and T.T. races offer an excellent outlet for this enthusiasm.

A proper road circuit would give a fillip to British racing and all eyes are on Oulton Park in the hope that here, ultimately, may be Donington's successor. Rallies, which need careful control, trials and sprints flourish, and auto-cross may this winter offer a new and entertaining spectacle.

This widespread and genuine enthusiasm for competitive motoring has experienced a few worthwhile uplifts lately, such as the reduction in entertainment tax, the rescinding of the ban on retreaded tyres in club speed events, and the opening of the new Crystal Palace circuit on the Londoner's doorstep, with hope of racing for Liverpudlians at Aintree next year.

Looking at this coming month of August, what a splendid variety of motor sport we shall see in this country alone. On August 1st there will be club race meetings at Silverstone, Snetterton and possibly at Davidstow. On Bank Holiday Brands Hatch, so easy of access from London, sees a 500-c.c. international meeting, and there will be a national race meeting at Thruxton, a sprint at Tewin Water, a sprint in Cornwall . . .

The following Saturday (8th) you can choose between a club race meeting of considerable variety at Silverstone, a speed hill-climb over the only banked sprint course in England, near Reading, a race meeting in Scotland or a speed hill-climb in Ireland. Later in the month you have a whole flood of club events, races, sprints, hill-climbs, driving tests, trials and rallies, with the International Charterhall Race Meeting on the 15th, the Nine-Hour Sports-Car Race at Goodwood (3 p.m. to midnight) on the 22nd, and the 750 M.C. National Six-Hour Relay Race at Silverstone, the International Shelsley Walsh Speed Hill-Climb and a gentle V.S.C.C. Edwardian-car meander round Cheltenham, all on the 29th, and a hill-climb at Prescott, specially for elderly cars, on the 30th.

If you have transport of some sort it is hard to see how you can resist attending as many of these fixtures as possible, especially if you are young and have a fair companion to take along with you. If, up to now, you have been content to read about motor sport, take the plunge this holiday month and commence the cult of spectating at motoring events. There is no sport more satisfying, more widely discussed, so steeped in history and tradition, combining human ability with mechanical perfection—so enjoy it while you may ; there will be plenty of time later to peer at it on the little screen of one of those wonderful moving-picture boxes they tell us can now be installed in the drawing room.

If any threat to the present high-level enthusiasm for motor sport can be read into any of the foregoing it is that the fixture list is hopelessly overcrowded. A real attempt should be made by the R.A.C. to rectify this, perhaps by demanding that applications for fixtures in the coming year be in their hands a full six months before

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Front cover picture : SPORTS CAR AT REIMS.—The Clarke/Russell Frazer-Nash which was third in the 2-litre class.

January 1st so that proper sorting out can be done, and certainly by persuading clubs to combine similar fixtures for the common good, as the Eight Clubs meeting at Silverstone.]

HAWTHORN

We tender warm congratulations to Michael Hawthorn on his epic drive in this year's French Grand Prix, described in some quarters as " the race of the century." By winning for Ferrari from ex-Champion Fangio's Maserati after a stern race-long duel, during which he out-raced not only his rival Fangio but his team-mates, World-Champion Alberto Ascari, Luigi Villoresi and Dr. Giuseppe Farina, the British driver has proved himself amongst the greatest Grand Prix drivers of today. His name becomes linked with those of Segrave and Williams as the third British driver to win the great French Grand Prix. This is all the more meritorious because it is only two seasons ago that Hawthorn was racing a sports Riley at Goodwood's lesser meetings—but with sufficient skill and fire to take the MOTOR SPORT Brooklands Memorial Trophy.

We are proud of Hawthorn. From now on he should be universally acclaimed as Britain's No. 1 driver. Daily Press, please copy !

BRABAZON

We leave it to our readers to decide whether the £12,000,000 spent on building two Brabazon airliners (only one of which flew. and that experimentally, after a village had been demolished to provide a runway the whole project now being scrapped) would have been better spent on building a team of British racing cars to vanquish the all-conquering foreign nations.

LET OUT !

In the Editorial in our June issue we drew attention to the fact that, although Mr. Boyd-Carpenter, Financial Secretary to the Treasury, had promised in the House that steps were to be taken by the Treasury which would mitigate hardships for the small horse-power car owner, " by which is generally meant the pre-1947 Austin-Seven type," no such steps have been taken so far as pre-1947 Austin Sevens and other cars rated at eight R.A.C. horse-power are concerned. These cars still pay the same tax as a 45-h.p. limousine.

We advised our readers to refer this imposition to their M.P.s, pointing out that this unfulfilled promise represents a miscarriage of correct Parliamentary procedure, inasmuch as an assurance given by a Minister of the Crown has not been honoured.

Many of our readers have sent us the reply which Mr. Boyd-Carpenter is sending to their M.P.s after this unfortunate matter had been raised. One M.P. refers to " the hard position which hangs over the head of the small-car owner today, since it has been found necessary to alter the method of taxation." It seems the motorist is, as ever, imposed upon, especially remembering that only in Italy does it now cost more to run the average little 10-h.p. car than it does in Britain, the breeding-ground of small economy cars!

Mr. Boyd-Carpenter states that the flat-rate has been increased by 25 per cent., from £10 to £12 10s., and that, consequently, cars rated at 8 h.p. are subjected to the standard increase. Six-h.p. cars are now taxed at £8 15s. instead of £7 10s. and 7-h.p. cars at £10 10s. instead of £9 to conform to the general rise in taxation. Mr. Boyd-Carpenter, while admitting that he referred specifically to the Austin Seven in his speech, now states that " this was purely incidental to the argument "—a statement which has occasioned a great deal of comment on the part of those readers who have referred his reply to us.

STOP PRESS

" The Jaguar which won at Reims," writes our Continental Correspondent, " was entered by Peter Whitehead. Originally he was going to run his own 120C but changed to a works car on Coventry trade plates before practice started. Morris-Goodall and 'Lofty' England were in the pit." He also confirms that the Le Mans Lancias had V6 engines, not V8 engines as stated in his report.

* * *

Those readers who require a complete introduction to the mechanical aspects of the modern car can hardly do better than acquire a copy of *The Autocar* Handbook, of which over 325,000 copies have been sold since it was first published in 1906. A new, copiously illustrated, edition, running to 216 pages (5½ in. by 9 in.), has just appeared, modestly priced at 7s. 6d.—W. B.

CRYSTAL PALACE (July 11th)

The afternoon's racing opened with a series of four heats for the Elizabethan Trophy for 500-c.c. cars. In the first heat Bues (Arnott) took the lead in the second lap and, though closely pursued by Biss (Cooper), maintained his position with Biss second and C. M. Lund (Cooper) third.

In the second heat G. Wicken (Cooper) got in front from the start, but S. Lewis-Evans fought his way through till the fifth lap when he took the lead and held it to the finish, with Wicken second and G. Rolls (Kieft) third. Lewis-Evans' Cooper averaged 66.90 m.p.h.

The third heat saw Bicknell (Staride) early in the lead, followed by Les Leston (Leston) and they finished in that order through the 10 laps with Burgess (Markson) third. The Glade provided some excitement in this heat. Allison (Cooper) took it too fast, mounted the straw bales with both near-side wheels, went some 10 yards at 45 degrees to the road, dropped on to track and drove on. T. J. H. Bennett (Cooper) spun viciously, nearly ramming a photographer, but with no serious consequences.

Heat four, likewise, was a procession from the start, C. Headland (Martin), J. Brown (Martin) and D. Gray (Kieft) maintained that order throughout the race.

In the first lap of the Final Bicknell ran off just past the ramp, injuring two marshals. All three were taken to hospital. S. Lewis-Evans got into the lead early, followed by Leston, and they held those positions till the finish. A scrap for third place developed, and on the last lap, Brown got in front of D. Taylor.

The Crystal Palace Trophy (Formula II) was won in typical style by Tony Rolt (Connaught) who was never seriously challenged from the start. Leston in his 1,100-c.c. Cooper/J.A.P. brought the crowd to their feet, for he held third position for four laps, with Macklin (H.W.M.) between him and Rolt. On the fifth lap Salvadori (Connaught), making up a lot of ground due to a bad start, came through to take second place, with Macklin third and Leston trying hard to get in front of him. Salvadori established a new lap record of 73.59 m.p.h.

Results :

Elizabethan Trophy, 500 c.c. : 1st, S. Lewis-Evans (Cooper) ; 2nd, L. Leston (Leston) ; 3rd, J. Brown (Aston Martin) ; 4th, D. Taylor (Aston Martin). Winner's time and speed : 18 min. 30.2 sec. 67.61 m.p.h.
Fastest lap : C. Headland, 70.08 m.p.h.

Crystal Palace Trophy, Formula II : 1st, T. Rolt (Connaught) ; 2nd, R. Salvadori (Connaught) ; 3rd, L. Macklin (H.W.M.) ; 4th, L. Leston (Cooper 1,100). Winners time and speed, 17 min. 23.4 sec. 71.94 m.p.h.
Fastest lap : R. Salvadori, 1 min. 8 sec. 73.59 m.p.h.

Le Petit Prix, 500 c.c. : 1st, H. L. Daniell (Emeryson), 63.68 m.p.h.

Half-Litre Invitation Race : *1st, L. Leston (Leston), 67.08 m.p.h.*

RUBERY OWEN—A B.R.M. PARTY

On June 25th an interesting film show was put on by Mr. Rivers Fletcher at Ghent House, London headquarters of the Rubery Owen organisation.

Two films were shown, both in colour, the first one dealing with B.R.M. exploits in the 1952 season. The film was well made with a well-spoken commentary.

The second film, which had just been completed and did not have a sound track, gave a vivid impression of the great Albi Grand Prix. At Albi the B.R.M.s had their cruellest luck, because at one stage of the race they had no challenge at all.

We recommend both these films, and hope they will be made available to car clubs during the winter.—J. M.

The Hants & Berks M.C. Great Auclum Speed Hill-Climb, over a most interesting course with downhill start and steeply banked first bend, will take place again on August 8th, commencing at 2.30 p.m. The venue is easily reached from Reading.

* * *

On the same day the Nottingham S.C.C. will hold its Silverstone Meeting for sports, racing, vintage and 750 and 1,172 Formula cars, over distances up to 15 laps. There are two races for Formula III cars. The meeting will start soon after noon.

* * *

The Sunbeam M.C.C. have again selected Bert Raven's café at Newlands Corner, near Guildford, as the venue for their annual Veteran and Vintage Rally—to be held on Sunday, September 6th. Open to all cars and motor-cycles manufactured not later than 1930, the event combines a general " convergence " in the morning, from all parts of the country (with marks for mileage), together with two laps of a 15-mile circuit in the afternoon. Regulations are available from : R. A. Little, " Les Cotils," Holdfast Lane, Haslemere Surrey.

CONTINENTAL NOTES

By the Continental Correspondent.

FOR some time past it has been evident that the sports car of today, as built by manufacturers and run by them for racing events, is not far short of the Formula II car on performance. I refer, of course, to the contenders for General Classification honours in the major sports-car races, such as the Mille Miglia, Le Mans and the Pan-Americana, such cars as the factory XK120C Jaguars, the 4.1-litre Ferraris, the new Lancias, Cunninghams, Talbots, Gordinis and so on. Unfortunately, this comparison of speeds has been purely hypothetical for in Formula II racing there are few drivers who can tell you exactly what r.p.m. they are getting in top gear, and few know the top-gear ratios, while errors in calculations can depend on whether the calculator is "for" or "against" the car in question. Equally, sports-car speeds are just as difficult to define, for if speedometers are fitted they are rarely calculated for the axle ratio fitted at the time, tachometers give the same false answers as on racing cars, and the hosts of passengers who have timed fast cars over kilometres vary in their answers as they do in their numbers.

At the recent Reims 12-hour race we were able to see for the first time indisputable data relating to this interesting point, for sports cars and racing cars used the same circuit under exactly the same conditions. The fastest lap recorded by the sports cars was that of the 4½-litre Ferrari coupé driven by Maglioli-Carini, which put in a lap at 2 min. 42.8 sec. Later in the day, in the French Grand Prix, Fangio recorded 2 min. 41.1 sec. in the Formula II Maserati at the height of his battle with Hawthorn. On that showing it is pretty fair to say that the performances of the works sports cars of today are equal to those of the works Formula II cars. Such a state of affairs has produced an interesting and amusing situation. At one time the driver of a single-seater racing car was considered to be among the elite, while a "mere" sports-car driver was one who was still learning and had yet to graduate to the Grand Prix class. In many cases this is still so, but the top flight of each category must now be classed in the same group, and, what is more, the sports-car driver, in his low coupé and fully enveloping bodywork, must surely be more skilled than his single-seater compatriot, for the handling of a Formula II car is a lot superior to any sports car, as drivers who race both will agree.

During the race at Reims the H.W.M. *equipe* were in the unusual position of having recorded faster times with their sports car than with the single-seaters, as were Gordini, their new 3-litre being much faster than the Formula II cars. Ferrari had all their aces on the single-seaters in the Grand Prix, leaving the sports coupé to the two "new boys," the result being that they all lapped the Reims circuit in virtually the same time. Jaguar and Cunningham, while having no Formula II counterparts, were far faster than a good many of the temperamental Grand Prix cars and only a few miles per hour down on the fastest cars of the meeting.

All this presents the curious situation where a driver might reasonably be expected to graduate from factory sports cars to factory single-seaters, instead of *vice versa*, so that nowadays to drive in a factory team of sports cars in the higher category a driver must be highly skilled. This points strongly to the fact that the dropping of Formula I, no matter what the reasons, was a retrograde step in the development and progress of Grand Prix racing. The racing cars of today were supposed to be getting too fast as well as too costly, and a change of Formula was indicated that would lower the potential of the single-seaters. This was done in 1934, in 1938, again in 1946, and is due in 1954. But while we are all busily engaged in slowing up the racing cars, the sports cars have been ignored and the time has now arrived when they are far more lethal than existing racing cars. Does this mean a limitation on sports-car engines, a freeing of racing-car engines, or, as suggested last winter in MOTOR SPORT, has the time arrived for a one-class Formula. Reverting to Reims, the 4½-litre Ferrari coupé, even allowing for the inexperience of the drivers, could have finished sixth or seventh in the French Grand Prix, the driver sitting in comparative comfort, the car carrying full equipment and capable of being driven about on the normal roads. Indeed we do live in strange times.

* * *

After the recent Dutch Grand Prix on the twisty Zandvoort circuit, where a great deal of loose gravel was lying about after re-surfacing, an investigation was made and the F.I.A. decided to ban further racing on that circuit until something was done about the looseness of the surface. This is quite a problem to the organiser of a specialised track, for a few weeks before the re-surfacing a motor-cycle meeting was held at Zandvoort and the old surface had reached that pitch of perfection for tyre grip that cannot last and heralds the inevitable breaking-up of the surface. With the car Grand Prix looming ahead the organisers did what they thought wisest and re-surfaced the track with their special non-skid substance. Unfortunately it was still too new at the time of the Grand Prix and the top dressing was torn off and flung about in the form of loose gravel. Quite how to overcome this trouble when using this type of surface is difficult to see, but perhaps John Morgan's idea at Goodwood might have worked, that of letting Tom, Dick and Harry drive round and round at touring speeds to amuse themselves and at the same time bed the circuit down.

* * *

In France the Gordini situation is one of extreme precariousness, for since he left Simca and built and ran the cars entirely on his own he has been continually in financial difficulties. So much so that it looks as though the Gordini cars may disappear from the circuits. At Reims he made a desperate bid to achieve success and thereby gain support, by entering five cars in the sports-car race and four in the Grand Prix, but the whole lot gave trouble and resulted in a dismal failure. Now many people in France are suggesting that it would be a good thing if Gordini set up a factory for producing things for sale to the sporting public, thus starting the nucleus of a revenue, but Amedee Gordini, like so many in his class, is a genius, and as such will not have anything to do with the ordinary run of commerce and will not allow anyone to take any responsibilities in the racing organisation. It really is a "one-man show" and against so much organised opposition he cannot hope to survive. Personally, the idea of a range of "Gordini" products for Fiats and the like sounds intriguing, whether it be a "Gordini" steering wheel for a 2CV Citroën, or a "Gordini" double-cam head conversion for a 1,100-c.c. Fiat; while sports Gordinis would almost certainly sell well and the sale of Gordini 2½-litre Formula engines would have a ready market on the English side of the Channel. It really is unfortunate that such a clever designer, and such an enthusiastic team of mechanics and followers, should be worried the whole time by the shadow of extinction hovering over them, and it must be hoped that a way out will be found very soon.—D. S. J.

TWO NEW BOOKS

"Grand Prix Facts and Figures," by George Monkhouse, published by Foulis, has just been issued in revised form, with new material, many new photographs, and tabular race reports from 1894 to 1952. Just before this review copy was received we had taken the 1950 edition from the bookcase to re-read and decided that it is perhaps the best general motor-racing book of all. Monkhouse is a knowledgeable enthusiast and a first-class high-speed photographer, and his book gives a fine insight into motor racing, with scores of intimate "shots" of famous drivers and cars, clearly reproduced, some pictures of the early days, brief biographies of the great drivers whom the author so greatly admires, and a condensed history of racing itself. The table of results alone is an epic achievement. The new edition is right up to date and runs to 296 9 in. by 5½ in. pages, and costs 42s.

"Britain's Racing Cycles," by L. R. Higgins, comes from the same prolific publisher and, running to 155 pages of the same size, costs 15s. It gives the specifications and racing achievements of many historic motor-cycles and illustrates many. We feel this book is likely to be appreciated even more by car than motor-cycle readers, because whereas the latter may recall the better-known machines, car enthusiasts who require a quick primer to two-wheeler lure, perhaps as an incentive or aid in looking for a vintage motor-cycle to keep their vintage cars company, will find this "just the job," and are likely to get "carried on to Crewe" if browsing through its nostalgic pages in the train. From this point of view the book is an essential investment. The author writes of production as well as about racing bicycles, and the book undoubtedly benefits from the fact that he is himself a racing motor-cyclist.—W. B.

CHAIN CHATTER

by

"CARROZZINO"

FIRST let me apologise and say "how wrong one can be"; I refer to my remarks last month that I did not think that Moto-Guzzi would take the T.T. success in the 350-c.c. class very seriously, suggesting that they had enough to do in the 250-c.c. and 500-c.c. classes. No sooner had those words been sent to the printers than Guzzi more or less confirmed that they were going to make full 350-c.c. machines. This they did and, ridden by those two old-stagers Anderson and Lorenzetti, the 350-c.c. Guzzis played havoc with the races for that capacity at both the Dutch T.T. and the Belgian G.P., so much so that Guzzi now leads in the 350-c.c. World Championship. While it is not the first time that this Italian make has entered the 350-c.c. class, for they tried a reduced version of the old 500-c.c. twin a few years ago, rather unsuccessfully, it is the first serious attempt. This year the World Championships are certainly livening up, for a British win in the 350-c.c. class at Assen and Spa has been a foregone conclusion for many years and it was merely a question of whether A.J.S., Norton or Velocette would win, later to change to one of A.J.S. or Norton, and at the beginning of this year it looked as though Norton could not help winning. Now Norton have had to *try* to be in the running. At Assen Lorenzetti succeeded in beating the complete teams of British riders, finishing 23 seconds in front of Ray Amm, the leader of the Norton *equipe*. In motor-cycle racing 23 seconds can be considered a complete walk-over, a "tight" race being in the order of a few seconds. To complete the Dutch victory, Lorenzetti also put in the fastest lap. In Belgium, on the magnificent Francorchamps circuit, it was Anderson's turn to win, though only just, from Lorenzetti, while the nearest Norton was again Ray Amm, this time 16 seconds behind in third place, but some honour was regained by putting up the fastest lap. So we have had two more rounds in the 350-c.c. class, both won by Moto-Guzzi, who did not give the impression at the beginning of the season that they even knew the class existed; furthermore the machines are enlarged versions of the well-tried 250-c.c. Gambalunghino and there, no doubt, lies the answer to a great deal of their success. In general, the average racing motor-cycle is far too heavy and far too large, presenting too much frontal area and almost certainly losing a degree of handling by its weight. Consider the two leading English racers, the works Norton and A.J.S.; unless you are very knowledgeable and understand about the lengths of vertical drive-shaft to the o.h.c. or megaphone sizes, or carburetter sizes, it is exceedingly difficult to distinguish between a works 500-c.c. Norton and a 350 c.c. from the same factory. While the difference between the works 500-c.c. A.J.S. and the 350 c.c. is obvious, one being a twin and the other a single. Some idea of what I am getting at can be gained when I say that I saw a factory A.J.S. rider about to go out for practice on what I assumed, from the near side, to be a new Matchless 500-c.c. twin. On going round to the other side I was horrified to see that it was one of the works 350-c.c. three-valve A.J.S. singles. In other words the British idea of a racing machine, so far as the majority of components are concerned, is the same whether it be a 350 c.c. or a 500 c.c., and obviously that cannot be correct, either one is too large or the other is too small. Personally I feel the British 350s are all far too big, and have said so many times. Guzzi have now beaten us on two occasions with a machine that is difficult to distinguish from their 250-c.c. models. Now clearly they cannot be correct either, to have a 250 c.c. and a 350 c.c. of the same proportions must still mean that one of them is wrong, and at the moment I am not going to say which, but at least they are nearer the ultimate than we are, for they are tackling the problem from the right end. Don't imagine they are perfect, for, as I mentioned earlier, they tried out, some years ago, a 350-c.c. twin that was a small version of their 500-c.c. model and it was so awful, as can be imagined, that they soon dropped the idea. That was a perfect example of starting from the wrong end. If time and money were of no importance it would be interesting to see the perfect team of works racers, from 125 c.c. to 500 c.c., all built to the limits of stress and strain imposed by the size of engine. The nearest approach today is the range of 125, 250 and 350-c.c. D.K.W.s, but they have a long way to go and to date have not figured at all well in the championship races.

Reverting to the other classes at Assen and Spa, as is usual and inexplicable, the Dutch run every possible solo class but no sidecars, the Belgians only 350 c.c. and 500 c.c. and a very good sidecar race. In Holland, young Werner Haas repeated his brilliant T.T. performances, coming up to every expectation of last year, by winning both 125-c.c. and 250-c.c. classes, the former with ease and the latter by a hairsbreadth from the old "fox" Anderson. His N.S.U. machines, of very unusual character and most peculiar to look upon, are certainly efficient, while his riding speaks for itself. Ever since the N.S.U. world record runs by Wilhelm Herz on the supercharged N.S.U. twin, when the publicity department of that firm produced a booklet about the preparation, with a space to fill in the new record, before the attempt, I have had the greatest respect for N.S.U., and their defeat of the Italians in both 125 and 250-c.c. classes has not come as a surprise. Following Haas in the "tiddler" class were Ubbiali and Sandford on the twin o.h.c. M.V.s, while behind Anderson, in 3rd place in the 250-c.c. class, was Reg. Armstrong, also riding an N.S.U. This was particularly interesting in view of his engagement on a 500 with Gilera and gives just one more instance of the acute lack of top-flight riders, now that so many firms are taking racing seriously. As last year, Norton's win in the T.T. was purely the outcome of specialised knowledge which helped them not at all on the other circuits of Europe, Solitude excepted, and this year looks like being the same. Amm won the Senior T.T. but since then Gilera have won both of the big races, in Holland and Belgium, the first going to Geoff Duke on the Italian four-cylinder machine, winning comfortably and showing that he is still well at the top, while second was Reg. Armstrong, also Gilera-mounted. At Francorchamps the story was nearly the same, this time Duke and Milani having a battle for the lead, ahead of the rest, until the Englishman's bicycle gave trouble just before the end, leaving Milani and the Gilera Four unchallenged for first place. The results of these two races were more or less as expected but, just to show that the single-cylinder machine is not right out of the picture, Amm beat Armstrong for second place at Spa, while in Holland he made the fastest lap. Moto-Guzzi, with their very advanced and beautiful 500-c.c. four-cylinders got nowhere at all with them in either the Dutch or the Belgian event, and it is beginning to look as though this machine is going to prove a deception. On paper, and to look at, it is far in advance of anything yet, and in the right direction, but it doesn't seem to go. If it was not for the fantastic performance it made at Hockenheim Ring in May, with a lap record at 108 m.p.h., one could almost begin to decry the publicity put out about this bicycle, but as it is one must be content with saying that it is not yet ripe for victory, but that when it is . . . Of course, it could be that my remarks last month had some bearing on the matter. From being supreme in the 250-c.c. class and having a potential world beater in the 500-c.c. class, they have changed their position entirely, to champions of the 350-c.c. class.

In Belgium we saw the first round for the Sidecar Championship and once again this class was dominated by Oliver and Smith riding Nortons. With Gilera out of the running, it was the turn of B.M.W. to take up the attack on what appears to be the unassailable position of the English, but it was to no effect and their number one rider, Wiggerl Kraus, could do no better than third, and that only one second in front of Marcel Masuy, the Belgian champion, who was having the loan of a works Norton engine for his "Featherbed." Oliver and Smith appear to be in a class of their own when they really start trying and have works engines, for up to now on the small circuit meetings Oliver has been using a very old works engine and Smith a normal Manx engine, with the result that the B.M.W. boys have pushed them once or twice. At Spa they both got down to the job seriously and the Germans never approached them. Although Nortons can do little about the opposition in the solo classes, in the three-wheeler class they can rest content, thanks to Oliver and Smith.

After the Dutch and Belgian races on successive weekends, there has been a few weeks' rest and the battles recommence on August 2nd, when the French G.P. will be fought out on that short, but beautifully-prepared, course at Rouen-Les Essarts, where riding will come into its own and machine power will not be of primary importance, although acceleration in the middle ranges will play a great part.

SYMBUL CAFE, LTD.

In our May issue, in the course of a report of the Bristol M.C. and L.C.C. meeting at Castle Combe on Easter Saturday, we stated that a firm of caterers were working a racket by charging 1s. for the use of tea-cups. This statement was made due to a misunderstanding which has now been cleared up. In fact the charge for a cup of tea was 4d. with a deposit of 1s. on the cup which was returnable.

We wish to express to Symbul Cafe, Ltd., our sincere regrets for the paragraph concerned and withdraw any suggestion of excessive charges.

THE VITH R.A.C. BRITISH GRAND PRIX

Ascari (Ferrari) Holds off Maserati Opposition. Full Supporting Programme.

UNDER showery conditions the *Daily Express* Meeting at Silverstone on July 18th, organised for the R.A.C. by the B.R.D.C., was run off promptly before a vast crowd of spectators. Ominous rain clouds passed over the circuit with nothing worse than a heavy shower a quarter of an hour before the finish of the British Grand Prix and a few spots during the Sports-Car Race.

Interest was sharply focussed on the British G.P., because after Hawthorn's magnificent victory in the French G.P., everyone wondered if he would do it again on his home-ground at Silverstone, or whether Maserati would beat Ferrari on this rather more difficult circuit.

Ferrari and Maserati fielded the same cars they had at Reims, rumours of hush-hush new Ferraris proving false. The teams were, respectively, Ascari, Villoresi, Farina, Hawthorn, and Fangio, Gonzalez, Bonetto and Marimon. H.W.M. put in Macklin, Collins, Duncan Hamilton and Fairman in rather tired-looking cars. Connaught had patron McAlpine, Salvadori, and "new-boy" Bira in cars with the American-type of carburetter-less induction, which is not true fuel-injection but injection into the inlet tract. In addition, Ian Stewart had the Ecurie Ecosse Connaught, and Rolt had Rob Walker's Connaught. Ken Wharton had a Cooper-entered Cooper-Bristol, James Stewart the Ecurie Ecosse Cooper-Bristol ("Wilky" has a "mixed-bag" to tune!), Alan Brown and Bob Gerard drove their own cars of this make. This time three Cooper-Altas were due to run, those of Moss, Whitehead (now tuned by Wharton's former mechanic) and Crook, but Moss' had burst its clutch at Reims and non-started. Chiron's Osca was the only other absentee and an interesting field was made up with the Automobiles Gordini team—Schell, Trintignant, Behra—in the usual six-cylinder cars, the new V8 not materialising, and de Graffenried's Maserati.

The first training period was held in the rain, with the rather unstable result that Peter Whitehead made fastest lap at 90.06 m.p.h., a whole 4 sec. faster than Hawthorn, who was 2 sec. quicker than Farina, while Ascari was content, with his friend Villoresi, to be 2 sec. slower still. The works Maseratis hadn't arrived, and Schell's Gordini was fifth fastest, a second behind the slowest Ferrari.

Heavy showers characterised the Friday session, but Ascari now went round in 1 min. 48 sec. (97.57 m.p.h.), Gonzalez was a second slower for Maserati, and Hawthorn received a special back-slap of appreciation from Ferrari's Team Manager for tie-ing with the Argentinian. Fangio and Farina both managed 1 min. 50 sec. Villoresi and Marimon 1 min. 51 sec., with Trintignant and Schell at 1 min. 52 sec. So stop-watch-clickers retired to their cars, tents and caravans, confident of a strong Ferrari-Maserati-Gordini battle on the morrow. Ascari practised in Villoresi's car as well as in his own. It took the mechanics a long time to fit the shields between air intakes and exhaust system and make the bonnet fit. The rigidly-mounted Weber carburetters first tried at Spa were retained.

After Earl Howe had unveiled the Pat Fairman Memorial Drinking Fountain, which has at last been moved from Donington to a permanent home at Silverstone, the 28 cars were wheeled or driven to the starting grid. The Maseratis were the Reims cars, with auxiliary fuel tank on the driver's right, the second auxiliary tank and headrest removed from Gonzalez' car. His name was on the cockpit sides.

Fangio (Maserati), Hawthorn (Ferrari), Gonzalez (Maserati) and Ascari (Ferrari) occupied the front row, as a foretaste of the battle to follow, with Marimon, Villoresi and Farina in the row behind. Alan Brown made pretence of polishing the white bonnet-top of de Graffenried's Maserati, Fairman could be heard loudly inquiring of John Heath what sort of race he was required to drive, and gradually the moments came nearer to flag-fall. This time no one mistook Kenneth Evans' intentions and the field, naturally creeping slightly, roared away.

At Copse, the first corner, Fangio led, but as his Maserati drifted wide, Ascari lost no time in going through. Packed tight behind were Villoresi and Gonzalez, followed by the rest, de Graffenried last after a bad start.

At the end of lap one Ascari led Fangio, with Gonzalez and Villoresi behind, and then a little gap before Marimon, Hawthorn, Farina, Bonetto and Macklin appeared—Ferrari, Maserati, Maserati, Ferrari, Maserati, Ferrari, Maserati, H.W.M.

In lap two Gonzalez moved up in front of his team-mate and Hawthorn had passed Marimon. A lap later the spectators were perplexed when Hawthorn was seen to have dropped back—except those in the pits grandstand, who had seen him spin wildly out of the tricky Woodcote Corner and slide backwards onto the grass. He got out of this nasty high-speed gyration, which could easily have ended his career, and continued, visibly shaken. A lap later Ferrari had him in for a check-over of the car, and a slight fuel leak was discovered. Ascari had set a new Formula II lap record of 1 min. 51 sec. (94.93 m.p.h.) on his second circuit, which Gonzalez promptly equalled on the next round—the Ferrari/Maserati battle was well and truly joined!

Lap four saw Ascari, driving superbly so that he *looked* slow, pull out 1 min. 50 sec. (95.59 m.p.h.). Clearly, even in a race which was to be run non-stop for 263 miles, he could not afford to give the Argentinian a second. His high speeds so early in the race with full tank were the product of true virtuosity.

The field had already been depleted, for Crook's Cooper-Alta couldn't get fuel to the carburetters and McAlpine's Connaught also failed to leave the grid. Moreover, Wharton's formerly-reliable Cooper-Bristol was in while pressure was restored to the lubrication circuit, and thus early Trintignant was having a broken exhaust pipe repaired, while plugs were changed on Schell's car. Whitehead's Cooper-Alta required brake adjustment after a mere seven of the 90 laps which constituted the full distance.

It is significant of how well matched were the rival Italian teams that the official lap-chart from laps 1 to 30 shows no change of position in the first three—Ascari, Gonzalez, Fangio—from lap two until lap 17, when Villoresi came up to third place, and Gonzalez fell to fourth because he had been brought in, with some difficulty, by the officials, who suspected his Maserati of dropping oil—there was a light film of liquid round the track which had resulted in the striped "oil-warning" flag being flown for a time—this some British drivers saluted, but Ascari just pressed unconcernedly on. After a rowdy pit-scene Gonzalez was allowed to continue—it is possible that the back axle was venting slightly.

The order Ascari, Fangio, Villoresi, Gonzalez, held for lap after lap, but Alberto was a comfortable quarter mile, ahead of the Maserati, having averaged 92.72 m.p.h. to Fangio's 92.19 m.p.h. By 25 laps Ascari had increased his lead by a few more seconds but the Ferrari, Maserati, Ferrari, Maserati, Ferrari, Maserati order dominated the leading six. Stewart had retired the Connaught, the trouble given laconically as "plugs," Wharton had needed oil and Whitehead further adjustment of his brakes; Schell's Gordini never recovered its lost sparks and de Graffenried was troubled by misfiring, which had spoilt his start but which he dashingly tried to overcome.

Massacre was heavy, for Trintignant's Gordini succumbed to the old complaint, axle failure, Bonetto's Maserati had been delayed for a plug change, Hamilton's H.W.M. was out with a clutch which wouldn't, and then Bonetto stopped twice more as the carburetters were checked and a blocked jet changed. The sole remaining Gordini of Jean Behra came in with a blocked fuel system and Macklin's H.W.M. split its clutch housing, while to de Graffenried's troubles were added a broken accelerator. Peter Whitehead took on fuel for his Alta engine in 38 seconds after 1 hr. 28 min. fast motoring. Collins also refuelled the H.W.M., in 60 seconds.

The race position, so far as the rather widely-spaced duellists were concerned, remained the same lap after lap and if the heart-stopping struggle which had been seen at Reims was not renewed, certainly neither Ferrari nor Maserati had sufficient superiority over the other for any of their drivers to let up for a second. Indeed, was not this a driver's rather than a *marque* battle? For at five laps under half-distance Ascari had increased his lead to 28 sec. over Fangio and his speed to 93.46 m.p.h., Villoresi was 50 sec. in front of Gonzalez (who, however, had had to debate his black-flagging) at 92.33 m.p.h., and Farina, in characteristic style, led new-boy Marimon by a mere second, at 90.37 m.p.h. The battle between the latter, holders of fifth and sixth places, was an interesting sub-feature of the race and, sure enough, at half-distance, Marimon's blue and yellow Maserati, the only one in Argentine colours, had gone by, to lead the veteran Italian by 3 sec.

Another H.W.M. clutch packed it in, when Fairman retired, and Collins soon afterwards left the road rather violently, at Chapel Curve, walked to Becketts, ran back to his car, having summoned mechanics, only to discover the machinery unstartable. Gonzalez stopped for 41 sec. for fuel and oil after 55 laps, suggesting he may have started with a half-full tank, as at Reims.

Ascari was still piling on speed, his average up to 93.84 m.p.h. at two-thirds distance. The six-slice Ferrari/Maserati sandwich-spread was unchanged, although Fangio was now 41 sec. behind; Gonzalez' pit-stop had enabled Farina to close up but not to pass. Wharton was going well again, although his yellow-nosed Cooper-Bristol called for 10 gallons of fuel, which his pit-staff got in in a splendid 20 sec. We now began to speculate on which British car would be first to finish. James Stewart was going great guns, in tartan shirt, in the Cooper-Bristol, Bira was driving a faultless race in the Connaught, Rolt was going exceedingly well, although losing 60 sec. for refuelling on his 66th lap. As the leader completed the same number, the solid block of the first six was shattered. Villoresi's Ferrari broke its back axle and at the same time Marimon's Maserati stopped at Copse Corner.

Baron de Graffenried, too, gave up an unequal struggle with his sick car. The order now altered to: Ascari, Fangio, Gonzalez, Farina, Hawthorn, who was steadily regaining the ground his spin had cost him, and Rolt's Connaught.

Brown's Cooper-Bristol now retired with a broken fan belt, casting a hope that Bristol will soon have ready a racing engine as good as their "touring" unit has proved to be, for the latter is able to lose a race by casting away a form of drive so often seen lying about on our main roads!

With half an hour to run, rain fell in torrents, preceded by hail, and Silverstone became flooded. This had its effect on the British finishers. Just before the storm Rolt had driven off the course at Becketts and announced back-axle trouble. He was rushed to the Paddock on a police pillion (thoughtfully putting his crash-hat on before starting!) but the mechanics declared the car beyond repair. This brought Stewart into sixth place, rather more than 2 min. behind Hawthorn. Alas, the wet course was his undoing, for he crashed at Copse ten laps from the end, luckily escaping injury. Bira spun twice in the Connaught but avoided the grass and continued. Ascari merely adjusted his cornering limits to suit and in this he was followed by his Continental confreres. Bonetto had replaced Stewart in sixth place, Bira in the first British car some way behind him, followed by Wharton as leading British driver.

This order held to the finish, the sun out again but the course wet, so that Ascari's average, up to 93.97 m.p.h. at 80 laps, fell to an overall of 92.97 m.p.h. The World Champion had never placed a wheel wrongly and he finished exactly a minute ahead of Fangio, a sufficiently close finish to give speculation as to what will happen at the Nurburg Ring. Farina and Gonzalez were two laps behind, Hawthorn a lap away again, while Bonetto had covered only 82 laps, as had Bira. The rain stopped all chance of further record laps, so Ascari and Fangio shared the record Formula II lap of 95.79 m.p.h., a fair reflection on the character of this British Grand Prix. Ascari proved his worth to Ferrari in brilliant manner—did he not lap team-mate Farina twice?

So Ferrari had beaten Maserati again, but only just, and the final order, Ferrari first, Maserati second, Ferrari third, Maserati fourth, Ferrari fifth, Maserati sixth, shows the Maranelbo challenge to be no flash in the pan. Connaught did well to enrol Bira, for he came steadily, with the exception of his rain gyrations up to seventh place, the rest of the Connaughts suffering rather odd troubles and the H.W.M.s a recurrence of their clutch failures.

Results:

6TH BRITISH GRAND PRIX—90 Laps—270 Miles—Dry, then Rain. Formula II

1st:	A. Ascari (Ferrari 4-cyl.) ...	2 hr. 50 min. 0 sec. ...	92.97 m.p.h.
2nd:	J. M. Fangio (Maserati 6-cyl.) ...	2 hr. 51 min. 0 sec. ...	92.43 ,,
3rd:	G. Farina (Ferrari 4-cyl.)	2 laps behind	
4th:	F. Gonzalez (Maserati 6-cyl.)	2 ,,	
5th:	J. M. Hawthorn (Ferrari 4-cyl.) ...	3 ,,	
6th:	F. Bonetto (Maserati 6-cyl.)	7 ,,	
7th:	B. Bira (Connaught 4-cyl.)	7 ,,	
8th:	K. Wharton (Cooper-Bristol 6-cyl.) ...	10 ,,	
9th:	P. Whitehead (Cooper-Alta 4-cyl.) ...	11 ,,	
10th:	C. Rosier (Ferrari 4-cyl.)	12 ,,	

Record lap: Ascari (Ferrari) and Gonzalez (Maserati), in 1 min. 50 sec. = 95.79 m.p.h.

Retirements: McAlpine (Connaught), nil laps; Crook (Cooper-Alta), nil laps, fuel feed; Schell (Gordini), 5 laps, magneto; Hamilton (H.W.M.), 14 laps, clutch; Trintignant (Gordini), 15 laps, axle; Stewart (Connaught), 27 laps, misfiring; Behra (Gordini), fuel starvation; Macklin (H.W.M.), clutch; Salvadori (Connaught), cracked radius-arm; Fairman (H.W.M.), 54 laps, clutch; Collins (H.W.M.), left road; Marimon (Maserati); Villoresi (Ferrari), 63 laps, axle; Brown (Cooper-Bristol), broken fan belt; Rolt (Connaught), axle; Stewart (Cooper-Bristol), crashed unhurt.

There were three supporting events besides the Grand Prix, a 15-lap Formula III race, a 35-lap International Sports-Car race and a 17-lap Formule Libre dash. None produced any real tussles amongst the leaders. In the 500-c.c. event, Moss in the Cooper Car Company-entered Cooper-Norton ran away from the start, to win unchallenged at 84.74 m.p.h. He equalled the lap record of 86.37 m.p.h. and so did Lewis-Evans. For a lap Clarke in Gerard's Cooper was second but he was replaced by Brandon's Cooper and fell right back after five laps. S. Lewis-Evans, fresh from his Crystal Palace victory, pressed Brandon hard, finishing in third place, 3 sec. behind him. Wood's Arnott had plastic bodywork. During the race Headland (Martin-Cooper) skidded at Woodcote, was narrowly missed by following cars, and hit the pits, injuring two persons standing on the course. Parker, who had been as fast as Moss in practice, retired early.

Results:

1st:	S. Moss (Cooper)	31 min. 5 sec. ...	84.74 m.p.h.
2nd:	E. Brandon (Cooper)	31 min. 21 sec. ...	83.02 ,,
3rd:	S. Lewis-Evans (Cooper) ...	31 min. 24 sec. ...	83.89 ,,

Fastest lap: Moss and Lewis-Evans (Coopers), in 2 min. 2 sec. = 86.37 m.p.h.

Retirements included Headland (Martin-Cooper), crashed; Wicken (Cooper), engine; Parker (Kieft); Greenall (Cooper), fuel feed; Leston (Leston); Clarke (Cooper), scavenge pump; Moor (Wasp); Lones (Tiger Kitten), con.-rod.

The Sports-Car Race, over approximately 102 miles with Le Mans start, was deemed important to British prestige, perhaps because many Americans were present, although we imagine the Jaguar victories at Le Mans and Reims have put them well ahead of all others for the time being. At all events, they did not enter officially, but were represented by seven privately-owned, drum-braked Type Cs. In spite of this the *Sunday Express* motoring correspondent wrote of the race as "a great contest—between two millionaire industrialists"! It is interesting that the XK120 is now completely outmoded for sports-car racing and none ran. David Brown had a team of three 2.9-litre D.B.3(S) Aston Martins, drivers Parnell, Salvadori and Collins, supported by the older D.B.3s of Graham Whitehead and Dickson, and Peter Clark's D.B.2. Downing's D.B.3 non-started. Cunningham brought all his elaborate organisation and the vast Fageol Twin Coach mobile workshop to run two of the older two-seaters with i.f.s., that driven by Briggs himself having, it was said, the engine from the new car written off at Reims. Spear drove his 4.1 Ferrari "America" in American colours, but Ruesch's Ferrari was absent. Four Ecurie Ecosse Jaguars were present, as well as the "Cs" of Swift, Tony Rolt, driving for Duncan Hamilton, who was a bit spent after his recent accident and the G.P., E. W. Holt and Ninian Sanderson. The appearance of Rolt and Holt in identical-shape cars confused the *Sunday Express* reporter. Oscar Moore's H.W.M. did not appear but Abecassis drove the new Jaguar-powered all-enveloping H.W.M., which is reminiscent of the old H.W.-Altas. Hazlehurst had a Bristol-Kieft, Barber non-started in a Cooper carrying an English idea of what a *disco volante* should be, and Frazer-Nash was represented by a rather motley collection of Le Mans Replicas. Watkins had extensively damaged his Allard in a practice crash and did not run.

For three laps after the Le Mans start Parnell led from Rolt, followed at first by Collins and Abecassis, until the H.W.M. was passed by Walters' Cunningham and Spear's big Ferrari. Then Tony went ahead, lapping at 90.84 m.p.h. To this Reg. replied with a new sports-car lap record of 91.63 m.p.h., regaining the lead on his ninth lap. On the seventh lap Walters' Cunningham had broken its gearbox. Now Salvadori set about improving his position, equalling Rolt's speed on his 11th lap. After 14 laps Collins and Salvadori had their Aston Martins up in third and fourth places, followed by Spear, driving the Ferrari without fireworks, Parnell comfortably in the lead. Sir James Scott-Douglas lost oil pressure and retired his Jaguar, Abecassis was in trouble at Abbey Curve, but Ian Stewart had his Jaguar in sixth place. Both Collins and Salvadori now made 90.84-m.p.h. laps and Parnell was pulling up his speed, from 88.94 m.p.h. to 89.19 m.p.h. average at 20 laps. Rolt seemed unable to reply and, sure enough, the well-used Jaguar retired after 21 laps with a broken piston. Salvadori went past Collins and these two ran in close company, no doubt under team orders, to a 1, 2, 3 Aston Martin finish.

Dickson's older A.M. boiled, Swift's Jaguar also retired, and Cunningham set up an all-time record in smoke screens before pulling off at Becketts'. Flames were coming from the off-side exhaust pipe and Moss called to the driver to jump out. He did so, calmly extinguishing the oil fire with his own extinguisher, smiling broadly and accepting a lift to the Paddock with the remark, "They'll tow her in, I guess." The engine had been pumping oil down the exhaust system and went on "simmering" for some time. The neatly turned out and driven Aston Martins, using K.L.G. plugs, Shell fuel, Lucas ignition, Weber carburetters, Mintex brake linings and Avon tyres, deserved their convincing victory. It was nice to see Parnell so successful, as this may be his last season.

Results:

1st:	R. Parnell (Aston Martin) ...	1 hr. 8 min. 45 sec. ...	89.41 m.p.h.
2nd:	R. Salvadori (Aston Martin) ...	1 hr. 9 min. 11 sec. ...	88.84 ,,
3rd:	P. Collins (Aston Martin) ...	1 hr. 9 min. 12 sec. ...	88.82 ,,
4th:	Spear (Ferrari)	1 hr. 9 min. 45 sec. ...	88.12 ,,

5th: I. Stewart (Jaguar); 6th: J. Stewart (Jaguar); 7th: P. Whitehead (Aston Martin), 34 laps; Mitchell (Frazer-Nash), Holt (Jaguar), Crook (Frazer-Nash), 33 laps; Sanderson (Jaguar), 32 laps; Hazlehurst (Kieft), 31 laps.

Record lap: Parnell (Aston Martin), 1 min. 55 sec. = 91.63 m.p.h.

Continued on page 402

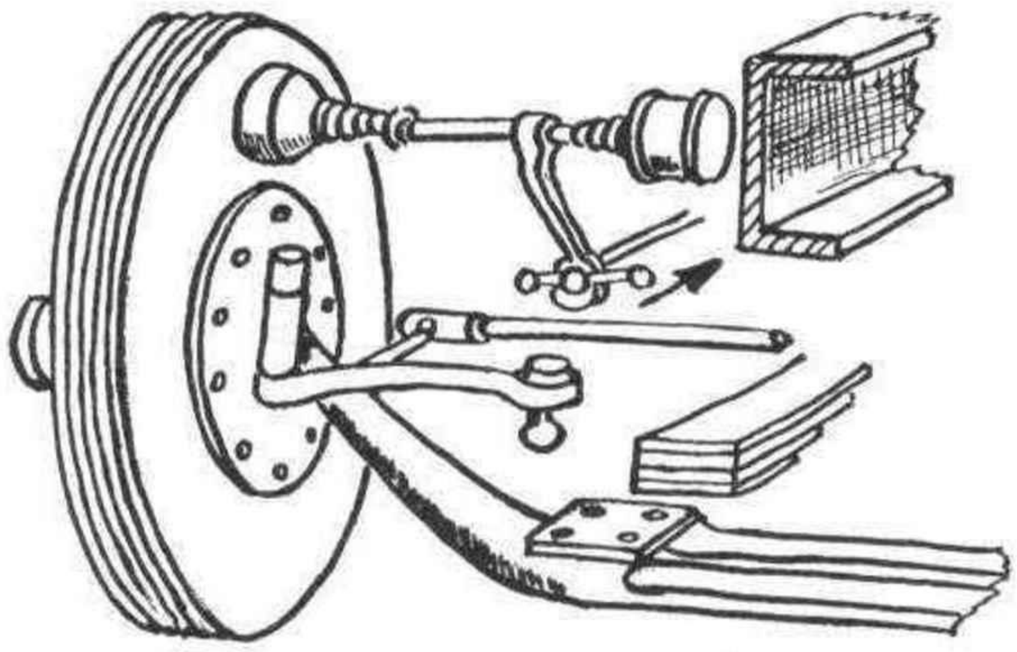
Historical Notes: Brakes (Part 2)

(Continued from the June issue)

FOUR-WHEEL brakes first appeared in a patent granted to Mr. P. L. Renouf of Erdington, near Birmingham, in 1904, and this was followed by a period of many similar ideas from Germany, France and Italy; but it is to Henri Perrot that the credit is normally given for their practical introduction. At the time he was connected with the famous Argyll works at Alexandria, near Glasgow. The Argyll system was operated diagonally, off-side front to near-side rear, and *vice versa*. Another early system was the Allen-Liversidge, fitted to Arrol-Johnston, Adams, Crossley, Spyker, Sheffield-Simplex, Thames and Newton-Bennett cars in 1910, and in this type the main brake control-rod passed through the steering pivot.

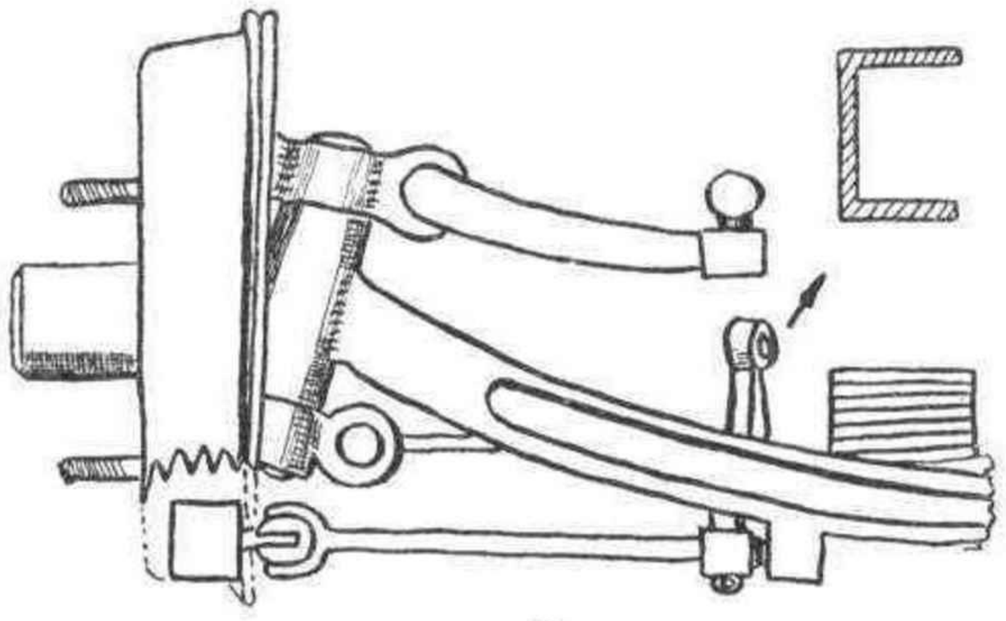
Unfortunately, it was sometimes possible to lock the steering when the brakes were applied with this system, and all the manufacturers listed above abandoned the idea after the one year's trial. Isotta-Fraschini produced an independent four-wheel system in 1911, but it was the French Grand Prix at Lyons in 1914 that really set the ball rolling. A detailed description of this race would seriously encroach upon "Baladeur's" territory, but suffice it to say that, so far as manufacturers were concerned, it was the continental people who first learned the lessons at that race. British designers were probably more shaken by the trends shown at the French Automobile Salon in Paris, after the war, than by the results at Lyons. Delage, Hispano and Talbot-Darracq led the way in 1919, but M. De Coninck of the Excelsior factory in Belgium had produced, during the war, a "cross" between the Perrot and the Isotta system, the Perrot part being the diagonal control, and the Isotta part being the mounting of the special operating cam in the axle itself, which was one of the main claims in the Isotta Patent of 1910.

During the twenties, the following were some of the main linkages, and perhaps the accompanying sketches will help to make matters



— FIG 1 —

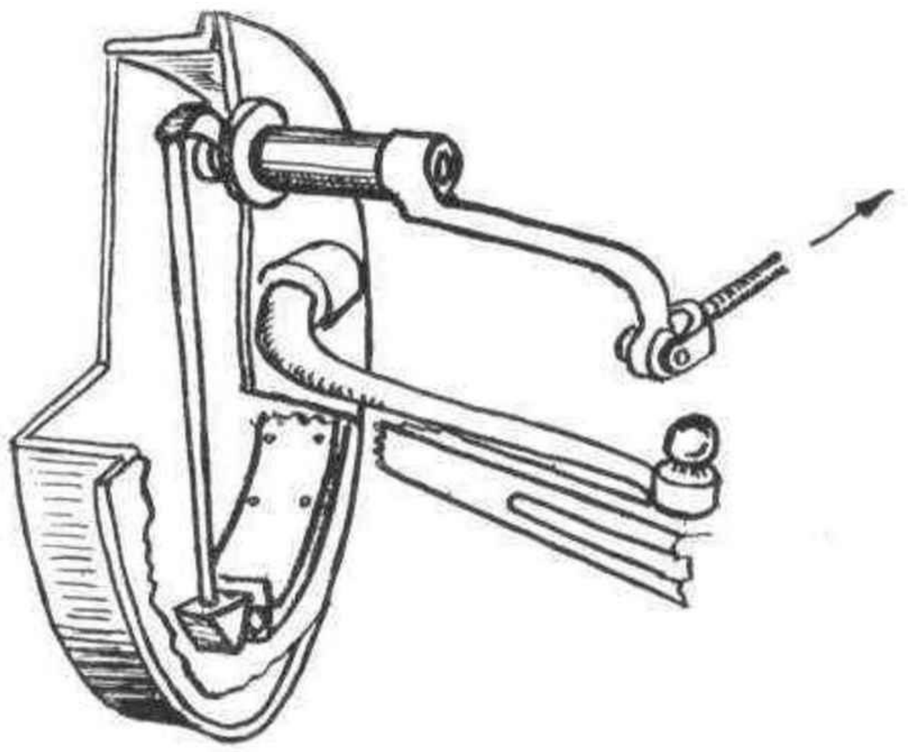
clearer. The Perrot, Fig. 1, is, of course, sufficiently well known amongst vintage folk to warrant no further description. The Rubery-Alford, Fig. 2, became exceedingly popular, if only because it was the standard fitment to the Morris products of the era. The Centre Pivot type, Fig. 3, was the standard Austin system, and although it worked well on the lighter models, stopping the "Twenty" certainly required the leaden foot in no mean fashion. The Bendix-Perrot was an early "self-wrapping" type, and was probably the first appearance of the Bendix principle which has lasted right through to present times. But space simply does not admit of going into further details. As has been said in Part I of this article, Mechanical Servos were sometimes added to these typical systems and the Rolls-Royce servo comprised a "driving disc" which received its positive drive from a shaft in the gearbox through a bevel and the propeller-shaft, and is, perhaps, typical. Hispano had pioneered a somewhat similar idea in 1919, and another early proprietary servo was the Hallot, the conception of Capt. Hallot of the French Army, and Chenard-Walcker and Sunbeam cars were fitted with it. Before leaving this all too brief review of the mechanical brake linkages of the vintage era, and the servos that



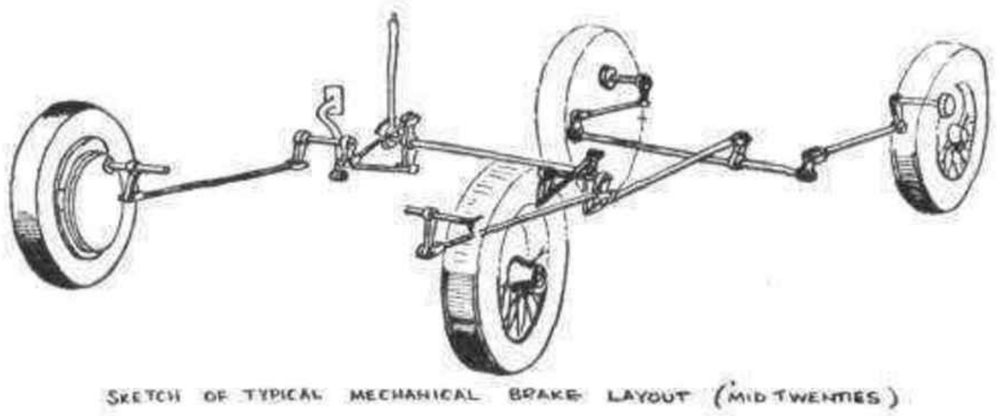
— FIG 2 —

sometimes actuated them, the Dewandre must be mentioned. In principle it was a large vacuum cylinder which the act of pushing the brake pedal connected to the inlet manifold depression, and this idea has persisted on heavy vehicles right up to modern times.

The Rolland-Pillain car was shown at the Paris Salon in 1910 with hydraulic front-wheel brakes, but again racing was responsible for bringing the system into prominence, in particular following Murphy's Duesenberg victory at Le Mans in 1921. The Duesenbergs used water-operated hydraulics, and the water passed through a hollow front axle and on to the bisecting cylinders *via* the pivot pin. Whether the fact that an emergency stop during practice locked a brake on Murphy's car and tipped it over did anything to dissuade other people is not officially recorded, but it certainly meant a painful race in bandages for poor Murphy. Lockheed himself, whose name was destined to become one of the most famous in automotive engineering, was connected early in his career with the Heine-Veloc Engineering Co. of San Francisco, California, and in consequence the Heine-Velox Special, a 12-cylinder luxury car of 1924, was amongst the very first to be fitted with Lockheed hydraulic brakes. The idea spread rapidly in America, but took somewhat longer over here. The early American Lockheed sets were quite often laid out to suit external contracting brakes, then still quite popular in America, and quite why this fashion persisted so long in that country is something of a major mystery. Some of the early Lockheed schemes had an arrangement whereby the brake shoes



— FIG 3 —



SKETCH OF TYPICAL MECHANICAL BRAKE LAYOUT (MID TWENTIES)

were of uneven size, in order to "spread the load" more evenly round the circumference of the drum, but in the '30's they returned to the more normal idea of symmetrical shoes, and the later development of the system must be too well known to need description here.

To try to complete this somewhat inadequate and complicated attempt to indicate the history of brakes, it is necessary to consider the ways in which the brakes were actually connected during the vintage period. The foot brake still remained the primary control, and more and more throughout the intervening years the hand brake tended to become a parking affair, partly because it was logical, and partly because the law had something to say. Gradually the lovely levers with ratchets that made real engineering noises disappeared and the modern irritating "brolly handle" took its place. The hand brake frequently operated a second set of shoes in the back drums, this leading to much advertising along the "6 brakes" lines, Mr. Minchin having recently retold one such delightful story in "Under My Bonnet." Frequently too, the hand brake operated the transmission brake, a complete "swing round" from the Edwardian era. Sometimes, too, as in the Austin "Seven" case, the hand brake operated the rear, and the foot brake the front brakes, the operator being expected to pull and push at the same time for the real emergency. Sometimes, as in the Model T Ford and Trojan, you dispensed with the brakes altogether for real stopping and stood hard on the reversing gear. But gradually the hand brake came to work a separate linkage to the single pair of rear shoes, thus dispensing with the need for the wider rear drums previously needed.

Data regarding the distribution of the braking effort between the front and rear brakes is difficult to come by. Undoubtedly, in the early days of popular four-wheel braking, the front brakes were there in many cases for pure advertising purposes! The fear of the "dreaded front-wheel slide" still persisted, and the arbitrary rule seemed to be to allot the braking effort in direct proportion to the static weight on each axle, making no allowance for weight transfer. Gradually, however, bolder distributions were used, and around 1928 it might be said that the front brakes were beginning to take the major portion of the load. Modern brakes sometimes came in for criticism, but even the most rapid vintage enthusiast can hardly deny that they are incomparably better than even the best of the older systems, especially when it is borne in mind that nowadays they seem to receive almost no maintenance attention at all, and are used to a far greater degree than ever before.

In the author's opinion there is no component part of the motor car that has come so near to perfection as the modern brake and its lining. Were this not so, some of our modern motor cars really would be "lethal weapons," especially in the typical modern motorist's hands, but thanks to the brake people, Mr. Foley can make no capital out of that statement!—"A. B. C."

BRITISH GRAND PRIX—continued from page 400

The Formule Libre race was no doubt intended as a B.R.M. benefit and it seemed that it could well be, for in practice Fangio set up a lap speed of 99.41 m.p.h. (1 min. 46 sec.), a new if unofficial lap record, and Wharton did 1 min. 48 sec., a second slower than Farina in the Thinwall Ferrari. However, after his "record" laps Fangio's engine collapsed and it took all night to restore it. Ferrari had put in Hawthorn, in a four-cylinder 2½-litre Ferrari built with the 1954 Formula in mind (although now it seems that Ferrari may use a "six" next year). This car was painted green, a nice gesture if a feeble shade, and Hawthorn had done 1 min. 49 sec. and beaten Farina by 9 sec. in the wet. He obviously cast his eyes to the sky as starting time drew near, but the course remained dry.

In fact, Farina led all the way from lap one, aided by the Goodrich-style disc brakes; although Hawthorn had led at the start he was passed on lap two by Fangio, who equalled the existing race lap record of 1 min. 48 sec., or 97.57 m.p.h. On the same lap, to ensure the B.R.M. did not creep up, Farina did an identical speed. On lap four Hawthorn gave up, his engine hot. Wharton thus took third place, some way from Fangio, with Flockhart fourth in his smart ex-Mays 2-litre E.R.A. but at more than "Charterhall distance," although he drove his high car sensibly as well as fast.

Farina was driving magnificently. His third lap was a new record—1 min. 46 sec., 99.41 m.p.h. Although Fangio was not in sight, Farina continued to make the long green Ferrari go, and on his fifth lap got round in 1 min. 45.2 sec., a speed of 100.16 m.p.h. and Silverstone's first 100+ lap record. He looked calm and under control all the time. The B.R.M.s screamed along in arrears, but with a little development they should make quite good Formula I cars! Rosier lost a place or two, suffering a bumpy ride in his 4½-litre Ferrari, which had had gearbox trouble in practice. Richardson got the R.R.A. along well in sixth place, tail-sliding his corners. The rest of the field—Cooper-Bristols, old E.R.A.s, and the H.A.R.—circulated purely as a background. Birrell kept slipping plug leads on his aged E.R.A., reappearing at intervals to confuse the amateur lap-scorers. Dutt's ex-de Graffenried 4CL Maserati, sponsored, we believe, by Redex, non-started; perhaps this was not unconnected with an oil-dropping incident in practice which caused Lyons' Connaught to go slap into the straw bales in front of the stands, with considerable damage to the front suspension. Other non-runners were the A.B. and Cooper-E.R.A., although both had reached the grid. Tuck's 4CL was gradually overhauled by the more modern Cooper-Bristols, but Graham Whitehead's E.R.A. was a match for these. Farina won a lonesome but splendid race at nearly 97 m.p.h., the Weber carburetters, Pirelli tyres and Scintilla ignition standing up to the sizzling speed he set.—W. B.

Results:

1st: G. Farina (Ferrari Thinwall 12-cyl.) 30 min. 50.8 sec. ... 96.79 m.p.h.
2nd: J. M. Fangio (B.R.M. 16-cyl., s/c.) 31 min. 2.0 sec. ... 96.20 ,,
3rd: K. Wharton (B.R.M. 16-cyl., s/c.) ... 31 min. 34 sec. ... 94.58 ,,
4th: R. Flockhart (E.R.A. 6-cyl., s/c.) ... 32 min. 8.6 sec. ... 92.88 ,,
5th: Richardson (R.R.A.); 6th: G. Whitehead (E.R.A.); 7th: Rosier (4½ Ferrari); 8th: Gould (Cooper-Bristol); 9th: Somervail (Cooper-Bristol). 16 laps; Tuck (4CL Maserati), 15 laps; Richards (H.A.R.), 13 laps.

Lap Record for Silverstone: Farina (Thinwall Ferrari), 1 min. 45.2 sec.—100.16 m.p.h.

Another New-type Plant for Stanlow Oil Refinery

A new plant to remove sulphur from petroleum products, first of its kind to be built in the world, is now under construction at Stanlow Oil Refinery, Cheshire. This "hydrodesulphurisation" plant enables the sulphur content of oils to be materially reduced by a new and relatively simple process developed by Shell. It uses "trickle-phase" technique, so-called because the product trickles in liquid form over the special catalytic material which permits the desired change. Other similar type processes for the same purpose involve vaporisation of the product.

This unit, estimated to cost £1,000,000 and consisting almost entirely of British materials, is expected to be in operation next year. Its completion will add further to Stanlow's reputation as the most fully integrated oil refinery outside the U.S.A. The installation already includes among its facilities a "cat-cracker," a modern chemical plant and a synthetic detergents plant. There also the first "platformer" in the U.K., which reforms low-grade petrol into high-grade aviation components, will be operating before the end of this year.

Stanlow forms an important part of Shell's U.K. refining system, which includes three major refineries, the other two being at Heysham, Lancashire, and at Shell Haven, Essex, with an aggregate annual output of 9,000,000 tons.

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V.S.C.C. WEEK-END

THE Vintage Sports-Car Club goes one better than many in having *two* Silverstone race meetings per season. This year it held its second meeting on July 11th, a day notable for a good attendance, a much-appreciated buffet and luncheon for the Press and officials, a fine, representative entry for the Seaman Memorial Trophies 100-kilometre race, and rain only at the end.

The car parks were well filled with so many interesting cars that some people neglected the racing to examine them, and then no doubt went home to slap paint even on £20 " heaps," so greatly do these V.S.C.C. meetings inspire enthusiasm for the vintage cult.

The meeting opened with some 5-lap handicaps. The first saw Burton's 4½-litre Bentley come through the field to win strongly at 65.07 m.p.h., although fastest lap had been secured by McDonald's scratch Bentley, which, declared as 4,600 c.c., lapped at 68.42 m.p.h., Colvin's 4½-litre Bentley came second, just ahead of Crowther's Frazer-Nash, a good start to a vintage day! McKenzie, Jnr., for once gyrated in *his* 4½-litre Bentley, Griffin's 1922 30/98 Vauxhall was inclined to fire intermittently, and Marsh's Alvis, Winder's 30/98 Vauxhall and Ironside's blown Austin Seven all ceased before the chequered flag was flown, the last-named with no fuel connection between tank and carburetter.

The next race was led, at first, by a gaggle of Riley Nines, Beavis' 1929 tourer preceding Peter Binns' 1930 fabric Monaco saloon and Batho's 1929 tourer, while Evans' modified 1930 tourer was just behind Firkins' sprightly 1914 Darracq tourer. Binns took the lead on lap three but right behind him was that astonishing Austin Seven " Simplicity," driven very determinedly indeed by its clever creator Jack French. The car is virtually standard except in the breathing department and now has a three-speed Ulster cogbox. It was well in front on lap four and won yet another race, at 59.1 m.p.h., from Kellow's 2-litre G.P. Bugatti and Binns' astonishing Riley saloon. Fastest lap had been made by the scratch car again, Bailey's 4½-litre Bentley, at 68.91 m.p.h. West's Invicta fell ill, Isherwood's wonderful Mathis was out-handicapped this time, and Batho's Riley came in making knocking noises. Two 22/90 Alfa-Romeos ran, of which Smith's 1924 car is a short-chassis racing two-seater which is probably the ex-Coe Shelsley Walsh car, although its owner admits honestly that he isn't sure.

The third race produced an exciting finish, for after Betty Haig had won at 61.84 m.p.h. in her desirable T.T. M.G. Magnette (see page 354 last month), Manning had to drive into the ditch, which awaits those who do not make Woodcote Corner, to avoid Lawrence's 4½-litre Bentley. Neither Manning nor his Austin/Jeffery were hurt. The Bentley was second, a 4½-litre Bentley driven by E. Smith third.

Next came a handicap for chain-driven Frazer-Nash and G.N. cars, which produced some covetable " T.T. Replicas " and two of the G.N. brigade, the fearsome blown G.N./Hardy and Grice's 1921-4 G.N. Special, Arnold-Forster's 1924 Anzani-G.N. Special failing to start. The Hardy car is called " Riley's Daughter," which gives a clue to its engine, and has the crab-track to — well end all crab-tracks! But Barratt's 1932 Nurburg Frazer-Nash won, at 58.64 m.p.h., from Geoghegan's 1928 car and Skirrow's 1930 'Nash. Geoghegan made fastest lap, at 61.84 m.p.h.

Gahagan's much-used 1926 G.P. Bugatti, in spite of pre-race alarms about oil in the coolant, won the fifth handicap nicely, at 58.57 m.p.h., from Mumms in Barratt's 1927 2-litre G.P. Bugatti, which also did fastest lap at 63.19 m.p.h., and Walker's 1929 4½-litre Bentley—*what a lot of 4½-litre W.O. Bentleys still run as well as* when they were delivered!

A scratch race of five circuits confined to vintage cars followed, victory going to Major Bailey's 4½-litre Bentley (what have we just told you!), at 67.15 m.p.h., after a lap at no less than 69.74 m.p.h. McDonald's Bentley had duelled magnificently with the other Cricklewood car throughout, to finish 1.4 sec. behind it, Burton's Bentley occupying third place. Let us hope all 30/98 enthusiasts were in the bar! Class placings were recognised in this race, the winners being: **1,100 c.c.:** Gibbs (Riley Nine), at 58.47 m.p.h. **1,500 c.c.:** Crowther (Frazer-Nash), at 57.4 m.p.h. **3,000 c.c.:** Vessey (Lancia Lambda), at 56.73 m.p.h. **Over 3,000 c.c.:** Bailey (Bentley), at 67.15 m.p.h.

To provide a breather before the big race of the day, the cars which had competed in the Concours d'Elegance now paraded round the track. They included a very fine bulbous-back Rolls-Royce tourer, Ellis' vast Isotta-Fraschini, a delectable two-cylinder Wolseley Seven, Kent Karslake's yellow Hispano-Suiza, and Laurence Pomeroy in his 1914 " Prince Henry " Vauxhall, which, no doubt to amuse passenger Jim Hall, proceeded to put in a very quick lap.

The historic racing cars now lined up for the 39-lap Seaman Memorial Trophies Race, which is the highlight of the vintage racing season. The field comprised Poore's 3.8-litre ex-Seaman/Ruesch Alfa-Romeo, Graham Whitehead's ex-Shawe-Taylor E.R.A., Powys-Lybbe making a welcome reappearance in English racing with his 2.9 *monoposto* Alfa-Romeo, Wilkinson's and Hamilton's E.R.A.s, the former driven by Bentley pilot J. A. Williamson, Byrom's and Jenkinson's 2.3 G.P. Bugattis, Blomfield's Type 37 Bugatti, Green's Amilcar Six, Whiteaway in the Bugatti-engined ex-Parnell 4.9 blown B.H.W., Marshall's 4CL Maserati, Lewis' 2.6 Alfa-Romeo, Goodhew's ex-Comotti/Chiron Darracq, Margulies' Delahaye, Schillenberg's ex-Dixon Riley Nine, Eminson's blown 37A G.P. Bugatti, Baxter's sports 2-litre Aston Martin, and the Razor Blade and G.P. 16-valve Aston Martins of Attwood and Ellis.

With all this machinery on the course the start was truly inspiring. Very soon Dennis Poore was out in front, leading Whitehead. Both these drivers were given professional pit-signals and Poore never lost his lead, winning for the third year in succession, at the rousing average of 76.16 m.p.h., after lapping at 77.81 m.p.h. Only once, on lap 23, did the E.R.A. get really close to him but it was baulked on the next lap by the Darracq and thereafter fell back to a discreet six lengths behind. As the race wore on some of the historic racing cars sounded very vintage. Powys-Lybbe held a firm third place from lap four until lap 26, when his Alfa-Romeo, after a spell on seven cylinders, developed an expensive-looking trouble. The B.H.W. lasted a mere three laps, Jenkinson was in early, so was Green, whose Amilcar thereafter crawled round pathetically. The old Maserati stopped at Copse but eventually continued. Hamilton held fifth place for a while, only to fall back, but the Darracq and Delahaye lapped steadily until the former came in with three laps to go, when in fourth place. In the end, after Poore, Whitehead and Williamson *had been placed, only Hamilton, Margulies, Lewis, Schillen*berg, Byrom, whose Bugatti covered 36 laps to take the Vintage Award, Green, Eminson, Blomfield, Attwood and Baxter were still circulating.

We now had a happy instance of what fine family gatherings these V.S.C.C. meetings are, as two prams were escorted across the course!

Two 10-lap handicaps followed, the first won by Lewis' limit Riley Nine at 53.29 m.p.h. from Rawcliffe's H.R.G. and Barratt's Frazer-Nash, all of which caught Hill's abbreviated 12/50 short-stroke Alvis on the last lap. The second race was a victory for Lawrence's oddly-bodied Bentley, which averaged 64.18 m.p.h. to win from Hamilton's E.R.A. and Smith's Bentley.

The rain now fell to some purpose, but Briggs Cunningham, who *had opened the course in a Bentley Continental, went along to* Copse to see some hectic change-overs in the Relay Team Race. Starters ranged from Jeddere-Fisher's 1913 5-litre Lancia Kappa coupé, on which valve bounce can be mistaken for piston slap, to Waring's not-quick Lago Talbot. The Peter Binns' team of 30/98, O.M. and Monaco Riley won from Vessey's Lancia team, the 30/98 chaps being placed third. Alas, Dr. Ewen's 1908 Itala for once objected, discarding its universal joint.

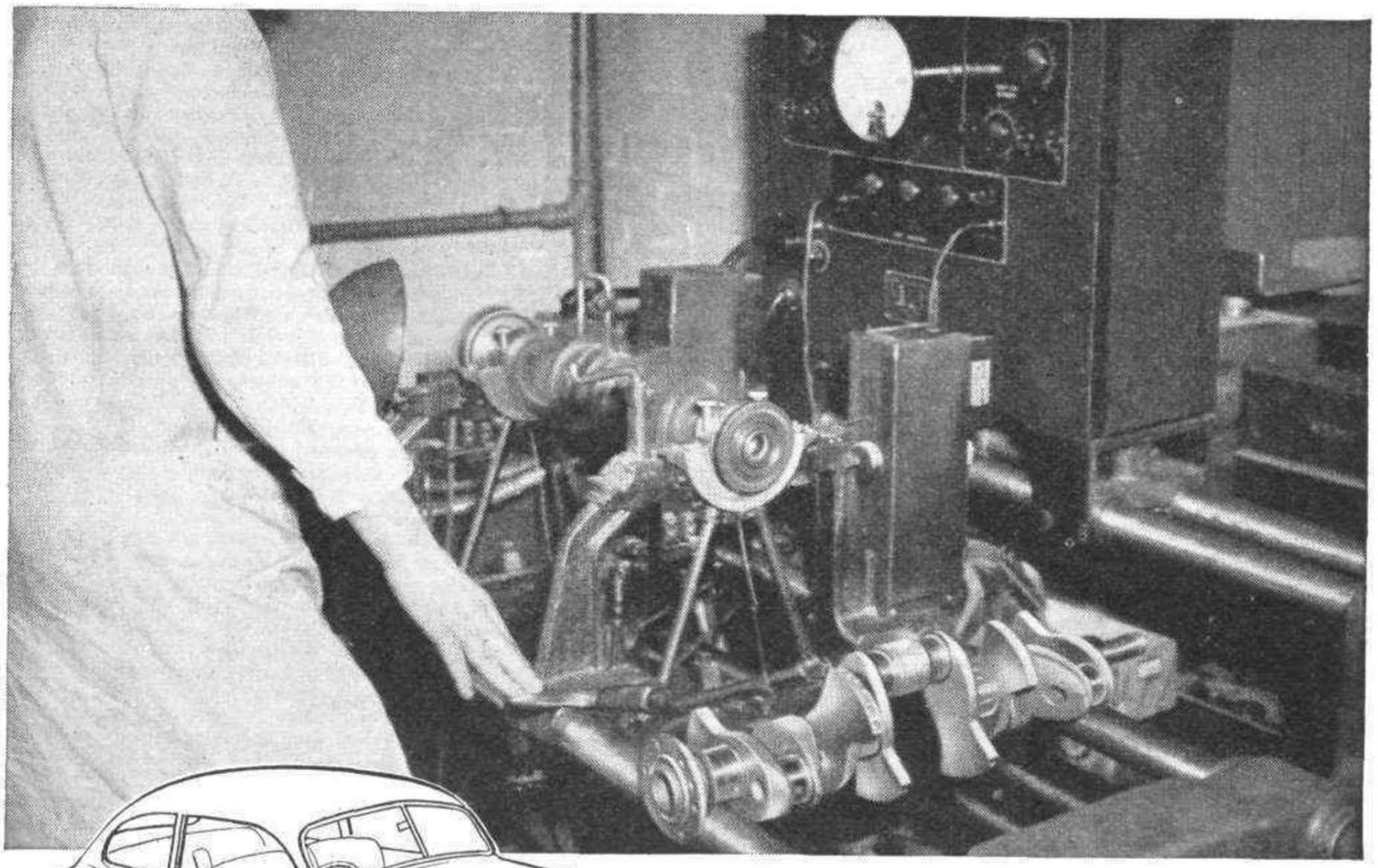
On the following day eighteen vintage light-carists underwent a test, devised very ably by Jeddere-Fisher, to discover the car of this class most suitable for touring. A course through beautiful Buckinghamshire byways, of 62 miles, had to be covered, at an average speed declared by the individual competitor, and each car had to *come at least 40 miles to the start, so that a minimum mileage of* 102 was involved, although many cars came much greater distances. During this run the competitors were observed, by a rather sparse bunch of marshals, for hill-climbing, noise and observance of the Highway Code, and, in addition, quick-starting from cold, downhill braking, width-judging and comfort were judged, while petrol consumption was checked over the entire event. Consequently the light cars which presented themselves in Thame Market Square in the filthy weather of July 12th had a tough task ahead of them.

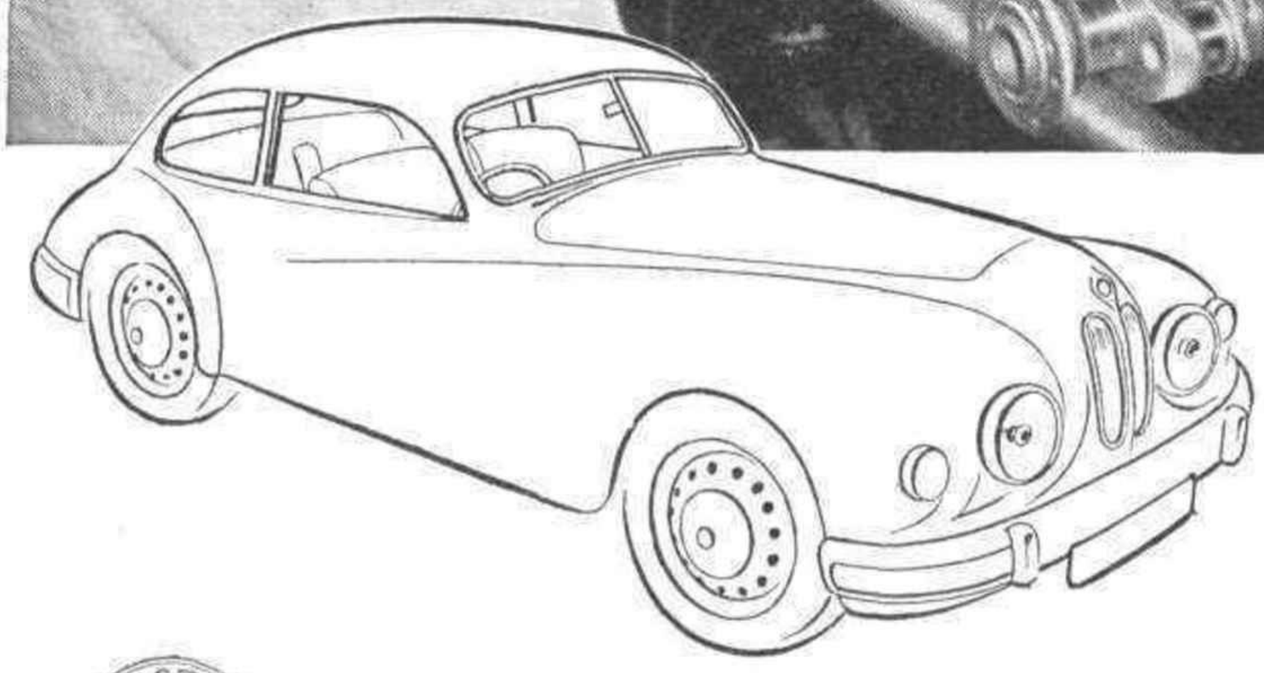
First of all, Marcia Fisher rode in each one to assess it for comfort on a little ride round the square. So busy were drivers in conducting their carriages over the *pavé* and hoping that Marcia was comfortable that many of them failed to see an obscure " Halt " sign, the Editor of MOTOR SPORT included, and each lost marks in consequence. There followed the quick-starting test, Mrs. Marsden's 1923 Gwynne Eight " hipbath " proving obstinate and an 8/18 Humber having to be pushed. During the wet afternoon further troubles arose.

A 1926 back-braked Clyno tourer failed on Kop Hill, although a 1928 Clyno tourer ascended strongly, and John Vessey's bulbous-back 1921 A.C. tourer disappeared altogether. Boddy's 1922 Talbot-Darracq Eight was troubled by a blocked jet on its first outing since 1948, although Kop was just ascended safely, and it achieved 36 m.p.g. In this quite arduous event J. Milton's 8/18 Humber proved the " most suitable " light car, the runners-up being Wrigley's 8/18 Talbot and Wood's 11 h.p. Riley.

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COMPETITIONS MANAGERS

INTRODUCTION

The Competitions Manager of a racing team carries a load of responsibility. His is the task of organising all the hundred-and-one details that accompany the entry of a manufacturer's team of cars in international racing contests.

Primarily the Competitions Manager has to plan his race strategy and pit-work for long-distance races, such as Le Mans, giving orders to both drivers and mechanics and making sure that these are obeyed, forming decisions about speeding-up or slowing-down his cars in relation to the data his chart-keeper is able to give him, deciding what (and how) emergency repairs can be carried out when unforeseen factors intrude and whether or not a stricken car can proceed. He also has to understand the local regulations, find hotels for his staff and accommodation for his cars, look after those in distress, such as sick drivers or bereaved wives, and take responsibility for the enormous stock of tools, tyres and spares which accompany a team of racing cars on its travels.

Clearly, a Competitions Manager has a responsible job. Yet if all goes well, and his cars and drivers rise to the occasion, he tastes joy and elation unknown to those in mundane trades. "Mort" Morris Goodall was in that happy position at Le Mans, as his victorious Jaguars came safely past the chequered flag, just as, on that particular occasion, poor John Wyer saw his Aston Martins retire one by one.

Pit-work alone demands a good manager—and they are about as rare as real Grand Prix drivers. Years ago at Brooklands Argyll set a standard of efficient depot-replenishment and signalling which had its effect on subsequent races, Le Mans in particular, during the great Bentley days. Even in modern Grand Prix races, which are of only three hours' duration or less, pit-work retains its vital importance on race results, and in the long-distance sports-car races, which are growing in number and significance, it is even more important. Below we introduce some well-known Competitions Managers, for whom we feel a lot of sympathy while the race is in progress and whom we recognise as playing an important part in the place their teams occupy in the results sheets. These gentlemen carry on a fine tradition laid down a long time ago by Competitions Managers such as Perrot (of Argyll), T. Gillett (of A.C.), Lionel Martin, Kensington Moir, S. C. H. Davis, Alfred Neubauer and others.—W. B.

PETER AVERN OF THE MONKEY STABLE

Peter Avern was born on June 17th, 1926, in Middlesex, and was educated at Bradfield College. From 1944-1948 he served in the R.A.F. His hobby at this time was motor racing ("interest," he remarks, rather than "hobby" as he took no part in it). In 1951 he met Jim Mayers and his first active part was when Mayers asked him to run his pit in the 1951 T.T. The results will show that this



was a failure, due to engine troubles. At the end of 1951 Jim, Pat Griffith and Gerry Ruddock formed the Monkey Stable and asked Avern to become manager as a spare time job. This season was fairly successful, as the records will show. In September, 1952, he left his job in the textile trade and after a short spell with Kieft Cars at Farnborough, took on the job of managing the Monkey Stable of Mayers' Kieft-M.G.s full time.

M. H. MORRIS-GOODALL, OF JAGUAR

"Mort" Morris-Goodall, who so ably brought Jaguars to their convincing victory at Le Mans, informs us: "I very much regret that it is the policy of this company to stop their employees obtaining publicity of any kind."

T. V. SELBY, OF BRISTOL

T. V. Selby used to race G.P. Bugattis at Brooklands with a fair degree of success as long ago as 1929-1935. He also drove the M.G. Midget at the time when this newcomer took the J.C.C. "Double Twelve" Hour Race by storm. He drove one of these M.G.s with Freddie de Clifford in the Mille Miglia of 1932.

Later he drove for Austin in the works Sevens, notably on the occasion when the Austin team won an L.C.C. Relay Race at the Track. Selby also competed in the Belgian 24-Hour Sports-Car Race at Spa with an M.G. at this time.

He has had considerable experience of the Monte Carlo Rally, in which before the war he usually started from Stavanger.

After the war Selby joined the Car Division of the Bristol Aeroplane Company as Sales Manager. He transferred to the position of Racing Manager in January of this year and was responsible for the building and running of the first Bristol sports/racing cars, the 2-litre Type 450 coupés, which failed at Le Mans—not surprisingly as they had been built in about six months—but one of which won its class in excellent style at Reims.



JOHN WYER OF ASTON MARTIN

Mr. Wyer originally commenced his association with the motor industry as an apprentice engineer with the old Sunbeam Motor Co. He spent six years with that company, and in 1933 he joined Solex Carburetters as a technician. He was on the production side of this company from 1939-1945.

In 1947 he became a director of Monaco—in 1950 this company



was sold to Spurling. About this time he was approached to join Aston Martin and Lagonda as Racing Manager for six months—by August, 1950, he was put on the permanent staff.

Mr. Wyer thinks that 1953 should be a good year for Aston Martin as they have now got a very much faster 3-litre car.

He has done quite a bit of competitive hill-climbing, and at present drives the 1951 prototype Lagonda saloon.—J. M.

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LEINSTER TROPHY

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1st

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FREE FORMULA

1st **J. LAWRENCE** *Cooper-Bristol*

Car entered by Ecurie Ecosse.

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XLTH GRAND PRIX de l'A.C.F.

The Race of the Age

REIMS, Sunday, July 5th.

THIS year the French Grand Prix returned to Reims and a meeting was planned which had the makings of being the finest of the century, but due to bad organisation and mismanagement one way and another it very nearly proved to be the biggest flop of the century. The Automobile Club de Champagne, under the direction of Raymond Roche, spent over £100,000 on preparing the Reims-Gueux circuit for a fiesta of motor racing never before imagined. Not content with holding the 40th French Grand Prix, they aimed to steal some of the allure of Le Mans by holding a 12-hour sports-car race beforehand. This race was to be run from midnight Saturday until midday Sunday, and three hours later the French Grand Prix, for Formula II cars, was to run over the same circuit. For the third year running the circuit was altered, a new road being built to make the total length up to 8.347 kilometres, the cars now having a much longer run on the downhill straight leading to the Thillois hairpin. In addition to altering the shape of the circuit extra pits were built, a tunnel under the track allowed the largest of lorries to pass, a new Press stand was erected from which all possible activities could be viewed, and numerous restaurants and a "Dunlop-tyre" bridge just after the start as at Le Mans were added. All the improvements, involving much high-pressure work, resulted in a truly wonderful circuit appropriate for the occasion planned.

The entry for the sports-car race was very similar to that at Le Mans, though not so large, while the Grand Prix itself had all the usual runners, being a World Championship event. The first set-back at this meeting, which was going to prove to be full of them, was the announcement to competitors in the 12-hour race that there had not been time to supply refuelling tanks and hoses and they would have to do the best they could. Having read in the regulations that refuelling systems would be supplied, there was much hurried searching for funnels and drums. Throughout the practice periods there was a peculiar air of reluctance to get under way on the part of the competitors of both categories. Cunninghams were out in full force and going quickly on the first day, as was the Moss-Whitehead works Jaguar and the Abecassis-Frère Jaguar-engined H.W.M., but Gordinis were absent as were the lone works Ferrari and the Talbots, while in the Formula II practice only the three H.W.M.s, Gerard's Cooper-Bristol and Rosier's Ferrari were running. On the second day there were still no Italian machines, though most people were out for the sports-car practice, which continued until midnight. Towards the end of the dark period the 1953 Cunningham of Fitch-Walters and the works Jaguar were proving the fastest, but during the last half-hour Behra and Lucas arrived with the new 3-litre Gordini and proceeded to put up times faster than anyone had done in the dark, and nearly as fast as the others had done in daylight. On the last day of practice things returned to normal and first of all the sports cars had a final hour in which to make sure everything was ready. Up to this time the Ferrari entry of Villoresi-Hawthorn had not materialised, but then it appeared and proved to be the 4½-litre coupé that Ascari and Villoresi had driven at Le Mans, only it was to be driven by Maglioli and Carini. Among the regulations was one stating that no driver was allowed to drive after 9 a.m. on Sunday morning if he was intending to start in the Grand Prix, so naturally the Ferrari team drivers were ruled out. After one or two inspection laps Maglioli played havoc with the sports-car lap record, beating everyone fairly comfortably on his first outing with a works Ferrari. It will be remembered that he won the Targa Florio with a Lancia and has done most of his driving with that make. The sports cars having been put away until midnight Saturday, the Formula II cars had their final practice and Ferraris and Maseratis were out in full force and the practice battles we are becoming used to proceeded. All the faster times were an improvement over the sports-car record and it was Gonzalez who appeared to have the upper hand, but then Ascari and Villoresi dealt with him severely, only to have the Argentine take Bonetto's Maserati and equal their times. Outwardly neither of the teams had changed their cars since the Belgian Grand Prix and it was surprising that Ferraris could challenge the speeds of the Maseratis, but with two hairpin bends requiring really heavy braking the Ferrari brakes were making up for a slightly inferior maximum speed. Although practice had been slow off the mark it finished at a peak with the sports-car race an open one between Cunningham, Jaguar, Gordini and Ferrari, and the Grand Prix with Ascari, Gonzalez, Villoresi, Fangio and Farina having only 1.3 seconds between the fastest and the slowest. Of the new boys Hawthorn made a better time than Marimon, while of the private owners Graffenried beat Rosier. Behind came the rest, led by Bira driving a works Connaught, and Gerard's Cooper-Bristol—thanks to some quick laps put in by D. A. Clarke.

As midnight approached on Saturday the whole of the pit-area was superbly floodlit, bands played, fireworks were let off, cabaret turns were performed on open-air stages and the restaurants and stands were full to overflowing. Starting a race in the dark was indeed a novelty to the public, but the drivers of the faster cars were not looking forward to it, for a Le Mans start at 4 o'clock in the afternoon is hair-raising enough and the added handicap of plunging out of a pit-area like daylight into the pitch black of midnight was not a comforting thought. Officially there was no general classification in this race, though naturally everyone was interested in the team that was going to go the farthest distance in the 12 hours. There were three categories, the first being up to 750 c.c., the second 750-2,000 c.c. and the third over 2,000 c.c., so that there were to be three races and three winners. That was officially, but generally speaking the Le Mans atmosphere had so invaded Reims that a general classification was expected. As at Le Mans the cars lined up in order of engine size with the drivers on the opposite side of the road and a quick glance down the line showed two Cunninghams, both open models, the new one driven by Fitch-Walters and the old one by Cunningham-Johnson. Three Talbots as at Le Mans driven by Rosier-Cabantous, Levegh-Meyrat and Mairesse-Grignard, the 4½-litre Ferrari of Maglioli-Carini, a 4.1 open Ferrari of Hill-Chinetti, the Moss-Whitehead works Jaguar, the Ecurie Ecosse Jaguar driven by Scott-Douglas and Sanderson, a French 120C of Roboly-Simone, the Abecassis-Frère H.W.M. with transverse-leaf i.f.s. and torsion-bar de Dion rear, and two Gordinis, the 3-litre of Behra-Lucas and a 2.5-litre of Trintignant-Schell. On account of a supercharger Constantin's Peugeot 203 was in this group, which comprised category three. In the middle class were the two Le Mans Bristols, bravely having another go, driven by Macklin-Whitehead and Fairman-Wilson, three assorted Gordinis, Mieres-Guelfi and Loyer-Rinin with two open versions of the 2-litre and Bourelly-Crespin with a 1½-litre coupé. Clarke and Scott-Russell were driving Gerard's Le Mans Frazer-Nash, the owner running in the Grand Prix, Salvadori and Crook with the works Frazer-Nash coupé, two 2-litre Ferraris, a coupé driven by Picard-Pozzi and an open one by Legenier-Rubirosa, while Said's blue and white 1,350-c.c. Osca made up the class. Naturally the 750-c.c. class was especially for French cars and had most of the Le Mans competitors running, with D.B., Panhard, Monopole, Renault, and V.P.-Renault, making a total of fifteen in this class. It would have been nice to have seen a specially-prepared Lotus-Austin having a go at this French monopoly.

It is doubtful whether more than two drivers saw the flag fall, but they all got away and the race was on, with Maglioli in the Ferrari coupé soon going into the lead, followed by Behra (Gordini), Walters (Cunningham), Trintignant (Gordini), Moss (Jaguar), and Abecassis (H.W.M.). Mieres led the 2-litre class, ahead of the other works Gordini and the Frazer-Nash coupé went out with clutch trouble. Drivers soon got used to the darkness and the Ferrari drew away from the rest of the field, while Behra came in with a flat rear tyre. It was found that the new car was too low for the jack, when the tyre was flat, and the whole staff tried lifting, but to no avail; eventually another jack was produced and the wheel changed, the car now being way back among the 2-litre class by the time it restarted. By 1 a.m. things had settled down, the Ferrari being still farther ahead, followed by Trintignant, Walters, Moss, Abecassis, and Rosier with the first of the Talbots. The leading 2-litre Gordini had broken its accelerator pedal, letting the Loyer-Rinin car take its place, while Plantivaux and Bruwaere were leading the babies with one of the super-streamlined Panhards. Graham Whitehead retired one of the Bristols with a broken clutch before Macklin had a chance to drive, and Roboly's nice new Jaguar ran a big-end.

Just before 2.30 a.m. pit-stops for fuel and new drivers began and at one end of the pits the marshals allowed only two mechanics to work on the cars, while at the other end marshals were allowing

three. Officially the rules said that one mechanic could refuel and while he was doing that two others, or one and the driver, could work on the car, but no one was too sure and it was soon clear that few of the marshals had had practice at supervising long-distance race pit-stops. However, nobody bothered too much and everyone refuelled and changed drivers, fuel was spilt everywhere, no one caught fire, by a miracle, and the numbers around the cars depended on the nationality of the crew. The leading Ferrari continued to retain its lead, except during the pit-stop reshuffling, and Carini took some time to get into the stride of Maglioli but by 3 a.m. he achieved it near enough. Before handing over Maglioli had made fastest lap in 2 min. 42.8 sec., a speed of 184.585 k.p.h., which would have put him in the second row of the Grand Prix line-up. The Ferrari now seemed quite uncatchable and sounded perfectly healthy and the order in Class I was the Ferrari, followed some way back by the new Cunningham, Trintignant still driving the 2.5-litre Gordini, Whitehead having taken over from Moss on the Jaguar, Frère driving the H.W.M., and Rosier driving the leading Talbot single-handed. Loyer and Rinin were still leading the 2-litres and the Chancel brothers had now taken the lead in Class 3 with the second streamlined Panhard.

According to the regulations lights had to be kept on until 5 a.m. irrespective of weather conditions and when the Ferrari went past at 4.30 a.m. with no lights it was quite obvious that it was asking to be disqualified. A visit to the Ferrari pit to hear what the organisers had to say was imperative and as Charles Faroux, the Race Director, approached he had "disqualification" written all over his face. Before he reached the pit Cornet's Panhard coupé went by without any lights, as did several D.B.s, the French-owned 2-litre Ferrari, one of the Gordinis and many others on sidelights only. The "disqualification" changed to a warning and the pit waved frantically to Carini to put the lights on again, as did all the other offenders, while Faroux gesticulated to those on sidelights, and nobody really knew whether the regulations meant sidelights or headlights. Returning towards his office Faroux met Divo, the Assistant Race Director, and at that point the Ferrari came in for a pit stop. It was refuelled and Maglioli got in, and then fuel gushed out of the filler onto the ground. Many hands pushed the car clear of the spilt fuel, the engine burst into life and Maglioli was back in the race. This was 4.40 a.m. and as he left there were no rear lights showing, while to those behind the car, including the Race Director, the car appeared to have been push-started. Without more ado a meeting of the marshals was called and five minutes later the loudspeaker announced that "no more lap times would be taken for Ferrari No. 18 as it had infringed numerous regulations." No mention was made that it had been disqualified, merely that no more times would be taken. It was now nearly three laps in front of the second car and going at the same furious pace. Ugolini, the pit manager, was soon at the Director's office to find out what rules had been infringed and a furious argument started, which went on for over 1½ hours. From this point the race turned into a farce as partiality had been shown over the interpreting of rules and, much more serious, the organisers flagrantly ignored one of the most important rules of the International Sporting Code. As Faroux stated to Ugolini, a decision had been made ; why or how or whether it was justified was another matter which could be discussed, but the actual decision to stop taking times for the leading Ferrari could not be altered. When a car is disqualified, for whatever reason, it must be stopped by the Race Director with a black flag and the number of the car concerned. This was not done and the Ferrari continued unchecked, while the loudspeakers, at 4.50 a.m. announced that it had completed 100 laps of the circuit. The rights or wrongs of the disqualification depended entirely on the statements of the marshals concerned and when questioned more closely by Ugolini these statements began to vary. For example, those behind the car said it left without any lights, those in front said the headlights were on ; those behind said the car was push-started, those beside the car said Maglioli pressed the starter, though no one was sure whether the car was still rolling or stationary at the precise moment. The question of the number allowed to work on the car arose again and it was clear that opinions or interpretations of the rules varied, but still the Ferrari was allowed to circulate ; nothing was said about putting all the lights out before 5 a.m. ! After a while "Lofty" England appeared on behalf of the Jaguar that was now officially leading, to suggest that the Ferrari be stopped if it was out of the race, as Moss was needlessly racing with it, thinking that it was still leading. Roche produced a black flag which he gave to Divo, who in turn produced a number 18 which he gave to Faroux ; meanwhile the public were screaming abuse and calling for the reasons for the uproar. Faroux with the number and Divo with the flag waited for the Ferrari to appear and first of all showed them to a red Panhard coupé and then



MORAL VICTORS.—Umberto Maglioli and Piero Carini were well ahead in the Reims 12-Hour Race in a 4½-litre Ferrari coupé when they were the victims of some rather badly-handled interpretations of the regulations.

to the 2-litre Ferrari coupé. When Maglioli finally appeared there was a distinctly unassured air about the Race Director, and as the car passed he held up the number and pointed to the car while Divo kept the flag by his side. Naturally Maglioli did not stop and a lap or two later Divo went down to the beginning of the pit area and waved the black flag, but with no number, so again Maglioli did not stop. By now the whole affair had got completely out of hand and the officials were all for sitting down and forgetting the whole incident, but Ugolini would not have it and continued to keep the pot boiling. No more official attempts were made to stop the Ferrari and just before 5.30 a.m., amidst an uproar from the public, the Ferrari pit signalled Maglioli to come in, which he did immediately, accompanied by a continuous chant of sympathy from the crowd, some of whom proceeded to pluck the decorative flowers from the grandstands and throw them on the car as it stopped. Maglioli justified his action of not stopping before by simply quoting the International Sporting Code, pointing out that a number on its own meant nothing, neither did a black flag. This utter farce and mismanagement on the part of the officials caused much of the interest of the race to die away, the crowd began to disappear and go to sleep, and the remaining hours dragged heavily. While all this had been going on Fitch had crashed the new Cunningham while in the lead, writing it off completely, Schell had pushed the leading Gordini in with its starter motor permanently locked to the flywheel, the H.W.M. had broken its rear suspension and pit stops continued, with fuel splashing about everywhere, cars being pushed about, more than three people working on cars, depending on which end of the pits they were at. What had been a first-class race had turned into a shambles.

As those people who had been to bed began to filter back to the course after breakfast it was seen that Moss-Whitehead were leading with the Jaguar, followed by Rosier-Cabantous in the Talbot and Cunningham-Johnson in the Cunningham in Class 3, Loyer-Rinin were still leading in Class 2 from Fairman-Wilson in the Bristol and Picard-Pozzi in the Ferrari coupé, while many of the little cars were still going round, the Chancel brothers in the lead. Little of the daybreak excitement was known to them and no official announcements were made, so that opinions could only be gathered from hearsay and various improvements were made to the actual happenings, by the sleepers. Ferraris finally packed up and went home to bed threatening to return to Modena and not run in the Grand Prix, while Carini started the coupé on the starter and drove it round the back of the pits, unintentionally disproving any stories about the car being unable to be started other than by pushing.

As the heat of the day approached and the hours to midday ticked slowly away it was becoming rather obvious that the experiment of starting a race at midnight was not a good one, from the point of view of those keen ones who stayed up the whole time. Also, the much advertised music and dancing that was supposed to go on all night had fizzled out before the race even started and as Moss brought the dark green Jaguar in to the finish he was loudly acclaimed by the crowd that was beginning to assemble again for lunch. Cabantous finished second in the works Talbot, followed by Johnson in last year's Cunningham, which he had shared with the owner. That, officially, was Class 3, though to the crowd it was the race itself, while Class 2 saw the Bristol finish a deserved first after their Le Mans set-backs, the Loyer-Rinin Gordini having broken its gearbox, followed by the Picard-Pozzi Ferrari and the Clarke-

Scott Russell Frazer-Nash, having run many hours without a filler cap on the tank and having to stop twice as many times as scheduled. In Class 1 the brothers Pierre and Robert Chancel kept their odd-looking, but effective, Panhard in front of their team-mates and third was a D.B. Panhard driven by Bayol and Dannenmuller.

As if all the foregoing were not enough for one meeting, preparations now began for the 40th Grand Prix of France and the Ferrari threat of not starting did not materialise, naturally—the F.I.A. consequences being too great—but they delayed their arrival until the last possible moment and received a huge ovation from the crowd when they eventually lined up in front of the pits. The cars formed up on the grid, there being Ascari, Villoresi, Farina, Hawthorn and Rosier on four-cylinder Ferraris, Gonzalez, Fangio, Bonetto, Marimon and Graffenried on Maserati Sixes, Moss with his Cooper-Alta, Bira and Salvadori with fuel-injection Connaughts, Claes with his standard Connaught, Collins, Macklin and Cabantous with H.W.M.s, Bayol and Chiron with Oscas, Wharton and Gerard with Cooper-Bristols, and right at the back, having not practised, were the four works Gordinis driven by Trintignant, Schell, Behra and Mieres. While Faroux was preparing to drop the starting flag, amidst cries of derision from the crowd every time his name was mentioned, it was rather noticeable that Moss and Cabantous had only recently finished completing the 12-hour race, doing the last three hours of driving, and Chiron, Mieres and Behra had not practised on the Grand Prix cars. Violation of regulations seemed to be part of the Reims organisation! With a Maserati-Ferrari duel coming to boiling point trifling matters took a back seat, and as the whole field roared off in a glorious start everyone waited to see the cars appear out of the Garenne woods on the far horizon and hurtle down the hill to Thillois. A long line of red cars appeared, bunched closely under braking and then came screaming past the pits in a glorious tumult of noise and dust that restored everyone's sense of proportion. It was Gonzalez who was leading, from Ascari, Villoresi, Bonetto, Hawthorn, Farina, Marimon and the rest, with Bira leading the non-Italian cars. Round they came again and Bonetto spun at Thillois, letting the four works Ferraris into a line behind the flying Gonzalez, then came Fangio and Marimon, followed by Trintignant showing his usual superiority over the followers. Gonzalez drew away relentlessly and Ascari, Villoresi and Hawthorn ran so close together that at times they were literally side by side, chopping and changing positions all the time. Farina was back a little, with Fangio and Marimon at his heels, and Trintignant crouching down in the Gordini cockpit endeavouring to do his utmost to keep the tail of the Italian horde in sight. A large gap soon appeared between him and Graffenried and Bonetto, and then another long gap saw Bira come by with the Connaught way ahead of the rest of the field. Lap by lap Gonzalez increased his lead until he had some 20 seconds in hand by the end of lap 22; the three Ferraris were still engaged in a furious battle amongst themselves, while Fangio began to get into his stride to shake off Marimon and start catching Farina. This he did, and just before half-distance he got by and was soon amongst the Ascari-Villoresi-Hawthorn trio. In making this gain he naturally tended to draw Farina and Marimon along with him and when at 30 laps Gonzalez came in to refuel, Fangio, Hawthorn, Ascari, Farina, Marimon and Villoresi were in such a tight bunch that all or any of them could be leading at any moment. This was a really cracking pace and it was going to be a survival of the fittest, with no time for tactics. With half the race run the first seven cars were still going as if on the opening lap, while the rest of the field was straggling along behind. Trintignant had burst the Gordini, Schell and Mieres also, Moss was having clutch slip and Salvadori had lasted no time at all. The idea behind Gonzalez was now clear; he had started with a small amount of fuel hoping to make up sufficient lead in the first half of the race, but it did not quite work out that way and he restarted in the midst of the battling mass of Ferraris and Maseratis. Still it was anyone's race and by lap 33 Hawthorn and Fangio began to share the lead between them rather consistently and after another half-dozen laps a gap began to appear between these two and the remainder, which was still a turmoil of Gonzalez, Ascari, Farina and Marimon, Villoresi having tired and dropped back. The young English boy was driving all he knew and lap after lap he and Fangio appeared out of Thillois so close behind one another that it looked like one car, which then split into two as they approached the pits and disappeared under the bridge and round the full-throttle right-hand curve, side by side. This itself was real motor racing, but there was more to come, for behind came Gonzalez and Ascari locked in an equally deadly struggle and going through the same motions. Now another flaw in the organisation made itself apparent for the programme said the race was over 56 laps, while the score sheets handed to the Press said there were going to be 60 laps. To make matters worse there were two loudspeaker announcers operating and one said 56 laps while the other said 60 laps. If it had been 100 laps it would have made no difference to the furious battles waging out on the circuit. Neither Maserati nor Ferrari would give in and finally someone must have tossed up and said the race was going on for 60 laps. By three-quarter distance Bonetto was lapped by the "open war," as was Graffenried, though for a time these two had played the part of the "prelude to the storm," for the scream of their Maserati exhausts was acting as a warning of the approaching fury. Fifty laps went by and still no quarter was given. The Ferraris refused to let go of the Maseratis, making up on braking anything they might be losing on speed, Hawthorn losing a little on the climbing right-hand turn past Geux and making it up again on the following left-hander and the hairpin leading to Garenne. It did not seem possible that this pace could go on, for it was telling on spectators so must have been absolute hell for the drivers, but continue it did and Hawthorn, in his green windjacket, continued to do battle with Fangio in his blue and yellow jersey. At the end of lap 58 the absolute peak was reached, of this and possibly any race ever before, when Hawthorn and Fangio dead-heated across the finishing line, to be followed by Gonzalez and Ascari also in a dead-heat as they crossed the line. The passing of Farina and then Villoresi, on their own at over 140 m.p.h. came as quite a relief. As they started the last lap Hawthorn had a slight lead over Fangio, while Gonzalez and Ascari were still in a dead-heat. Everyone was on their toes, this was going to be the finest finish of all time, the English were inches off the ground, Hawthorn, leading at Garenne, was still leading down the hill to Thillois; not only was this the motor race of the age, but an English driver was leading. Round the Thillois hairpin for the last time, four cars in a tight bunch, all of them red, all of them with oval-shaped air-entries, for the Maseratis had removed their grilles before the start. The tension was terrific, Faroux raised the chequered flag and "whoosh," a blur of cars passed, Hawthorn, Fangio, Gonzalez and Ascari, as quick as that. The cheering reached fever pitch, the crowds surged onto the course and the "also-rans," who had all driven hard and fast for over 2½ hours, came in one by one. Following the first four came Farina, then Villoresi, Graffenried, Rosier, Marimon, who had been forced to stop and repair his oil-radiator when a stone from Ascari's rear wheel punctured it, Behra limping along minus many cylinders, Gerard, his Cooper-Bristol sounding very healthy but lacking Italian speed, with Claes and Collins bringing up the tail.

The race had finished with an Englishman coming out on top. The fact that he was not driving an English car matters little; when the flag fell he started on equal terms with the great names in motor racing and was the first to receive the chequered flag. Not only had he kept the Union Jack high, but he had also put the "Rampant Horse" back on its hind legs after it had stumbled noticeably. The Reims-Gueux circuit is not a difficult one on which to drive, in comparison with many, so that sheer finesse of driving skill was not vitally important, but endurance and judgment were needed and, as all the drivers started on the same footing as the circuit had never been raced on before, Hawthorn can feel justifiably proud at having beaten the world's finest drivers. Let us hope that every Englishman is equally proud of his effort.

Results:

40th GRAND PRIX DE FRANCE—60 Laps—500 Kilometres—Hot and Dry

Formula II

1st:	J. M. Hawthorn (Ferrari 4-cyl.)	2 hr. 44 min. 18.6 sec.	182.888 k.p.h.
2nd:	J. M. Fangio (Maserati 6-cyl.)	2 hr. 44 min. 19.6 sec.	
3rd:	F. Gonzalez (Maserati 6-cyl.)	2 hr. 44 min. 20.0 sec.	
4th:	A. Ascari (Ferrari 4-cyl.)	2 hr. 44 min. 23.2 sec.	
5th:	G. Farina (Ferrari 4-cyl.)	2 hr. 45 min. 26.2 sec.	
6th:	L. Villoresi (Ferrari 4-cyl.)	2 hr. 45 min. 34.5 sec.	
7th:	E. de Graffenried (Maserati 6-cyl.)	2 laps behind	
8th:	L. Rosier (Ferrari 4-cyl.)	4 ,,	
9th:	O. Marimon (Maserati 6-cyl.)	5 ,,	
10th:	J. Behra (Gordini 6-cyl.)	5 ,,	
11th:	F. R. Gerard (Cooper-Bristol 6-cyl.)	5 ,,	
12th:	J. Claes (Connaught 4-cyl.)	7 ,,	
13th:	P. Collins (H.W.M. 4-cyl.)	8 ,,	
14th:	Y. G. Cabantous (H.W.M. 4-cyl.)	10 ,,	

Fastest lap: J. M. Fangio (Maserati), in 2 min. 41.1 sec.—186.531 k.p.h.

REIMS 12-HOUR SPORTS-CAR RACE—Midnight, July 4th, to Midday, July 5th

Class 1—Up to 750 c.c.:

1st:	Chancel-Chancel (745-c.c. Panhard)	1,613.106 kilometres	134.425 k.p.h.
2nd:	Plantivaux-Bruwaere (Panhard)	1,594.044 ,,	
3rd:	Bayol-Dannenmuller (D.B.)	1,546.369 ,,	

Class 2—750 c.c. to 2,000 c.c.:

1st:	Fairman-Wilson (Bristol)	1,789.620 kilometres	149.135 k.p.h.
2nd:	Picard-Pozzi (Ferrari)	1,745.452 ,,	
3rd:	Clarke-Russell (Frazer-Nash)	1,740.557 ,,	

Class 3—Over 2,000 c.c.:

1st:	Moss-Whitehead (Jaguar)	2,036.356 kilometres	169.696 k.p.h.
2nd:	Rosier-Cabantous (Talbot)	2,002.806 ,,	
3rd:	Cunningham-Johnson (Cunningham)	1,970.758 ,,	
4th:	Scott Douglas-Sanderson (Jaguar)	1,905.848 ,,	

FIBREGLASS

THERE have been quite loud rumblings recently in scientific, engineering, and sports-car circles, relating to fibreglass.

Leaving out the technical side of this newest form of bodywork, we will content ourselves with discussing its practical aspect.

R. G. S. (" Dick ") Shattock had one of his sports-car chassis on view at the recent Plastics Exhibition, with the all-enveloping 2/3-seater open sports body seen in the accompanying photograph. It was displayed on the Bakelite stand, because their resins were employed for the bonding process. It is of the increasingly popular sort in which the bonnet carries lamps and radiator grille, etc., and hinges upwards from the front to provide access to the engine, the tail similarly hinging upwards from the back to reveal tank, back axle, spare wheel, etc. The DB2 Aston Martin has this sort of bonnet and in the Kieft sports car both bonnet and tail hinge thus.

Shattock, on behalf of R.G.S. Automobile Components and the North-East Coast Yacht Building & Engineering Co., Ltd., who are sponsoring these fibreglass shells for sports chassis, claims that he had the only fibreglass product on view at the exhibition that was on sale to the public, and that experts acclaimed the quality of what was an experimental body as only partially finished.

Other fibreglass bodies have been built in this country and the technique is being developed by some of the big American automobile manufacturers. A Buckler is running about endowed by the Dynasteel Company with a fibreglass body formed of about 14 panels, this car constituting a useful mobile demonstrator for the firm's fibreglass products in general. A nose-piece for an Allard has been made in fibreglass, and Universal Laminations supply fibreglass tops for Morris Minor, M.G., Healey and other open cars.

But when we heard that Shattock's firm has already received orders for fourteen fibreglass bodies, three of which are being exported to Canada, one with a complete R.G.S. chassis as well, we thought it time we motored to that pleasantly rural part of Berkshire where he operates to " see for ourselves."

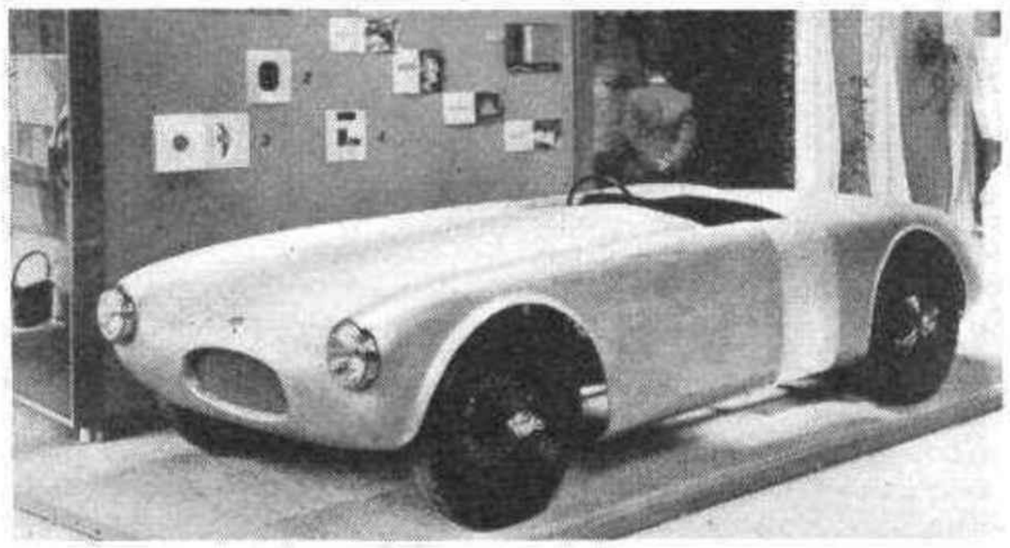
In a nutshell: what does fibreglass offer the amateur special-builder who, from time immemorial, has been faced with the difficult task of constructing a body for his chassis when the latter is complete? It is largely a question of cost and convenience. For £92, carriage paid, R.G.S. Components offer the aforesaid body to suit chassis of 7 ft. 6 in. to 9 ft. wheelbase, 4 ft. to 4 ft. 8 in. track, and scuttle height of about 2 ft. 9 in. The body comes in four parts—bonnet, tail and two doors. It is finished in undercoat, and drawings and instructions make the fitting of it to the chassis and attachment of doors, etc., a job within the scope of those who have already built their own chassis in their own workshop.

The shell, as supplied, requires a frame, but this is reasonably easily fabricated from steel tube and alloy sheet, particularly as the body shape is already established by the shell itself. A " field pack " of fibreglass, resin, accelerator and strengthening cellophane is provided, and with this the structure can be built up where required, holes and vents introduced, brackets bonded in, and so on.

The finished body is perhaps a shade heavier than an equivalent alloy shell, although if required comparable weight reduction is possible at the expense of thin panels. The fibreglass body is so strong you can attack it with a hammer and jump on the door panels without damaging them. It is impervious to sea water, acid and racing fuels. It is about ten times as resistant to age/corrosion as aluminium. Being resilient it does not develop vibration cracks, does not " drum," does not damage easily in a " prang." Painting is as straightforward as for a conventional body, and the cost is not much more than half that of an equivalent alloy panel body. Moreover, if the fibreglass body is damaged, or if alterations are required to vents or orifices in its panels, the amateur can bond in new pieces to fill holes, which in a metal structure would require an ugly plate, or, if the result of an accident, beating out by an expert " panel basher."

Those, briefly, are the claims for R.G.S. Components' fibreglass bodies. Dick Shattock is anxious to answer criticisms of the new medium, but asks that those who aim them should have first seen a fibreglass body for themselves.

For our part we were naturally impressed by the surprising strength of this substance which is woven into a mat from the minutest glass fibres and hardened with Polyester resin, found it lighter than we expected for its normal thickness of about 0.25 in., and met fewer " disadvantages " than expected. Indeed, once the art of manipulating the bonding process has been acquired, the workshop enthusiast is going to have the time of his life finishing his body and adding equipment to it.



NEW.—The R.G.S. sports car on the Bakelite stand at the Plastics Exhibition with its all-enveloping fibreglass body.

The technique of producing fibreglass is beyond the amateur builder and consequently he must use the R.G.S. body or go without. It is a handsome, modern, all-enveloping shell suitable to the great majority of chassis. The required metal " under-body," acting as stiffener and providing wheel arches, etc., is easier to make than the tubular shell required for a " panel bashed " shell and full instructions are given. Moreover, you can see what the R.G.S. body looks like before you buy it, whereas an alloy shell will only look right if the framework presented to the metal-worker is " spot on." A similar alloy body could cost £150-£170; the fibreglass shell costs £92, carriage paid, plus a few simple tubes and sheets for its " under-body." Fibreglass is repairable, while metal is not, and is vastly more adaptable and durable. It is inflammable only under applied flame.

The aircraft industry is confident that fibreglass has a big future and already America has built many fibreglass bodies. It is pleasing to discover that Britain seems to have the lead in this field, as, from data available, American open sports bodies would seem to cost about twice that of a finished R.G.S. body. R.G.S. hope soon to introduce a DB2 style coupé, with or without detachable " lid."

We saw enough during our investigation to suggest that those who are facing the perennial problem of providing bodywork for a " special " would be well advised to call at either R.G.S. Automobile Components, Ltd., Brookside Garage, Winkfield, Windsor, Berkshire, or the North East Coast Yacht Building & Engineering Co., Ltd., Beach Road, Blyth, and discuss the matter.

ALL-ROUNDER

Mrs. Nancy Mitchell, the well-known H.R.G. driver, conquered new ground last week by giving a talk to a club—she gave her rally and racing experiences to members of the Singer Owners' Club in a witty and informative talk at Ashtons Hotel, Paddington, on Wednesday, June 17th.

The best rally, in her opinion, is the Dutch Tulip Rally, particularly with regard to the organisation. The Monte? Overrated, she said.

One point, which saddened the ears of many of her listeners, was that soon there will be no open cars taking part in major events, thought Mrs. Mitchell, and she is very sorry because she is an ardent open-air motorist herself.

This was the first talk Mrs. Mitchell had ever given to a motoring club, but the S.O.C. can recommend her as a very good speaker to any clubs searching for good speakers.

* * *

RALLY, RALLY!

From a handout which arrived on the Editor's desk recently :—

" Trust women to add a touch of colour and gaiety to motor racing. Two of the contestants in the Rallye International des Alpes, July 10th-16th, owner-driver Mrs. Arline Needham, of Cheshire, and co-driver Dr. Denise Kelleher, of Bournemouth, will do it in a simple but highly effective way. They will wear identical outfits of strictly tailored black and white shepherd's check slacks with lightweight nylon hooded tops in Imperial Flame, a vivid flame red which exactly matches their Chen Yu lipstick and lacquer. This makes a dramatic foil for the Alpine Mist and Sapphire Blue Sunbeam Talbot saloon, which as the ultimate in colour co-ordination has a thin flame-red line running round the body."

A MODERN SPORTS/RACING CAR: *The Bristol 450*



THE new Bristol 450 coupé which won its class in the Reims 12-hour race and finished fifth in general classification has a 2-litre six-cylinder in-line engine with overhead valves. The bore is 66 mm. (2.598 in.), the stroke 96 mm. (3.779 in.), capacity 1,971 c.c. (120.3 cu. in.). The chrome-iron cylinder block is fitted with "Brivadium" high nickel content alloy steel dry-liners. A special aluminium-alloy cylinder head with centrifugally cast "Austenitic" alloy steel inserts for valve seats and bronze insert for sparking plug boss is used. Large overhead valves are inclined at 80 deg. and operated by the unique type of push-rod mechanism common to Bristol engines. The extra-large inlet valves are of chromium-nickel steel alloy and the exhaust valves of special "Austenitic" chrome-steel. All valve gear is of strong but ultra light construction, with a high surface-finish and there are highly polished, hemispherical combustion chambers. The camshaft is mounted on four large pressure-lubricated bearings. The 10-mm. vertical sparking plugs have h.t. leads and plug tops shrouded to exclude dampness. Three Solex multiple-jet downdraught carburetters are employed, fitted with efficient but non-restrictive silencers. The A.C. fuel pump is camshaft-operated. Pressed, forged aluminium-alloy pistons, "diamond turned," are each fitted with three compression and one oil control rings. The piston skirts taper and are oval-ground. Special forged-steel connecting rods are used. The massive crankshaft is statically and dynamically balanced and supported on four extra-large main bearings, with all crankshaft journals nitride hardened. The bearings are copper-lead, steel-backed strip type. A torsional vibration damper is fitted. Centrifugal pump cooling makes use of extra-large water passages round the exhaust valves. A full-flow oil cleaner is incorporated in the lubrication system, and an extra-large capacity sump assists cooling of the lubricant.

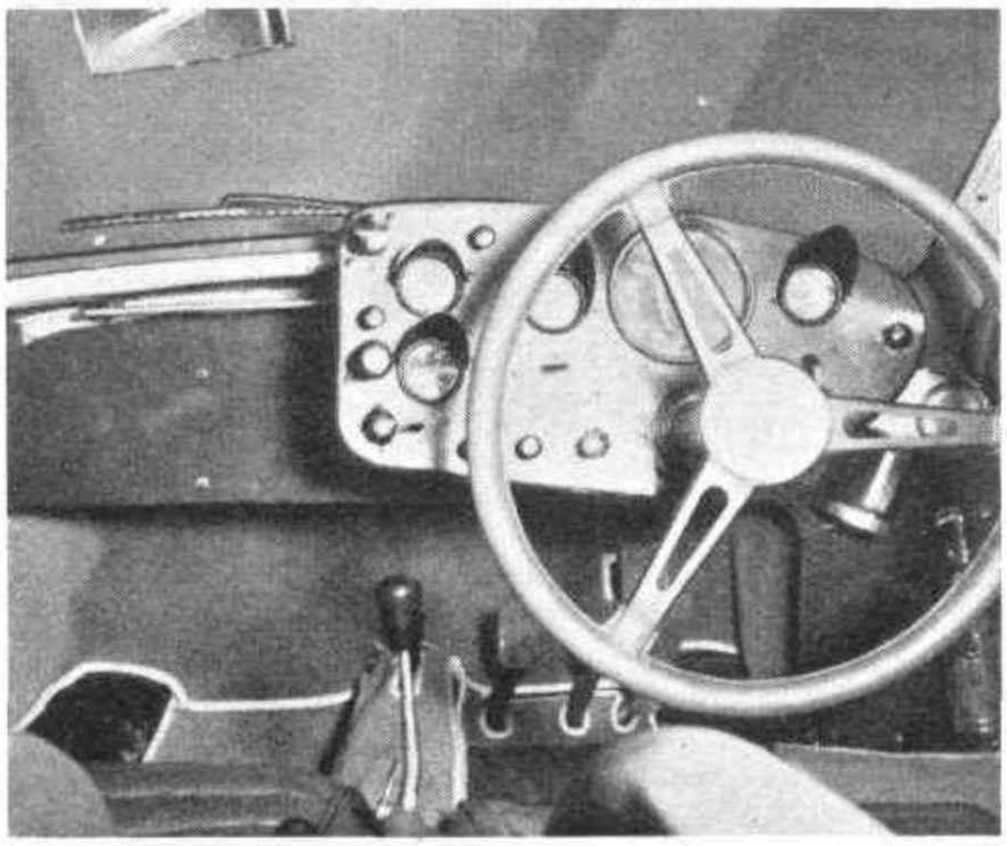
The gearbox incorporates four forward speeds and reverse with "non-crash" synchromesh on top, third and second speeds. Helical-cut gears are used, hardened and ground. All free-running gears are mounted on needle-roller bearings. Ratios are selected by a light and efficient centrally-placed lever. The multi-plate dry clutch is 7¼ in. in diameter.

Lockheed hydraulic brakes operate through separate master-cylinders for front and rear, with two leading shoes on the front wheels. The brake drums are fully machined all over, with specially-ground friction surfaces of 12 in. diameter and 2¼ in. wide. All the drums are scientifically balanced and cooling air is ducted to the front one. The hand-brake operates on the rear only, *via* rods, and is centrally situated between the seats.

The chassis frame is of steel-tube construction and of extra-rigid section, with four cross-members. A large-capacity, centrally-mounted petrol tank is fitted. Independent front suspension, de Dion rear suspension, rack-and-pinion steering and light-alloy 15-in. wheels with demountable rims feature in the chassis specification. The wheelbase is 8 ft. 1½ in.; track 4 ft. 3 in. front and rear; ground clearance 5¾ in. and turning circle 39 ft. on both locks.

Lucas 12-volt electrical equipment, with constant-voltage control and fully ventilated large-capacity dynamo is employed with ignition by Lucas coil or magneto as required. The lamps, so vital in after-dark races, are built-in, long-range Lucas 700s, backed by twin pass-lights and twin rear lamps incorporating twin stop-lights. Twin large-arc silent windscreen-wipers are operated electrically or manually.

The two-seater aerodynamic Bristol sports saloon body employs a steel-tube structure and light-alloy panelling. The one-piece bonnet is hinged along the rear edge and the spare wheel stowed behind the seats. The instrument-panel carries 5 in. diameter tachometer and ampmeter, oil and water temperature gauges, oil pressure gauge, and lighting switches; there are built-in ventilators. The external oil filler cap shuts magnetically.



OFFICE.—The driving compartment of the Type 450 Bristol. Note the hooded instruments, purposeful steering-wheel and handy Pyrene.

RUMBLINGS

NINE-HOUR T.T.

The T.T. race, revived from early days at Ulster in 1928 by the R.A.C., when K. Don won it in a supercharged "Hyper" Lea-Francis, has had a somewhat chequered history. It went from the splendid Ards road circuit to Donington Park and, since the war, has again been run over an excellent road course, at Dundrod, but for the past few years it has lacked the interest and stimulation of Continental entries.

This year, when it is run at Dundrod on September 5th, the T.T. is likely to revert to its former status, for two reasons. The first is that the previously-lacking Continental element is likely to enter in force, anxious to avenge the Le Mans *debacle* and also to score points towards the important Sports-Car Championship of the world, towards which the Tourist Trophy Race, to give the T.T. its full title, counts. So we can hope to see Alfa-Romeo, Ferrari, and Lancia engage Jaguar, Aston Martin and Bristol in our own long-distance sports-car classic, just as once we used to see Mercédès-Benz, Alfa-Romeo, Bugatti and O.M. meet Lea-Francis, Bentley and Alvis on the Ards circuit.

The second reason why this year's T.T. is likely to prove memorable is that its duration, and with it the "toughness" of the race, has been extended to nine hours.

This is not entirely correct, for the T.T. remains a "distance" event of 111 laps, or 823.176 miles of the Dundrod circuit, but with handicap averages ranging from 88.99 m.p.h. for the scratch cars to about 67 m.p.h. for the smallest amongst the runners, and all cars expected to refuel once, many twice, nine hours will be the approximate duration, actually rather longer, from 9 a.m. to, say, 6.15 p.m.

54 cars are expected to compete, the first prize is the elegant Tourist Trophy and £500 and the organisers are the Ulster A.C., Donegall Chambers, Donegall Place, Belfast.

It is logical to believe that if the T.T. does not pay this year it may never be held again—remembering it was suspended last year. So let us all make an effort to be in Dundrod on September 5th—those who were at Le Mans will certainly want to see the battle rejoined in Ireland, and keep their fingers crossed for another Jaguar victory.

Sports-car racing really is becoming highly intriguing. Following the Mille Miglia (Ferrari victory), the Targa Florio (Lancia victory) and Le Mans (Jaguar victory) we have had the I.O.M. Race (Aston Martin victory), the Hyére 12-Hour Race (Jaguar victory), the Lisbon race (Ferrari victory), the Reims 12-Hour Race (Jaguar victory), the 24-Hour Spa Race, and so on.

To come is another Nine-Hour Race, the B.A.R.C. sports-car event at Goodwood on August 22nd. This, unlike the T.T., will be partly run in darkness, a novelty amongst British races, as it does not commence until 3 p.m. If it gets a truly International entry this year it commends itself for your earnest support.

Then there is the 1,000-km. race at Nurburg on August 30th, all, you see, leading up to a hoped-for exciting climax in the T.T.

The Sports-Car Championship adds interest to the leading sports-car races and is closely contested. Up to and including Le Mans, Jaguar and Cunningham led with 12 points each, Ferrari had scored 10 points, Aston Martin 8, Alfa-Romeo 6.

Spa (too late to report in this issue) will affect matters and to work it out for yourselves, remember that a win scores 8 points, second place 6, third place 4, fourth place 2 and fifth place 1 point, but *only the highest-placed car of each marque*, whether "works" or privately-entered, scores points for that *marque*.

Incidentally, sports-car races have changed a good deal and most of the International fixtures, far from encouraging cars of near-catalogue specification, let in prototypes. This is perhaps a good thing, for otherwise those valuable and now well-proved Girling-actuated Mintex-lined Dunlop disc brakes would not have been permissible at Le Mans.

* * *

MONTLHERY

On the way back to Le Bourget to board the last B.E.A. Viking "motor-'bus" service to Northolt, after seeing the Jaguars from Coventry wear the green as effectively at Le Mans as Bentleys did in the past, we made two slight diversions.

One was to Arpajon, for purely sentimental reasons, to gaze at the stretch of highway where the Land Speed Record was broken for the last time on a public road—when the late Ernest Eldridge averaged 145.9 m.p.h. for the two-way kilometre in the 300-h.p. aviation-motored Fiat in 1924.

The other diversion in the Continental Correspondent's heavily-laden 1,500 Fiat was to Montlhèry Autodrome, near Paris—about as far outside the capital as Kingston is distant from London.



BUSY.—A 4-c.v. Renault towing a heavily-laden Renault van round and round Montlhery—just one of the many tests you encounter at the Paris track.

It was the Monday afternoon immediately following Le Mans, so you could be excused for thinking that nothing would be happening at the "French Brooklands." Not a bit of it! Two motorcycles, one a Norton of the Parisienne Monneret, were circulating. A Renault Frégate was going round. A 4-c.v. Renault was towing a heavily-laden Renault van round and round, at the base of the steep banking. A wooden-bodied Simca made a test run and a home-built B.M.W.-base single-seater put in one lap at about 100 m.p.h. before refusing to restart. A very fascinating sports/racing Dyna-Panhard committed lappery, before flitting rapidly back to Paris.

Calling there again shortly afterwards our Continental Correspondent found a special Salmson, with the new double-choke Solex carburetter, lapping determinedly, various Frégates on test, an English Austin A40 with sand-bag ballast doing consumption tests and a Ford Vedette with a Light Fifteen Citroen engine in t'other-way-round, out on the concrete.

There is a happily informal atmosphere about it all, a pleasant bar, permanent under-banking garages, and that old Brooklands atmosphere of a home from home to anyone with genuine motoring in his or her blood.

The interesting thing is that fees are quoted for using Montlhèry, whose history, by the way, dates back to 1924, for periods of one hour, half-a-day or a day, providing record-breaking is not in progress, of course. These fees did not seem excessive and those who find themselves approaching Paris at the close of a Continental holiday with a little French currency to dissipate between them might, if they are in a fast car, do worse than go to Montlhèry for some refreshing lappery. We imagine no very stringent check would be made, providing car and tyres were in good fettle and the driver reasonably experienced; and if you do not foo! about on such an expedition, no doubt you would be welcomed and would have contributed your quota to maintaining the most accessible track in all Europe where all-out speed can be held.

Montlhèry must never go the way of Brooklands—not that it is likely to, for we have an inkling that Frenchmen think we lost our Track through German bombing and not on account of English bureaucracy!

We now have the banked circuit at Lindley, you say? Pooh! The S.M.M.T. had no sooner put up its banked circuit than it issued an edict that single-seater racing cars could not be permitted to use it, a spokesman adding: "The XK120C Jaguar is a difficult case, but I suppose if it can be used on the road we may have to allow it on Lindley." No reflection was cast on the Jaguar as such, except that it could do 150 or more m.p.h.!

Makes you think hard of Silver City Airways and Montlhèry, it does! Anyway, we suspect that after you have seen the banking at Montlhèry, where the lap-record stands to the credit of Gwenda Hawkes in the Miller-Derby at 145.94 m.p.h., you will regard Lindley as flat as the proverbial pancake.

* * *

Castle Combe circuit is being re-surfaced where considered necessary. This work will be completed in time for the National Meeting on October 3rd and should meet with the approval of competitors.

A Visit to the Weber Carburetter Factory

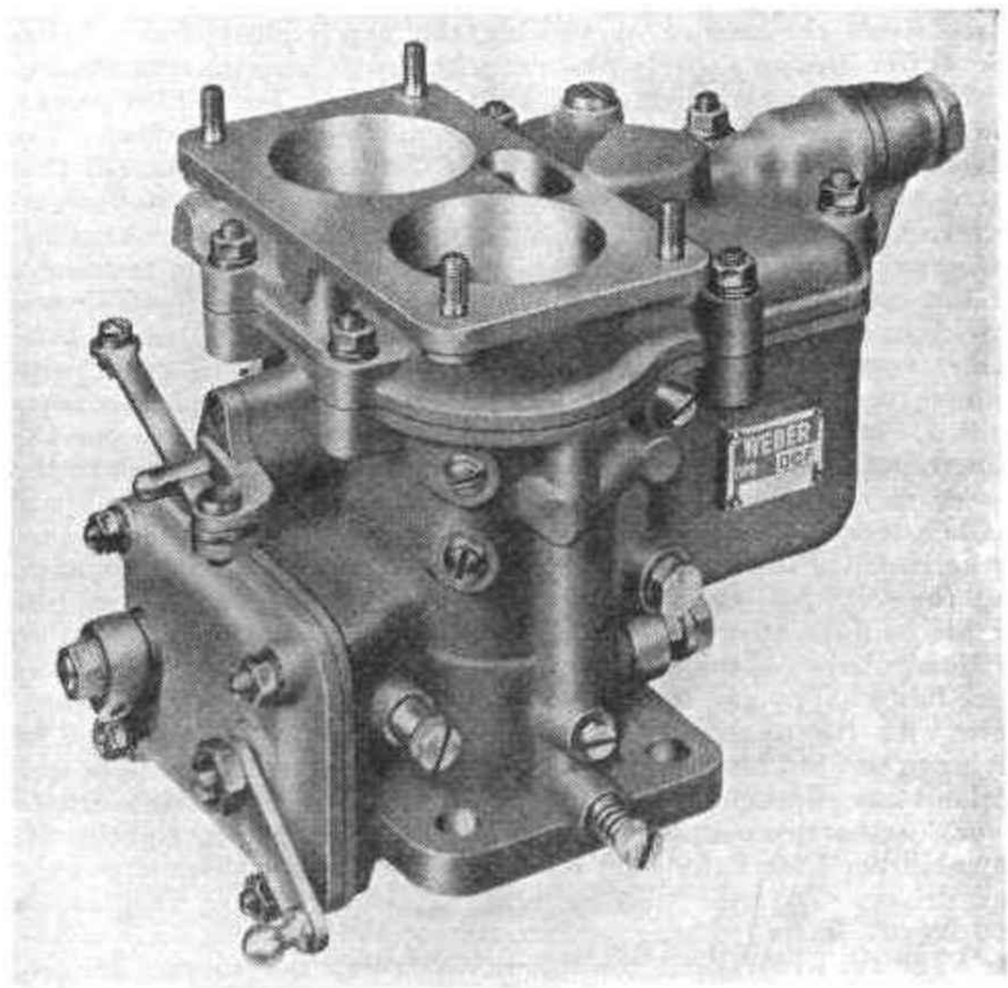
(*By Our Continental Correspondent*)

SINCE the decline of Formula I and the subsequent increased interest in Formula II and, more especially, the unsupercharged engine, the carburetter as such has come into its own. Furthermore, with sports-car racing now the playground of more manufacturers than ever before, mostly in the unsupercharged category, this interest in carburation is equally strong. Right or wrong, with a supercharged engine, the tendency was to consider the compressor as the vital factor in power output, while with unsupercharged engines it is the carburetter that takes pride of place. Looking around Formula II it is noticeable that the Italian Weber instrument has a virtual monopoly, being used by Ferrari, Maserati, Gordini, H.W.M., Veritas and Osca on all their cars, while individual Alta engines have used them. In sports-car racing the list of cars fitted with Weber carburetters is even longer, the successful Le Mans Jaguars, Ferrari, Lancia, Maserati, Gordini, H.W.M., Pegaso, Osca, Aston Martin, Alfa-Romeo and all the Fiat-based special cars built in Italy using them.

In view of this virtual monopoly in racing circles it seemed timely for a visit to Edoardo Weber S.A. in Bologna to find out some more about this firm that specialises in racing carburetters as well as normal production models. In 1920 a regular competitor in Italian National racing, with a Fiat, was one E. Weber and his car was fitted with a carburetter of his own construction as he did not agree with the ideas of the manufacturers of those days. Throughout the early twenties Weber raced as a hobby and always made his own carburetter and manifolding and it was not long before he saw a market for special parts for racing cars and started making small quantities of inlet and exhaust manifolds, adaptor flanges and so on, to special order, reserving his carburetter for himself even though others were interested. One of Weber's closest friends, when he began racing in 1920, was another young Italian named Gordini and probably these two would have formed a partnership to start the firm had not Gordini disagreed with the political and industrial views then spreading in Italy. Weber was in agreement and stayed in Italy, while Gordini left and went to France. By 1924 Weber gave up racing and concentrated on his now growing firm and began to make carburetters as well as manifolding, but restricted his activities to production cars and industrial carburation and it was not until 1930 that he began to make special racing carburetters for sale to the motor-racing public, and one of his first customers was the owner of a team of Alfa-Romeo racing cars, one Enzo Ferrari. It was just after this time that Ferrari took over the works Alfa-Romeo racing *equipe* under the " Rampant Horse " insignia of the Scuderia Ferrari and it was Weber who produced carburetters for the team cars. By now the production line of carburetters was in full flow and the racing orders were merely a side-line while with industrial orders the factory grew steadily until the outbreak of the war in 1939. Just before Italy entered the war in 1940, Weber had a new factory built on very modern lines, and it is this factory that still operates at Bologna. Naturally the plant was used for war production, but the peace-time occupation of carburetter making soon got going again after the war. Unhappily, in 1945, Bologna was raided by Partisan troops who purged the town and took some hundred hostages away into the mountains and among them was Edoardo Weber. He never returned and thus was a clever engineer sacrificed to satisfy the blood-lust of the war-minded mob. Two of Weber's chief technicians survived the war and took over the responsibilities of the factory, while Fiat, Ltd., bought the capital interest and still own Weber S.A., though they have no influence on its activities. The post-war design and production, which is now certainly the largest in Italy, and possibly the largest in Europe, is in the hands of Signors Martinelli and Diani and the above-mentioned virtual monopoly of racing shows that these two men are carrying on as Weber himself would have wished.

If you closely examine a production Weber carburetter you cannot help being impressed by the excellence of the finish and the perfection of the detail work. A downdraught model, as fitted to a Lancia Aprilia, for example, would not be at all out of place as a table ornament in any enthusiast's household, however immaculate it may be. That the Weber carburetter is not an ornament but a very efficient instrument for mixing petrol and air in the right quantities before allowing it into the inlet manifold, can be judged by the racing successes and a chat with anyone who has experienced the remarkably clean and consistent carburation provided throughout any rev.-range. The Weber factory shows instantly the reason for the perfection of the manufacture of the production carburetters, for the whole building, of uniform shape, is as clean and tidy as any laboratory. Around the outside of the square which the building forms, are the foundries, tool-rooms, stores, machine shops, test houses and so on, while the large spacious centre is devoted entirely to assembly benches. The main occupation of the factory is to produce carburetters for the whole output of Fiat, Lancia, Alfa-Romeo and Ferrari and all these production carburetters are made entirely within the four walls of Edoardo Weber S.A. In addition to these there is a complete range of production carburetters, for almost every make of popular continental car, on sale as replacement units. While this vast production line goes on its way the special racing carburetters, made more or less to order, are fitted into the general assembly line for routine machining and such like and then taken out to a special finishing department and special test-shop. All the production carburetters are pressure die-castings made in a foundry controlled entirely by electricity and consequently spotlessly clean. In addition to die-casting the carburetter bodies and covers, adaptor flanges and suchlike are made. For carburetters for sale in countries other than Italy, or where weather conditions may be unsuitable for die-castings, bronze castings are made, but as the numbers are small these are made by outside firms. Similarly, the racing carburetters, which are sand-castings, are also made outside, as the numbers are minute in comparison with the normal production line. The machine shops, equipped with very up-to-date machinery, are supplied with tools and jigs manufactured entirely within the four walls of the Weber factory, and similarly all the test equipment used during assembly, such as flow-meters, for jets, pressure testers for valve seatings, equipment for testing float chambers and so on, are all manufactured in the Weber tool-room. After the final assembly each carburetter is put through a routine test, for which a series of Fiat engines are used. These are housed in a separate test shop and consist of 500, 1,100, 1,400 and 1,500-c.c. engines, loaned by Fiats, which are coupled to air brakes and merely give comparative readings to ensure that the carburetters are working correctly. Next to this shop is the special test department fitted with test beds to take most types of engines and it is here that

Continued on page 423



POWER PRODUCER.—A Tipo 40DCF twin-choke carburetter by Weber, as used on the Mille Miglia 4.1-litre Ferrari. The V12 engine takes three of these carburetters, mounted in line, in the centre of the vee.

IVTH GRAND PRIX DE ROUEN

ROUEN, Sunday, June 28th.

WITH the Grand Prix de l'A.C.F. returning to Reims, the Automobile Club de Normand had to think of some new innovation to justify the enormous expenditure of last year when the Rouen-Les Essarts circuit was entirely rebuilt, to become one of the best in France. Feeling that a simple Formula II circuit race would seem feeble, the Club opened the IVth Grand Prix to cars of Formula I and Formula II, making it widely known that the idea behind the arrangement was to encourage manufacturers to try out their 2½-litre 1954 Formula machinery, as well as to give Formula I cars another "last fling." The result of this very open entry list was an interesting collection representing the past, present and future of Grand Prix racing and it provided a very exciting race.

Only Ferrari and Gordini took advantage of the try-out for their 1954 Formula cars, Farina and Hawthorn having 2½-litre four-cylinder Ferraris and Trintignant a 2½-litre Gordini. To outward inspection the Ferraris were identical to the car that won at Spa the previous week, having the same type of four-cylinder engines fitted with the new double-choke Weber carburetters mounted on the chassis frame. Trintignant's Gordini was similarly identical to the Formula II cars, merely having the enlarged engine fitted to the regular chassis. So much for the future, the present was in the shape of Schell with a 2-litre Gordini, Bayol with his Osca, Claes and Lyons with Connaughts, Gerard's Cooper-Bristol and Moss with the Cooper-Alta Special. As an interim measure Behra had a Gordini with a 2.3-litre engine fitted. The past saw an array of 4½-litre Lago-Talbots, driven by Etancelin, Grignard, Levegh and Cabantous, the first three being entered by the Talbot works and the fourth a private entry. With Lago-Talbots being officially run at Le Mans and at Rouen it looks as though the four-cylinder 2½-litre cars for next year will soon be appearing. All four old cars were more or less normal with the exception of Levegh's which was fitted with the new racing double-choke Solex carburetters. Rosier was running his 4½-litre Formula I Ferrari and the complete list was made up by the Maserati A6G of Bira and the Platé-Maserati of Volontario, neither of which started, though the last-mentioned kept lurking around the paddock, fitted with an A6G nose cowling and trying to look like a new car.

Practice sessions were at the unearthly hour of 7 a.m. and it says much for the keenness of the drivers and mechanics alike that almost everyone was "on parade" on time. The first morning allowed early risers the chance of viewing the new eight-cylinder 3-litre sports Gordini, an entirely new car with central driving seat, double-wishbone suspension controlled by torsion bars and rubber blocks, and all-enveloping bodywork of exceedingly neat proportions. The engine looked identical to all previous Gordini engines, except that there were more cylinders and a fourth double-choke Weber carburetter. Jean Lucas had driven it up from Paris the same morning, accompanied by Behra in the 2.3-litre single-seater, the remainder of the *equipe* arriving later in the day. This new Gordini was driven round the circuit as a try-out for the Reims 12-hour sports-car race to follow the next week-end. Ferraris played about with different tyre sizes in order to find the right gear ratio and for some time Hawthorn held the fastest lap time and new record for the circuit, but finally Farina went home contented with having beaten the junior member by a mere fraction of a second. Hawthorn's car made a most "interesting" noise when the throttle stuck open just as he changed from first to second gear when leaving the pit area, but the solid four-cylinder did not seem to suffer from having the needle go right off the scale of the tachometer. With the exception of Moss, whose car would not steer properly, most of the competitors were fairly happy and lap times were returned more or less in accordance with the quality of the cars. Moss, getting rather tired of trying to sort out his Cooper-Alta, had a go in Lyons' Connaught and without any effort got the car into the third row of the start, much to Lyons' embarrassment. Observing on the fast, blind, right-hand, downhill bend after the start it was very clear that there were only two drivers who were "motor-racing" and they were Trintignant and Moss. Both of them were driving to the absolute limit of the car's ability, whereas all the others, including the Ferrari drivers, never had their cars closer than 85-90 per cent. of the limit.

Race day opened with three sports-car races, comprising mostly local drivers, though fastest race time was recorded by the American Bob Said with a 1,350-c.c. Osca, the first time a blue and white car has received the chequered flag in Europe for many years. Outstanding among saloon car efforts were those of three local men in Peugeot 203s who really cornered on the absolute limit, while the driver of a Citroen Six provided the unique spectacle of 6 in. of daylight under one of the rear wheels as he cornered.

The line-up for the Grand Prix, over 60 laps of the 5,100-kilometre circuit, saw the three 2½-litre cars occupying the front row, followed by Rosier and Behra and then the rest of the field spread equally between 4½-litres and 2-litres. Naturally the Ferraris led away but Moss made a terrific start, running round the outside of those in front and nearly collecting a photographer in the process. Bayol seized his gearbox as he changed from first to second and everyone dodged him and rushed off down the twisting hill to the Nouvelle Monde hairpin. For the first four laps it was Hawthorn who led, going all he knew to stay in front, but sheer determination by Farina eventually got him past as they started the twisty descent on the fifth lap. So great was the Italian's determination to get in front that he went down the hill in a series of uncontrollable slides in front of the Englishman, resulting in both of them being very frightened indeed. Arriving at the hairpin more or less under control Farina managed to stay in front for the rest of the race, but he could not shake Hawthorn off. These two soon outstripped the rest of the field, with the exception of Trintignant who was driving right on the limit the whole time in an endeavour to keep the inferior car in sight of the leaders. Moss started off well, leading the 2-litre cars and all the Talbots, but then lost bottom gear and dropped right back with no acceleration from the two hairpin bends. For the opening stages of the race Behra kept the 2.3 Gordini well in the picture, but then had to stop at the pits to sort out some brake and suspension trouble and Schell then moved up among the big cars. Having moved up into fifth place with the 2-litre Gordini his number one plug hole became filled with water spraying from the radiator filler cap and he came in to change the plug, dropping back to eighth place. The Talbots were having a grand scrap amongst themselves, with Etancelin, now in his 57th year, driving with more fire and zest than most drivers of half his age and consequently holding a brilliant sixth place, which changed to fifth when Schell stopped.

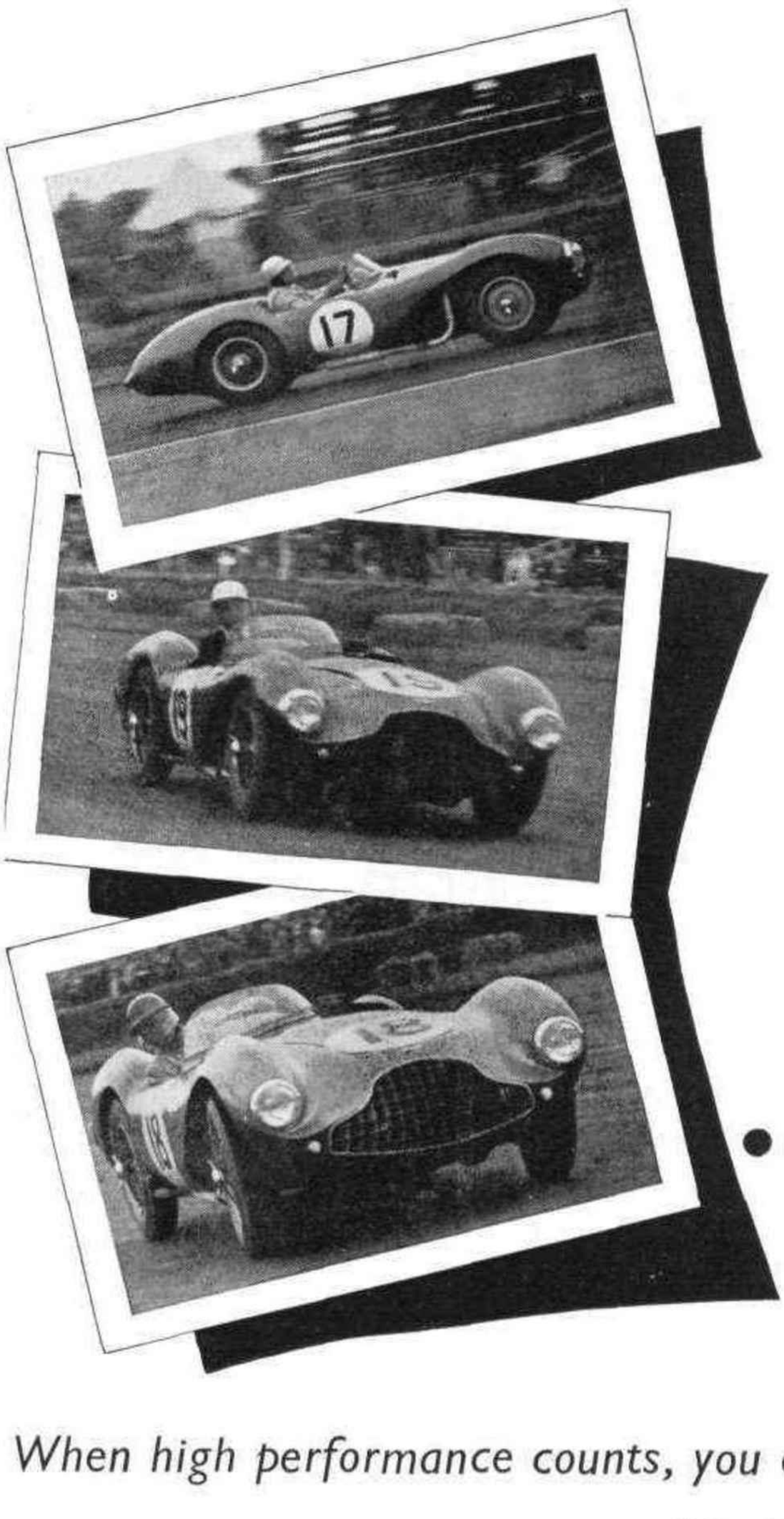
By half distance the order was still Farina, Hawthorn 7 sec. behind and then Trintignant another 1 min. 16 sec. behind, but on lap 31 the 2½-litre Gordini toured into the pits making the most awful noises with its rear axle and the Frenchman's brilliant efforts came to an end. This left only the two Ferraris on the same lap, with Rosier third one lap behind, followed by Etancelin still driving like fury, then Levegh driving carefully, Schell having a real go to make up for his pit stop, Grignard appearing to have little idea where he or his car were going, Gerard driving regularly and steadily in the Cooper-Bristol, Lyons going consistently and looking as though he was enjoying every moment, followed by Moss waiting patiently for his Cooper-Alta to accelerate out of the hairpins on its rather high second gear. By this time Claes had dropped by the wayside with a broken transmission shaft, his Connaught being very tired after a long series of races without an overhaul, Behra's front brakes and suspension were uncontrollable and he stopped for good, and Cabantous had stopped very early with a damaged gearbox.

By three-quarter distance Farina had drawn 18 sec. in front of his team-mate and Rosier was now going very slowly with only top gear left in his gearbox, which allowed Etancelin to pass into third place, while Schell was still making up seconds a lap. Watching on the hairpin before the finishing straight it was interesting to note how Etancelin arrived with the brakes hard on and the clutch out, coasting round the apex of the corner with the inside rear wheel off the ground. Having rounded the corner, down went the accelerator pedal and with full revs. on, the clutch was released letting the airborne wheel come back to earth and take the full power of the 4½-litre engine, which resulted in immense acceleration, the spinning rear wheel acting as an infinitely variable bottom gear. Lap after lap Etancelin did this drill, with no faltering whatsoever, his timing being perfect each lap. In contrast Levegh and Grignard with their Talbots crept slowly away from the corner with the clutch right home and the engine trying to accelerate from some 1,500 r.p.m. Schell was equally enterprising on this hairpin, using every possible ounce of braking power available and being quite unperturbed by locking wheels, rounding the corner with the power hard on and correcting the subsequent power slide with delicate precision. The progress that the European-American's driving has made this season has been outstanding and is noticeably better in each race. With 10 laps to go Hawthorn suddenly put on a spurt and got to within 5 sec. of Farina, but then the Italian looked in his mirror and hurried on, waving to his pit to stop Hawthorn trying so hard.

Continued on page 423

ASTON-MARTIN

1-2-3



Maintaining a proud and successful career that started 40 years ago, the Aston-Martins outstripped all comers in the Daily Express International Sports Car Race at Silverstone on July 18th.

Congratulations

REG. PARNELL

—first at 89.41 m.p.h.

ROY SALVADORI

—second at 88.84 m.p.h.

PETER COLLINS

—third at 88.82 m.p.h.

(Subject to Official Confirmation)

Like the brakes of all the British winners of classic road races this year, the brakes of the D.B.3.S Aston-Martins were lined with **MINTEX**

When high performance counts, you can rely on

MINTEX

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

CLIFF DAVIS WINS BROOKLANDS MEMORIAL TROPHY

THE B.A.R.C. Members' Meeting at Goodwood on July 25th concluded this year's MOTOR SPORT Brooklands Memorial Trophy contest. It carries a handsome trophy and replica, held by Oscar Moore, and a first prize of £50, second prize of £20, and third prize of £10.

This time Cliff Davis won by two points (total 17), driving his well-known Cooper-M.G. Joy 500 and his newer Tojeiro-Bristol Loy 500. He deserved his success, particularly for his courage in continuing in the third race after a series of frightful spins as he approached Woodcote Corner in his Cooper-M.G. In spite of an episode from which many drivers would have retired, Davis went rapidly back into action in the required direction, finishing third and gaining the two points needed to beat Peter Gammon (M.G.) and H. A. Mitchell (Frazer-Nash), who tied for second place with 15 points each. Incidentally, Mitchell spun off at the same place last year and thereby lost his chance of the Trophy.

The first race was a closed-car handicap—all were over five laps—and Leonard Potter, from the limit mark, kept his 745-c.c. Dyna-Panhard ahead with the approved wheel-lifting tactics, to win an extremely exciting finish, of the "half-a-wheel" order, from Grace's 2½ Riley on the run in. Officially Potter won by 0.2 sec., at 58.25 m.p.h. Everard's D.B.2 was third, making fastest lap at 75.65 m.p.h.—his car had two exhaust pipes, to the single pipe of Sir J. Boles' D.B.2.

A scratch race followed, Colin Chapman showing driver-superiority by beating Desoutter by 3.2 sec., at 69.73 m.p.h., both driving Lotus automobiles. Watling-Greenwood's R.W.-G. was third. Chapman lapped fastest, to the tune of 71.76 m.p.h.

The next scratch race saw all eyes on the popular Davis. It paid to watch him, for in trying to catch Gammon he got into a series of high-speed gyrations on his fourth lap, entering a cabbage patch before regaining the road. Gammon went serenely on, but naturally Beauman in the ex-Hawthorn Riley had passed Davis during his "gil-hoolies." So Gammon won at 75.79 m.p.h., Davis gamely chasing Beauman to finish third, only 0.6 sec. behind the Riley, a piece of courage the crowd was not slow to appreciate. Davis had made fastest lap, at 77.56 m.p.h. It was an eventful race, for Green's H.R.G. left the road at Woodcote and Steed's J.A.G. demolished part of the *chicane*.

Mitchell, driving, like Ascari, so that he *looks* slow, was never challenged in the fourth (scratch) race, winning in his sombre Frazer-Nash at 79.85 m.p.h. Davis was out again in his Tojeiro and after setting fastest lap at 81.51 m.p.h., came home in second place, securing his 17 trophy points. Brooks was third in Hely's Frazer-Nash.

The next scratch race was notable for a ding-dong struggle between Head's XK120 and Moore's similar-engined H.W.M. Moore decided to have no more nonsense on the last lap and won by 0.4 sec., at 76.73 m.p.h., after a lap at 79.12 m.p.h. Three more XK120s followed Head home, Keeling's in third place. Waring spun his Lago-Talbot at Woodcote and on lap one Goodhew's Darracq seized up.

Watling-Greenwood upheld his earlier good showing by winning the first of the open handicaps, his very neat Ford-powered R.W.-G. averaging 69.9 m.p.h. and lapping at 72.24 m.p.h. Cuff-Miller, in spite of a straw-bale encounter, got his Riley Nine home second, ahead of Chapman's Lotus. Scarf had a miraculous escape when the steering-arm of his Buckler broke going into Woodcote. The car hit the sandbank before the stands and rolled completely over but the driver got up and walked in unhurt.

The next race was badly handicapped, the limit-man, Lusty in a TC M.G., leading all the way, to win at 66.51 m.p.h. from Desoutter's Lotus and Harewood's 1½-litre M.G. Beauman lapped in the Riley at 76.73 m.p.h. but was unplaced.

Much the same happened in the next race, Greig's M.G. being unassailed and winning at 68.25 m.p.h. Everard got his D.B.2 home a good second, ahead of Sessions' Silverstone Healey, but the back-markers, hoping to wrest points from Davis for the Brooklands Trophy, never got a look in, although Mitchell tried very hard, lapping in impeccable style at 81.36 m.p.h.

R. C. Symondson was a popular winner of the last handicap but one, in the ex-Campbell 3.3 Bugatti, at 74.68 m.p.h., tying for fastest lap with Head's fast XK120, which was third, with Sessions' Healey the meat in the Molsheim/Coventry sandwich. Even more popular was P. J. Morgan's victory in the 10th and last race, in a very Le Mans-like 3-litre Bentley which, persuaded firmly through the *chicane*, easily disposed of the modern A.C. with which it had started, winning at a thunderous 61.27 m.p.h. from Llewellyn's M.G. and Pigott's M.G. Fastest lap went to Greig's M.G. at 69.68 m.p.h. and the race was notable for the presence, almost for the first time in history surely, of a No. 13—M. Anthony's 2½-litre S.S. It finished safely.

The weather proved fickle, a sun-top heat wave deteriorating into shivery showers. Better luck for the next Members' Meeting, an additional B.A.R.C. fixture, at Goodwood on September 12th.

SNETTERTON—U.S. AIR FORCE MEETING (JULY 25th)

The Formule Libre race and the Trophy event for Formula II cars were the main attractions of this varied programme organised by the A.M.O.C. In the latter, Tony Rolt (Connaught) produced his usual form to win by 2.2 sec. from Bob Gerrard (Cooper-Bristol), the difference in speed being only 0.11 m.p.h.

The B.R.M. celebrated its first East Anglian appearance by winning the Formule Libre and the U.S.A. Invitation Races. In the former Ken Wharton pushed the lap record up to 90.05 m.p.h. Ron Flockhart drove his D-type E.R.A. in convincing style to take second place, with Tony Rolt third.

Miss Griswold, daughter of Major-General F. H. Griswold, presented the trophies to the successful drivers.—W. J. F.

Results :

Formula III.—D. Parker (Kieft)	78.73 m.p.h.	
Sports Cars over 2 Litres.—R. Parnell (Aston Martin)	80.01	,,
Formula II.—A. P. R. Rolt (Connaught)	85.70	,,
Sports Cars under 2 Litres.—R. Salvadori (Frazer-Nash)	78.25	,,
Formule Libre.—K. Wharton (B.R.M.)	88.79	,,
U.S.A. Invitation Race.—K. Wharton (B.R.M.)	87.79	,,

Lap record : Wharton (B.R.M.) = 90.5 m.p.h.

* * *

We regret to have to record that R. Baird died as a result of injuries sustained when his 4.1 Ferrari overturned in practice.

REST AND BE THANKFUL HILL-CLIMB (July 4th)

Up to 500 c.c.—L. Thorne (Cooper)	61.31 sec.	
501—1,100 c.c., Non.-s/c.—Hon. E. G. Greenall (Cooper)	59.10	,,
501—1,100 c.c., S/c.—B. E. Bradnack (Cooper)	59.55	,,
1,100—1,500 c.c., Non-s/c.—M. A. H. Christie (Cooper)	55.81	,,
1,100—1,500 c.c., S/c.—V. Thomas (E.R.A.)	87.49	,,
1,500—3,000 c.c., Non-s/c.—R. Dickson (Aston Martin D.B.3) ...	62.46	,,
1,500—3,000 c.c., S/c.—R. Flockhart (E.R.A)	68.45	,,
Over 3,000 c.c., Non-s/c.—J. D. Titterington (Allard)	72.03	,,

* * *

EASTERN COUNTIES M.C. MEETING, SNETTERTON (July 11th)

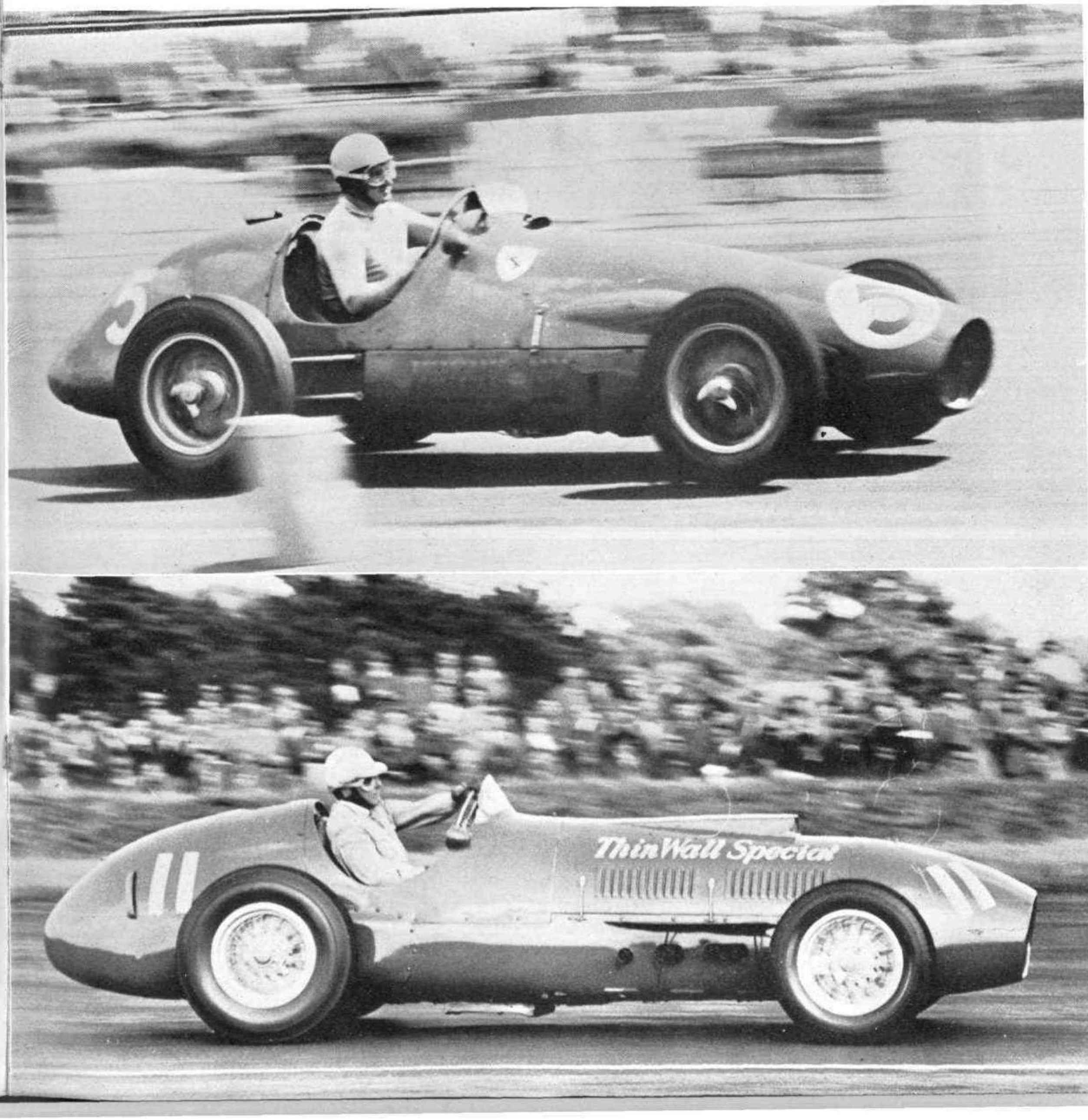
Sports Cars :	**Up to 1,100 c.c.**—D. Moore (M.G.)	65.94 m.p.h	
	1,100—1,500 c.c.—P. Gammon (M.G.)	74.42	,,
	1,501—2,500 c.c.—F. C. Davis (Tojeiro)	77.58	,,
	Over 2,500 c.c.—G. Abecassis (H.W.M.)	77.64	,,
Racing Cars :	**Up to 500 c.c.**—R. K. Tyrrell (Cooper) ...	76.03	,,
First Handicap : Sports Cars up to 2,500 c.c.—B. W. Seaman (Riley)		66.90	,,
Second Handicap : Sports Cars up to 2,500 c.c.—B. Wyatt (Frazer-Nash)		76.83	,,
Handicap, Sports Cars over 2,500 c.c.—O. Moore (H.W.M.) ...		79.50	,,
Racing Cars, Formule Libre.—L. L. Marr (Connaught)		83.86	,,

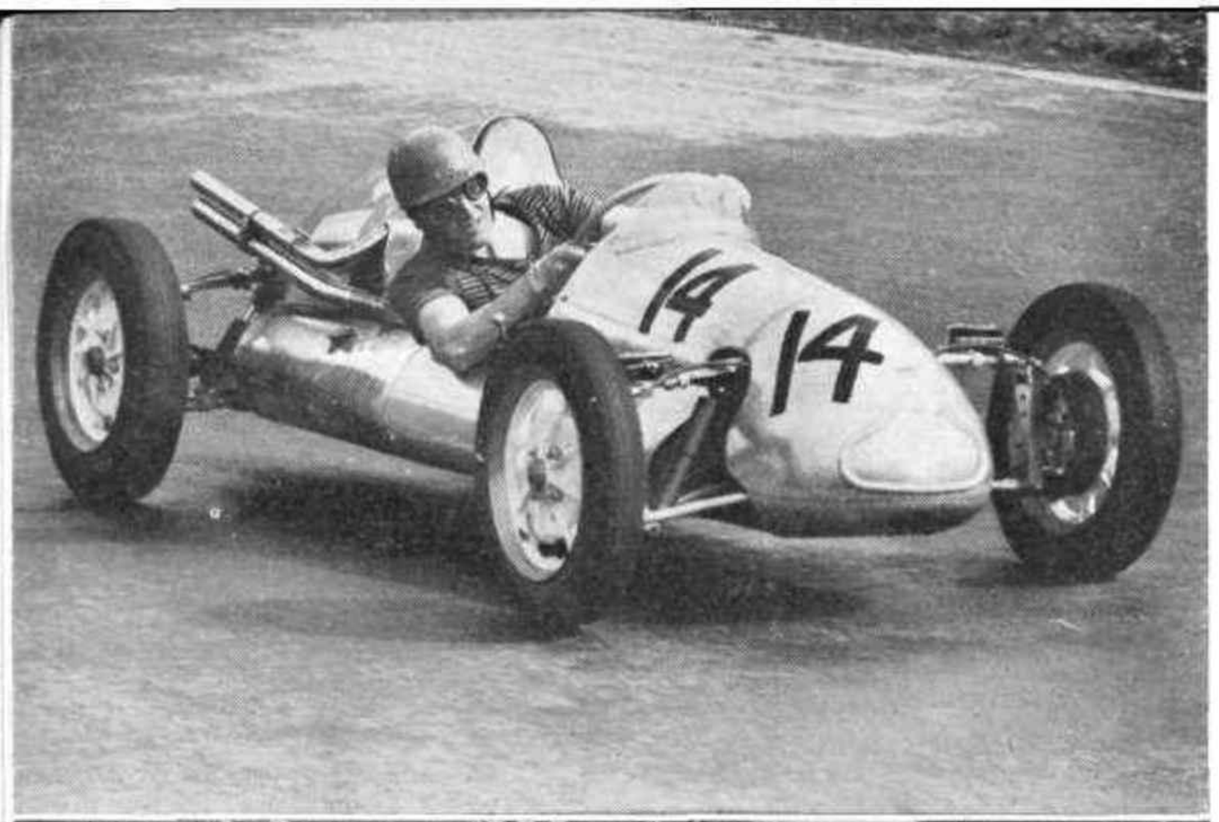
PICTORIAL REVIEW

BRITISH GRAND PRIX. FRENCH GRAND PRIX. CRYSTAL PALACE. REST AND BE THANKFUL AND M.M.E.C. SILVERSTONE

(Top) *MASTER! Alberto Ascari never put a wheel wrong in winning the 270-mile British Grand Prix at Silverstone for Ferrari, while behind the Maserati/Ferrari duels waged. He averaged 92.97 m.p.h. and set a new Formula II lap record, with Gonzalez, of 95.79 m.p.h.*

(Bottom) *FASTEST EVER round Silverstone was Dr. Giuseppe Farina, who established a new lap record of 100.16 m.p.h. in winning the Formule Libre race in C. A. Vandervell's 4½-litre Thinwall Ferrari. He averaged 96.79 m.p.h. and kept both B.R.M.s at bay.*







BIG BANGER.—Les Leston in his 1,100-c.c. V-twin Cooper-J.A.P., going well at the Crystal Palace meeting. He was fourth behind three Formula II cars.



C'ESTSI BON.—George Wicken finished second in his heat of the Elizabethan Trophy Race at the second meeting held on the new Crystal Palace circuit.

ELIZABETHAN TROPHY WINNER.—S. Lewis-Evans in his Cooper, mit megaphone and anti-crash-bar, in the process of winning the Elizabethan Trophy Race at the Half-Litre C.C. Crystal Palace Meeting. He averaged 67.61 m.p.h.



SPORTS CAR!—The Rosier/Cabantous Talbot accelerating out of Thillois corner during the unhappy 12-Hour Sports-Car Race at Reims.



YOUTHFUL HERO.—Hawthorn proved himself in th in the French Grand Prix at Reims, after a race-long d with which the British driver was receiv

MAKING A HABIT OF IT!—Tony Rolt again won the Formula II race at Crystal Palace on July 11th. Here he is making the Rob Walker Connaught do just what he wants it to do.

BRITISH VICTORY.—Stirling Moss and Peter Whitehead after gaining another win for Britain at Reims. In the picture can be seen Moss' mother, Stirling, Peter, "Lofty" England, living up to his name, a Jaguar mechanic and several "me-toos."





THERE'S A STRANGER IN OUR MIDST.—One of the queer-looking 2-litre Bristol coupes coming past a group of competitors in the Reims 12-Hour Race. Bristol won their class and finished fifth in General Classification.



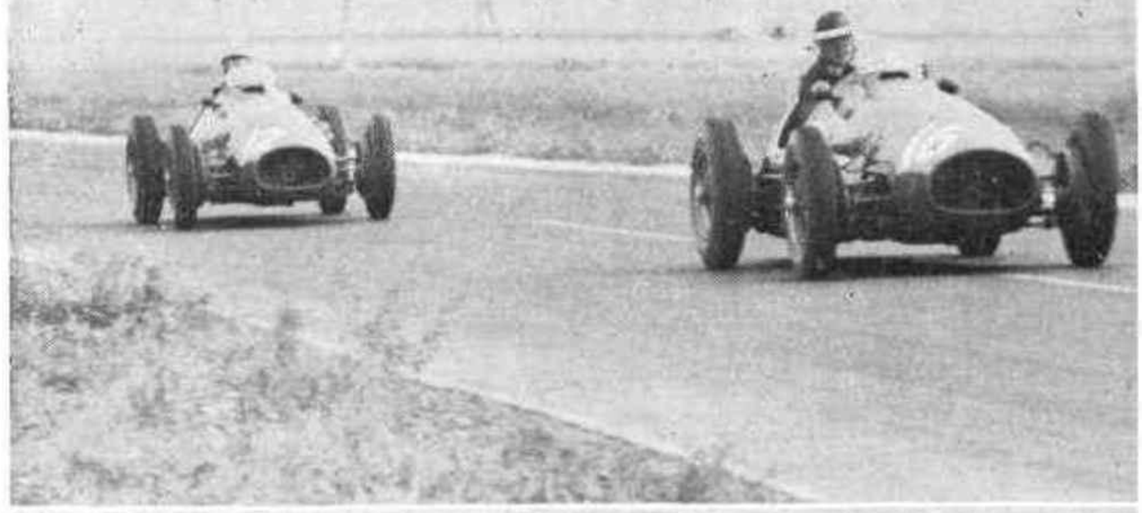
e top flight of present-day Grand Prix drivers by his spectacular victory uel with ex-World Champion Fangio. This picture shows the acclaim ed and, incidentally, clearly reminds us of his youth.

THE JAGUAR WINNING. — Charles Faroux, unpopular figure at Reims, flags the British Jaguar in winner of the 12-Hour Sports-Car Race, at 169.696 k.p.h.





THE START of the epic French Grand Prix at Reims, seen from the Dunlop Bridge. Gonzalez (Maserati) has a fractional lead over Fangio (Maserati), and the rest of the field is far behind.

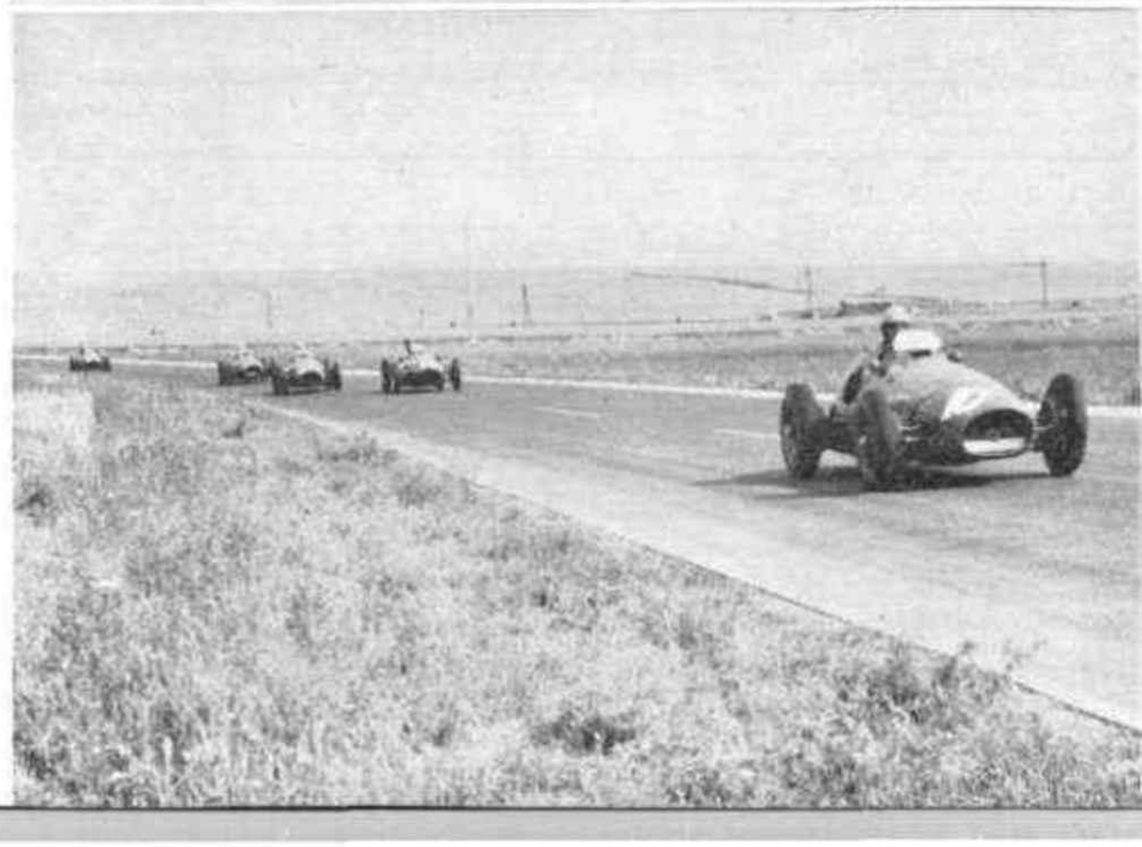


DUEL OF THE CENTURY.—Young Mike Hawthorn, from Surrey, proves his true worth as a G.P. driver in a race-long duel with Fangio, whose Maserati is seen here slightly behind the Ferraris—and, sirs, that is how they finished! He here leads team-mate Villoresi.

ANOTHER ENGLISHMAN.—Peter Collins in the H.W.M. with which he finished 13th at Reims, eight laps behind Hawthorn's Ferrari.



DOWN THE STRAIGHT which is a feature of the Reims circuit. Ascari's Ferrari passes our cameraman, comfortably ahead of his fellow competitors.





COOPER SUCCESS.—Michael Christie making fastest time at Rest and Be Thankful Hill-Climb in his 1,100-c.c. Cooper-J.A.P. Does he know that his filler cap has opened?



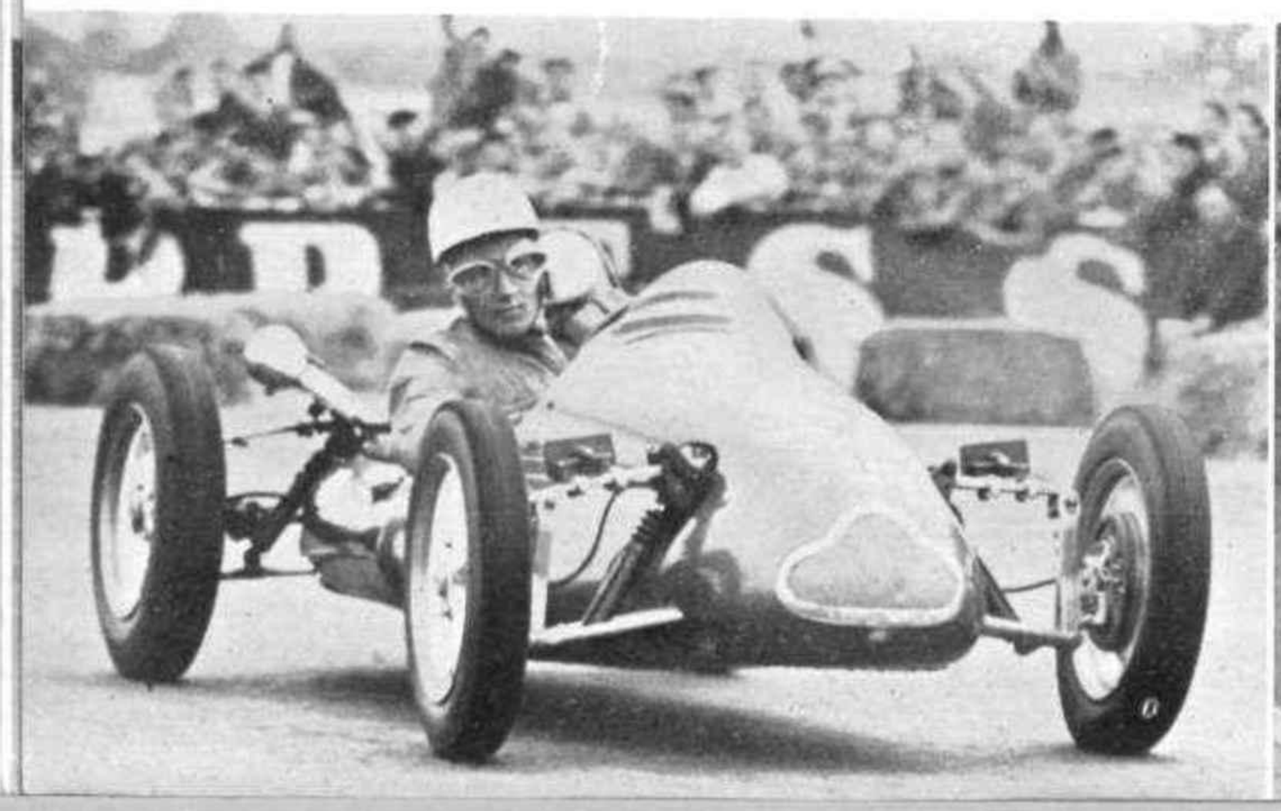
GOOD DRIVER.—Ron Flockhart taking his beautifully turned-out 2-litre E.R.A., once owned by Raymond Mays, up twisting Rest and Be Thankful hill.

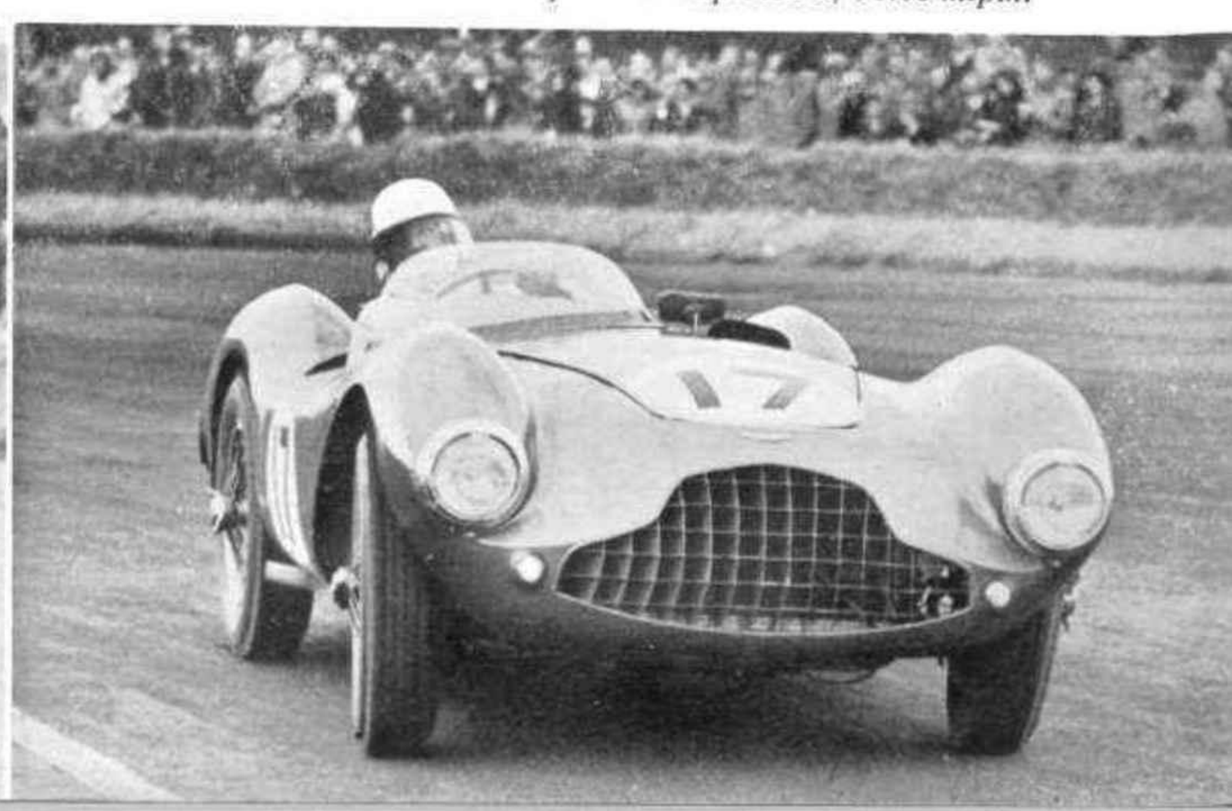


WHICH WAY? G. R. Mansell in difficulties with his XK120 Jaguar during the M.M.E.C. Silverstone Meeting. The other Jaguar driver behind him has a better idea of how to do it.

500-c.c. *VICTOR.—Stirling Moss ran away with the Formula III race which preceded the British G.P. His Cooper-Norton won at 84.74 m.p.h. and equalled the existing lap record.*

REG PARNELL finished first of the D.B.3(S) Aston Martins which came home an imposing 1, 2, 3 in Silverstone's International Sports-Car Race. He set a new sports-car lap record, 91.63 m.p.h.



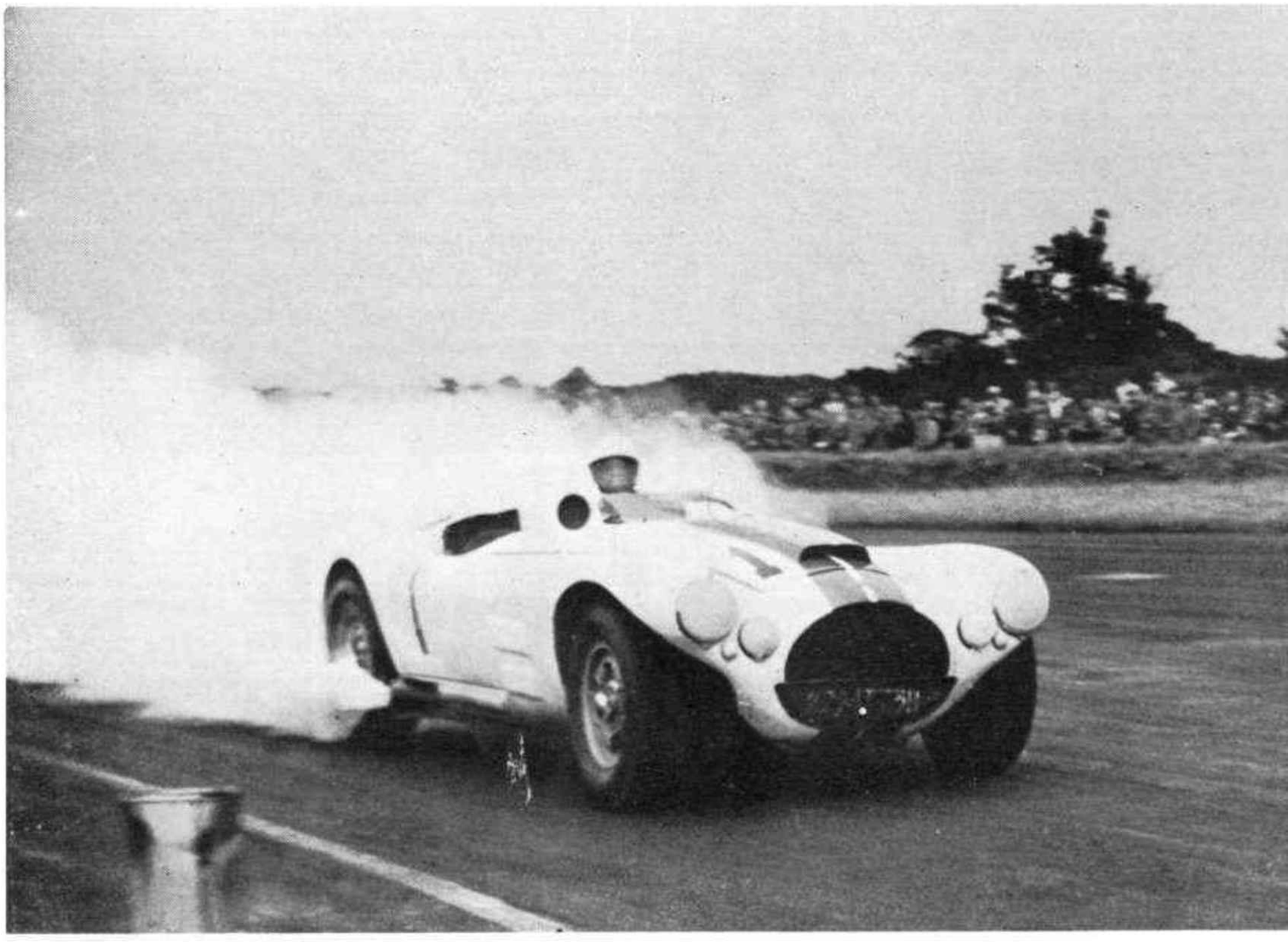




BRITISH GRAND PRIX START.—Fangio's Maserati steals a slight lead from the Ferrari of Alberto Ascari at flag-fall but the Italian World Champion passed the Argentinian at the first corner.



UNLUCKY.—Gonzalez tried very hard in the G.P. for Maserati but was delayed when black-flagged after a flap about oil on the course. He finally finished fourth in spite of a further pit stop.

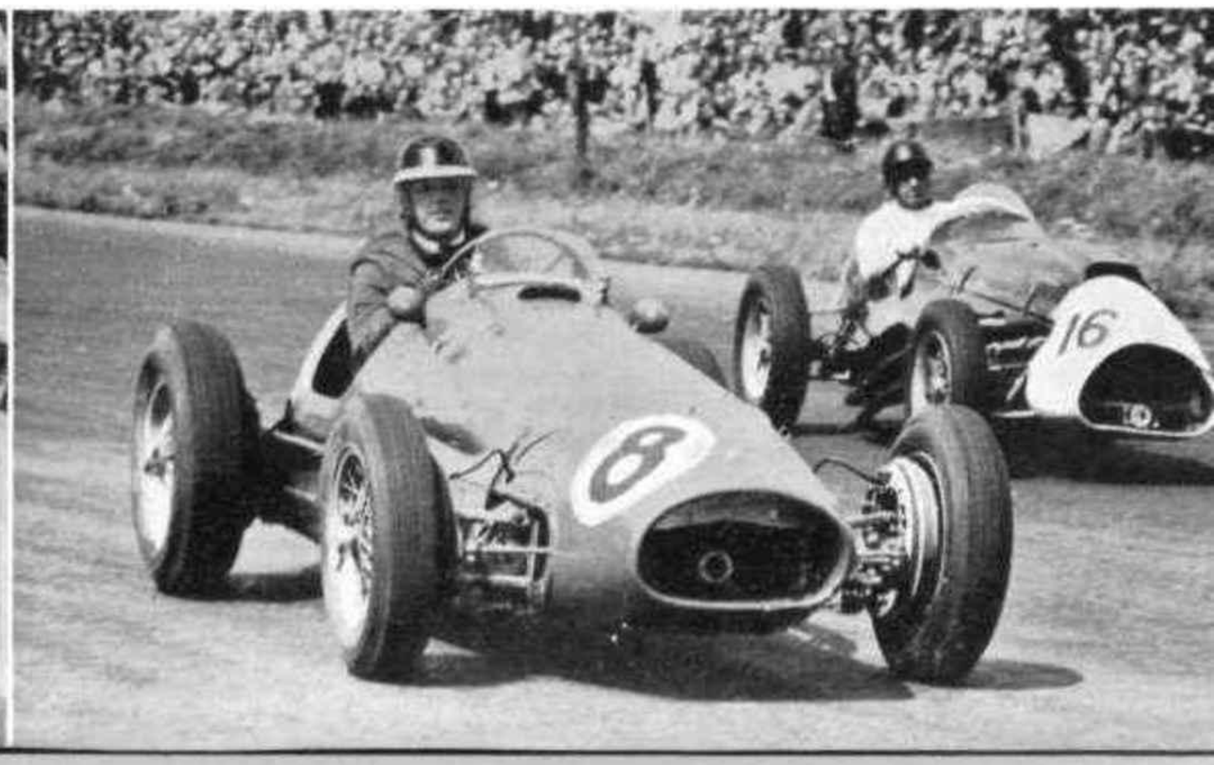


ENGINE TROUBLE.—A record smoke screen denotes the end of Briggs Cunningham's run in the Silverstone Sports-Car Race in the i.f.s. CAR Cunningham.

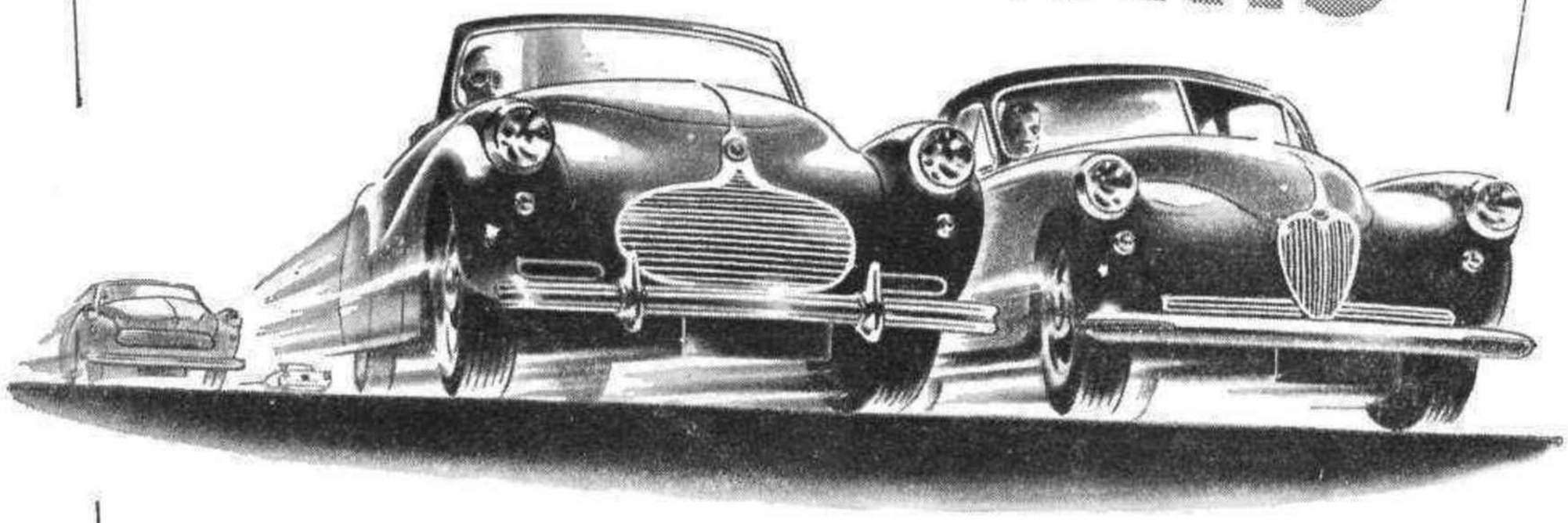
ALL THE WINNERS.—Farina, Parnell, Moss, Ascari and Wharton collect their Silverstone trophies—some a little smaller than others, it seems!



BRITISH DRIVERS Mike Hawthorn and Ken Wharton running together momentarily at Silverstone during the British Grand Prix. Wharton was the second British driver to finish, but the first in a British car.



CASTROL WINS



ALPINE RALLY

for the second year running

OUTRIGHT WINNERS

POLENSKY & SCHLÜTER

(PORSCHE)

WAKEFIELD Castrol MOTOR OIL

THE MASTERPIECE IN OILS

IVth G. P. DE ROUEN—continued from page 414

Meanwhile Schell had now got within sight of Etancelin and both were going all they knew, and the Gordini would have taken third place had it not spun round at the foot of the hill, losing a plug in the process and finishing an excellent fourth, on five cylinders.

Immediately the two Ferrari drivers received the chequered flag they stopped at their pit, leapt out of the cars and without pausing to say a few words into the microphone dashed back along the course to Hawthorn's Ferrari coupé which was parked outside the entrance to the circuit. The reason for this seemingly peculiar behaviour was that it was then 6 p.m. and they had to catch the 7.50 p.m. night train from Paris to take them to Italy where they were due to drive at Monza the following morning. It was left to Etancelin and Schell to record their impressions of the race and while doing this the grey Ferrari coupé was breaking all records for the journey from Rouen to the centre of Paris, which it accomplished in 1½ hours amidst Sunday evening traffic, causing hundreds of gendarmes to blow their whistles and have fits of apoplexy. Whether any of them realised that the two men in the car had just finished a two-hour Grand Prix race is unlikely. No one can say that factory drivers do not earn their salaries.

The aged Etancelin, who lives in Rouen, was undoubtedly and justifiably the hero of the day and when reminded that his drive at Rouen last year was supposed to be his last, he said : " This time really is my last Grand Prix—I think." The experiment of running a combined Formula I and Formula II race had proved remarkably successful and had been full of interest from start to finish and, though some Formula II drivers did not like the idea of competing against bigger cars for the same prize, Schell had shown that by trying hard and really motor-racing it was possible to get among the leaders.

IVth GRAND PRIX DE ROUEN - LES ESSARTS—60 Laps—306 Kilometres (Warm and Dry)

Results : Formula I and II

1st :	G. Farina (Ferrari 2½-litre) ...	2 hr. 15 min. 5.8 sec. ...	135.900 k.p.h.
2nd :	J. M. Hawthorn (Ferrari 2½-litre)	2 hr. 15 min. 7.0 sec.	
3rd :	P. Etancelin (Talbot 4½-litre) ...	... 3 laps behind.	
4th :	H. Schell (Gordini 2-litre) ...	... 3 laps behind.	
5th :	P. Levegh (Talbot 4½-litre) ...	... 4 laps behind.	
6th :	G. Grignard (Talbot 4½-litre) ...	... 4 laps behind.	
7th :	L. Rosier (Ferrari 4½-litre) ...	... 4 laps behind.	
8th :	F. R. Gerard (Cooper-Bristol 2-litre) ...	5 laps behind.	
9th :	J. Lyons (Connaught 2-litre) ...	... 6 laps behind.	
10th :	S. Moss (Cooper-Alta 2-litre)	... 7 laps behind.	

Fastest lap : J. M. Hawthorn (Ferrari), on lap 22 in 2 min. 12.8 sec.—138.253 k.p.h.

Retired : Bayol (Osca), 1st lap, gearbox; Cabantous (Talbot), 7th lap, gearbox; Behra (Gordini), 21st lap, brakes; Claes (Connaught), 29th lap, transmission; Trintignant (Gordini), 31st lap, transmission.

INTER-EUROPA CUP

MONZA, Monday, June 29th.

Postponed from May 17th, the Inter-Europa Cup for sports-cars up to 3 litres was run off in two separate heats, all competitors starting in both races and the addition of times providing the final classification. While Hawthorn and Farina were chalking up further victories for the 2½-litre Ferraris, at Rouen, Ascari and Villoresi were practising with the new four-cylinder and twelve-cylinder 3-litre sports cars. Having travelled through the night by train, the Rouen victors just had time to do a few practice laps on the morning of the race before taking part in the first heat. They were offered two open models, one a new four-cylinder and the other a twelve-cylinder, and in the general rush Hawthorn chose the four-cylinder as it seemed the better machine ; however, in the race Farina's car was much faster on the straights and it turned out afterwards that the English lad had a 2½-litre engine and not a 3-litre. Ascari drove an open four-cylinder 3-litre, Villoresi a twelve-cylinder 3-litre saloon, Hawthorn the open 2½-litre and Farina the open twelve-cylinder 3-litre. Opposing them, apart from numerous private Ferraris, were two open two-seater Lancia 2.9-litre V8 models, driven by Gonzalez and Bonetto, and a saloon model driven by Manzon. Bordoni and Casella had six-cylinder Gordinis that they ran in the Mille Miglia.

In the first heat Ascari was put out when he collided with another car when lapping it, he being unhurt, but the car too damaged to continue, and after a fierce Lancia-Ferrari duel Villoresi finished the victor after Gonzalez had retired on the 21st lap. With two of the champions out of the running, the second heat was a repetition of the first, Villoresi again being the winner, so that he was undisputed winner of the general classification.

INTER-EUROPA CUP : Sports Cars up to 3 Litres. Monza Autodrome

Heat 1—220.500 Kilometres—35 Laps

1st :	L. Villoresi (Ferrari)	1 hr. 15 min. 36.3 sec. ...	174.988 k.p.h.
2nd :	F. Bonetto (Lancia)	1 hr. 15 min. 44.7 sec.	
3rd :	G. Farina (Ferrari)	1 hr. 15 min. 46.0 sec.	
4th :	J. M. Hawthorn (Ferrari) ...	1 hr. 17 min. 5.5 sec.	
5th :	P. Castellotti (Ferrari) ...	1 lap behind.	
6th :	L. Casella (Gordini)	1 lap behind.	

Fastest lap : G. Farina (Ferrari), in 2 min. 7.2 sec.—178.301 k.p.h.

Heat 2—220.500 Kilometres—35 Laps

1st :	L. Villoresi (Ferrari)	1 hr. 15 min. 13.4 sec. ...	175.876 k.p.h.
2nd :	F. Bonetto (Lancia)	1 hr. 15 min. 22.9 sec.	
3rd :	G. Farina (Ferrari)	1 hr. 15 min. 39.0 sec.	
4th :	J. M. Hawthorn (Ferrari) ...	1 lap behind.	
5th :	P. Castellotti (Ferrari) ...	1 lap behind.	
6th :	L. Piotti (Ferrari)	1 lap behind.	

A VISIT TO THE WEBER CARBURETTER FACTORY—continued from page 413

engines from Gordini, H.W.M., Alta and Aston Martin are tested. Ferrari does all his own testing, as does Maserati, the Weber technicians going along to the respective factories. Beside the normal test-bed equipment there are further Fiat engines used for power tests on experimental carburetters and also a 16H Norton engine for doing experiments with single-choke carburetters for 500-c.c. cylinders such as those fitted to the four-cylinder Ferrari.

In addition to making carburetters for nearly every type of passenger vehicle and most racing cars, Webers make carburetters for the Ducati and Motom motor-scooters and a conversion set for fitting to the normal carburetter in order to run on a new producer gas being developed in Italy, called Metano. These gas-carburetters can be supplied to work either solely on gas or on petrol or gas and this obvious foresight on Webers part to keep abreast of outside developments prompted an inquiry about petrol-injection ousting the normal carburetter, but the reply was evasive and rested on the fact that the experimental department of the factory was very capable.

Altogether there are approximately 800 workers in this factory which is impressive for its cleanliness, orderliness and efficiency and having seen this it is not surprising that nearly the whole of the Italian automobile industry relies on Edoardo Weber S.A. for carburetters, neither is it surprising that nearly every motor-race these days is won by cars fitted with Weber racing carburetters. —D. S. J.

750 CLUB

This Club's monthly *Bulletin* continues to put out much sound advice to builders of 750 and 1,172 Formula cars and this information alone should make the subscription worth while. This month the Club promotes its ambitious Silverstone National Six-Hour Relay Sports-Car Race on August 29th. Hon. Sec. : K. Welfare, 56 Harrow Road, Bedfont, Middlesex.

THE SIX-HOUR RELAY RACE

The National Six-Hour Relay Race of the 750 M.C., for teams of up to six sports cars, takes place at Silverstone on August 29th, from 1 p.m. to 7 p.m. It is a handicap event with several novel features and incorporates a separate scratch contest for 750 (Austin Seven-base) Formula cars. The novel features include complete freedom as to the number of laps run by individual cars in the teams, resulting in the need for real strategy on the part of team managers, a public-address commentary which includes pit information and the leaders' positions every 15 minutes, and, this year, a fascinating new 2½-mile circuit embracing much of the short Silverstone Club circuit, but also a hairpin bend at Maggott's Corner and a long downhill straight to Club Hairpin and back to Woodcote Corner and the pits *via* Tower Bend.

Admission is by free tickets, with a car-park charge of 7s. 6d. (motor-cycles 2s. 6d.), which is a very reasonable introduction indeed to a national race of six hours' duration. So reserve August 29th now and date up the girl friend ! This 750 M.C. relay race is a worthy successor to the old L.C.C. relay race which used to be deemed one of Brooklands' better fixtures.

CLUB NEWS

WE HEAR

Queen Elizabeth the Queen Mother and Princess Margaret have graciously accepted membership of the " Order of the Road." Their fleet of cars now carry the insignia of the Order, a six-sectioned crimson coloured circular badge.

The Royal Family thus demonstrate their very real interest in the work of the Order which has been firmly sustained since its foundation in 1928. King George VI joined it when Duke of York ; the Duke of Edinburgh became a member in September, 1951.

The " Order of the Road " is the only organisation devoted solely to the encouragement of safe and courteous driving, and during its quarter of a century of existence has continuously campaigned for the human attribute of consideration for " the other fellow " on the road through a ten-point charter which all members must observe.

The Editor wishes to thank the American reader who is responsible for having that beautifully-produced magazine *Arizona Highways* sent to him regularly. Does anyone know of a complete or derelict example of a Guy V8 passenger car, *circa* 1920-24 ? If so, we shall be glad to hear of it. Model Road Racing Cars, Ltd., are showing their G.P. circuit at Blackpool's " Funlandia." They issue a descriptive catalogue, obtainable from 29, Ashley Road, Boscombe, Hants, which contains a foreword by John Heath and, quite an achievement in a catalogue, several pages of national advertising ! Poland Street Garage held a display of racing cars recently to celebrate the opening of new premises at the Roundabout Garage, Greenford. Lt.-Col. Goldie Gardner performed the opening ceremony.

THE LONDON RALLY

The first London Rally of the London M.C. held in September, 1951—a Closed Invitation event—started near London, went through the Welsh mountains and returned to London. It attracted an entry of 137 cars, of which only one finished without loss of marks on the road section. Thirty-seven qualified for finishers' awards, having completed the route within the maximum time limits.

In 1952 the London Rally was promoted to National status and a Leeds starting control was offered as an alternative to London. The routes joined at Kidderminster and after an extensive and intensive road section in Wales finished at Croydon Airport. An entry of 300 plus 12 reserves. Only four cars finished the road section without penalty, but due to increased time allowances 212 qualified for Finishers' Souvenir Awards.

In 1953 the event has again been given National status and will be run on a similar plan as this has proved extremely popular with competitors. There will be a number of detail changes and improvements based on suggestions made by competitors and officials which, it is hoped, will make the 1953 event better than ever.

Within the limits of the geography and climate of the British Isles, the available time, the necessary provisions of the Road Traffic Act and the limits of tolerance of the British public, the organisers try to make the London Rally comparable to the great International rallies held on the Continent. Although it has neither the ice of the Monte Carlo Rally nor the heat of the " Alpine " winners are found as far as possible on the road section.

While providing a Rally to test the experts, interest and excellent experience are offered to the intelligent novice. To win the London Rally outright needs a superb driver and navigator and a good car ; to finish within the maximum time limits and qualify for a finishers' souvenir award needs a good driver and navigator and a reasonable car.

It is the London M.C.'s intention, so far as is possible without dubious devices such as trick regularity sections or dead-engine tests, to make the results depend more on the skill of the driver and navigator than the performance of the car—although of course between two crews with equally-skilled drivers and navigators the crew with the best car will have the best chance. Note that in 1951 the first three cars were : Jaguar, Bentley and Hillman. In 1952 the first four cars were : Morgan, Vauxhall, Triumph and Jaguar.

This year there will again be London, Leeds and Birmingham starting points, but in order to accommodate a large entry and to finish at a reasonable hour on Saturday, the starting time of the first car has had to be brought forward. The Rally will be similar to previous years in that it will have a straightforward road section from London to Wales, difficult map-reading sections away from towns and villages in Wales, and a fairly easy run back. This year there will be no daylight map-reading section, but there will be more

FIXTURES FOR AUGUST

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

1st.—Bentley Drivers' Club. Race meeting, Silverstone. *C.I.*
Davidstow J.C. Race meeting, Davidstow. *C.I.*
West Essex C.C. Race meeting, Snetterton. *C.*
500 M.R.C. of Ireland. Race meeting, N. Ireland. *C.I.*

2nd.—Liverpool M.C. Driving tests, Liverpool. *C.I.*

3rd.—**HALF-LITRE C.C. RACE MEETING, BRANDS HATCH.** *I.*
Nottingham S.C.C. Race meeting, Nottingham. *C.I.*
W. Cornwall M.C. Hill-climb, Trengwainton. *C.*
Sporting Owner-Drivers' Club. Race meeting. *C.I.*
Berkhamsted M.C. & C.C. Speed Trial, Tewin Water. *C.I.*
Bristol M.C. & L.C.C. Race meeting, Thruxton. *N.*

5th.—Omagh M.C. Trial, Omagh. *C.*

8th.—**Ulster A.C. Hill-climb, Craigantlet.** *N.*
S.S.C.C. Race meeting, Turnberry. *N.*
Hants & Berks M.C. Gt. Auclum Hill-Climb, near Reading, 2.30 p.m. *C.I.*
Nottingham S.C.C. Race Meeting, Silverstone. *C.I.*

9th.—N. London E.C.C. Driving tests, Bucks. *C.*
Bugatti O.C. Race meeting, Silverstone. *C.I.*
Gosport O.C. Rally, Winchester. *C.I.*
Morgan 4/4 Club. Rally, Banbury. *C.*
Morecambe C.C. Rally, N. Lancs. *C.*

13th.—Jersey M.C. & L.C.C. Sand races, St. Ouen. *C.*

15th.—**WINFIELD J.C. RACE MEETING, CHARTERHALL.** *I.*
A.M.O.C. Race meeting, Silverstone. *C.I.*

15th-16th.—Bridgnorth & District M.C. Rally, Bridgnorth. *R.*

16th.—Thames Estuary A.C. Sprint, Southend. *C.*
Falkirk & District M.C. Rally. *C.I.*
Cumberland S.C.C. Navigation trial, Cumberland. *C.*
Cambridge 50 C.C. Race meeting. *C.*

19th.—Newry & District M.C. Driving tests, Cranfield. *C.*

21st.—N. Staffs M.C. Rally, N. Staffs. *C.*

22nd.—**B.A.R.C. NINE-HOUR RACE, GOODWOOD,** 3 p.m. *I.*
Caerns & Anglesey M.C. Sprint, N. Wales. *C.*
Half-Litre C.C. Race meeting, Silverstone. *C.*
W. Hants & Dorset C.C. Sprint, Ibsley. *C.*
Riley M.C. (Highlands). Hill-climb. *C.I.*
Eastern Counties M.C. Driving tests, Suffolk. *C.I.*

23rd.—Plymouth M.C. Rally, Devon. *C.*
Furness & District M.C. Trial, N. Counties. *C.*
Bolton le Moors C.C. Navigation trial, Lancs. *C.*
Walsall & District C.C. Driving tests, Walsall. *C.I.*

27th.—Jersey M.C. & L.C.C. Sand races, St. Ouen. *C.*

29th.—**MIDLAND A.C. HILL-CLIMB, SHELSLEY WALSH.** *I.*
750 C.C. Six-hour Relay Race, Silverstone. *N.*
V.S.C.C. Edwardian Rally, Cheltenham. *C.*
Falkirk & District M.C. *C.I.*
Bristol M.C. & L.C.C. Rally, Bristol. *C.*

29th-30th.—Sheffield & Hallamshire M.C. Rally of the Dams, Derbyshire. *C.I.*

30th.—Newcastle & District M.C. Rally, Newcastle. *C.I.*
Huddersfield M.C. Driving tests, Huddersfield. *C.*
Hagley & District L.C.C. Sprint, Worcs. *C.I.*
Mid Derbyshire M.C. Trial, Derby. *C.*
V.S.C.C. Hill-climb, Prescott. *C.*

night map-reading sections. At the start of these, each competitor will be handed a 1-in. Ordnance map and on these maps there will be marked a number of checks and controls which must be visited in the correct order.

All the map-reading sections are away from towns and villages, mainly over B roads and minor roads. No roads of a car-damaging surface will be included. It is difficult to arrange for a large entry running at minute intervals and allowing for a reasonable maximum lateness to all cover the same route during the limited hours of darkness. In the 1953 Rally, after a great deal of experiment and research in Wales, a clover-leaf route with three loops which can be in use simultaneously will be used. All competitors will cover the same route—all will do the two night map-reading loops in the dark, and will do the four tie-deciding special tests under the same conditions of light, but they will not do all the tests and loops in the same order. This plan will make it possible to provide more interest and make for an intense event in the ten hours of darkness available in September. There will be two compulsory stops, one of one hour with a meal available and with the cars in "parc ferme" where they cannot be touched, which will ensure competitors having a proper rest.

This year all entering as novices will be grouped together to run after other competitors to reduce the chance of baulking. Competitors running in a team of three cars will again be separated to prevent them helping each other with navigation and thus having an advantage over other competitors. The order of running will be by ballot. This is a sporting event run by the London Motor Club for sporting motorists. The whole of the costs of running it have to come from the entry fee. They offer a very generous list of awards, including a finishers' souvenir award and supply Ordnance maps which become the competitor's property. They try to maintain a high standard in the printing of the Road Book and other publications and normally send—within a few hours of the finish of the Rally—two copies of fully detailed comprehensive printed result sheets to every competitor.

M.M.E.C. SILVERSTONE MEETING (June 27th)

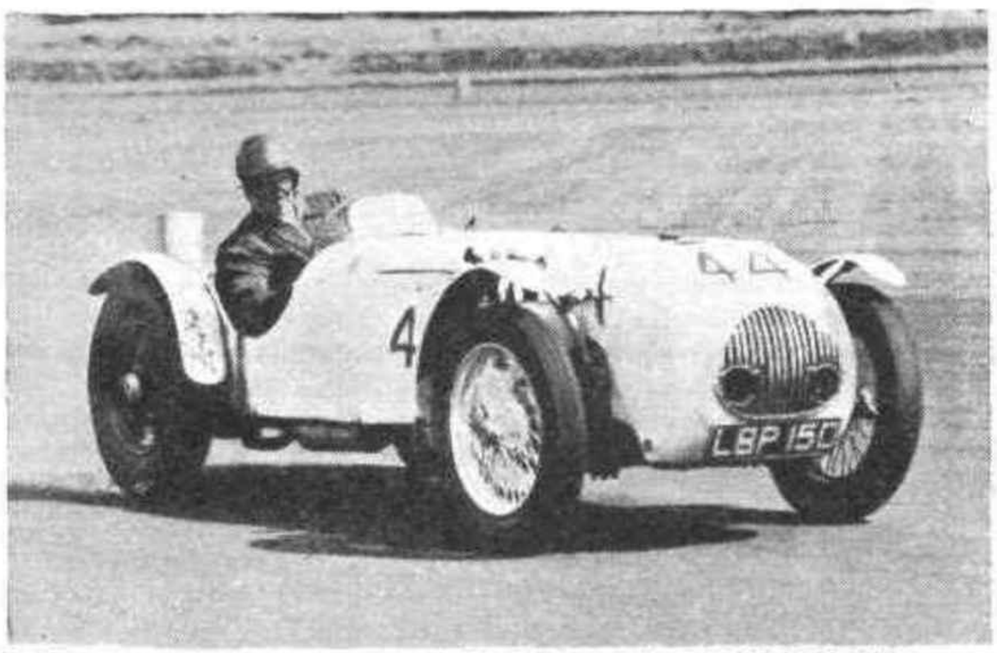
The Midlands M.E.C. Silverstone Meeting had racing cars as well as the customary sports cars to enliven proceedings. Alas, the organisation proved somewhat overtaxed and, starting at noon, some of us were still awaiting the results at 8 p.m.

Due to a lap-scoring blunder the result of the last 10-lap handicap was never declared, although it was our view that the race is not always to the Swift and, although a gentleman of this name was officially thought to have won in his Type C Jaguar, we thought D. O'M. Taylor had finished first in his fast XK120. He thought so, too!

Moor's Wasp won the first heat of the 500 race, Bueb's Arnott the second, but Headland made no errors in the final, which he won at 71.78 m.p.h. in the Martin-Headland, from the Arnott and Jones' Kieft.

The 1,100-c.c. sports-car scratch race was exciting, Morris' Cooper-Riley winning at 70.25 m.p.h. with Major Mallock displaying his expected cornering prowess in his stumpy Ford-Austin to finish second, after a ding-dong battle in which the third man home, Bendall in a Ford Special, had joined.

Gammon's astonishing M.G., all but setting a rear tyre alight out of the corners, took the 1½-litre scratch race of six laps at 68.86 m.p.h. from the Clairmonte and Hitchings' Lester-M.G. Somerset took liberties with his car as only a Bugatti driver can and the Porteous Special took Beckett's wide, while the newly-bodied Lamgia fell back.



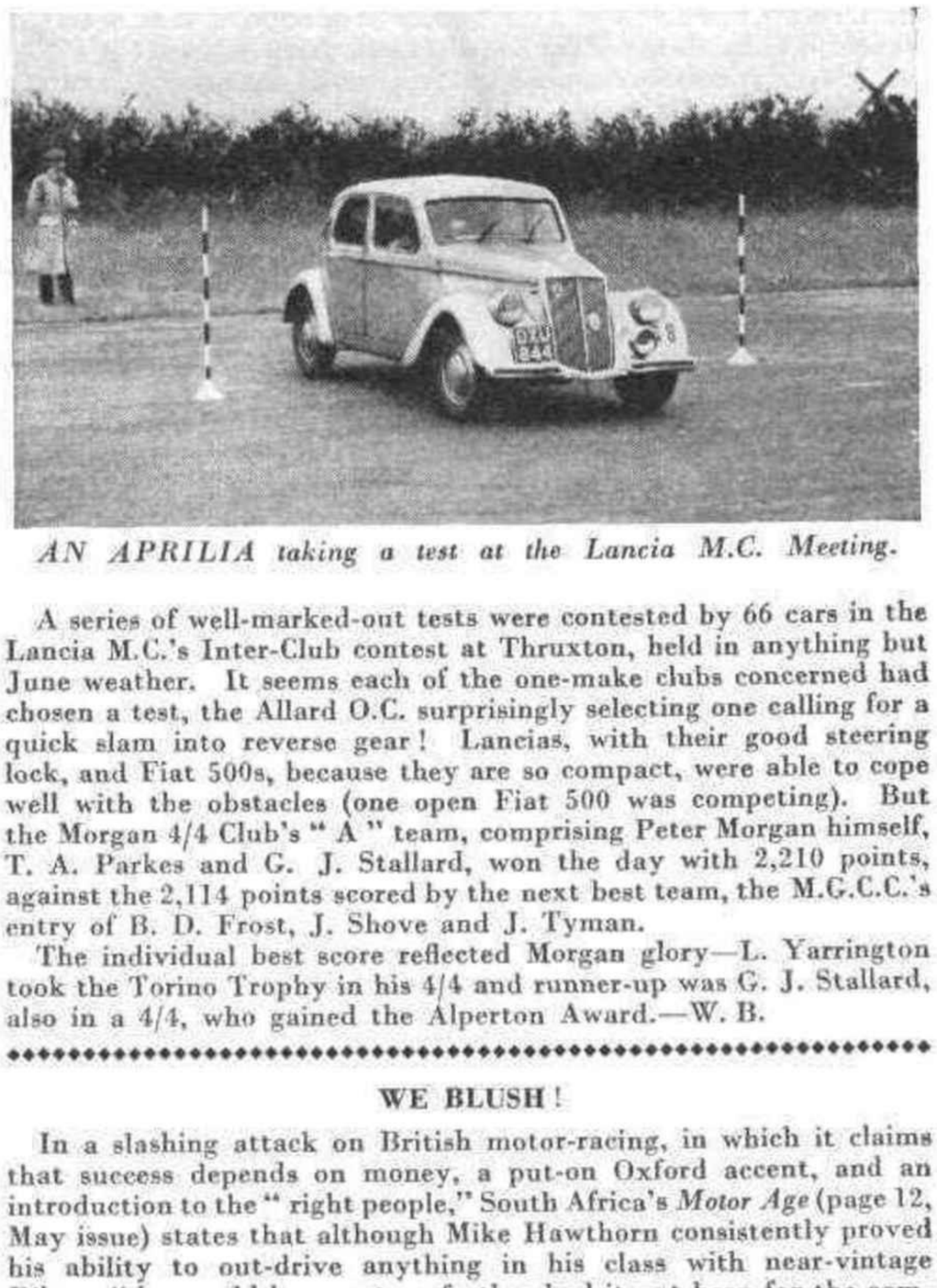
GAMMON had a day out with his M.G. at the M.M.E.C. Silverstone Meeting.

Swift, in a Type C Jaguar he had dented somewhat in the first fortnight of ownership, ran away with a 10-lap scratch race for unlimited sports cars, averaging 73.7 m.p.h. Crook's Frazer-Nash was second, ahead of Gammon's spectacular M.G. Downing's DB3 Aston Martin fell out with coil failure after a mere seven laps and if it had been us we should have been very cross indeed! He was second at the time.

A six-lap Formula II race saw Crook's Cooper-Alta cornering at the limit, or at all events using all the track, to win at 76.41 m.p.h., after lappery that must have been near record for the short circuit. Nurse's H.W.M. was second, the Martin-Headland third—500 c.c. in an FII race! Richards' H.A.R. retired with clutch failure. A six-lap 3-litre unblown, 1½-litre blown scratch race followed and was enlivened because Everard's DB2 Aston Martin fell over on to one side as it approached Beckett's Corner. This car had holes cut in its side-windows and we hoped to see the driver emerge through one of these—but no, he lumbered open a door from which to emerge. The car was pushed back on to its wheels and proceeded. Lurking somewhere about was Tony Crook in the Frazer-Nash, and we think he may know why Everard inverted. Downing's repaired DB3 won at 71.91 m.p.h. from Gammon's M.G. and Haynes' Silverstone Healey of potent sound.

The meeting ran on through the 10-lap Formule Libre handicap, won by McMillan's ex-Tyrer B.M.W. at 69.68 m.p.h. from the Haynes' Healey, two sports-car handicaps of five laps, won, respectively, by Bendall's Ford Special at 60.83 m.p.h. and Green's H.R.G. at 61.59 m.p.h., to the undecided last race. It had clearly been Gammon's day. The MOTOR SPORT Trophy was not, after all, contested at this meeting.—W. B.

LANCIA M.C. DRIVING TESTS, THRUXTON (June 28th)



AN APRILIA taking a test at the Lancia M.C. Meeting.

A series of well-marked-out tests were contested by 66 cars in the Lancia M.C.'s Inter-Club contest at Thruxton, held in anything but June weather. It seems each of the one-make clubs concerned had chosen a test, the Allard O.C. surprisingly selecting one calling for a quick slam into reverse gear! Lancias, with their good steering lock, and Fiat 500s, because they are so compact, were able to cope well with the obstacles (one open Fiat 500 was competing). But the Morgan 4/4 Club's "A" team, comprising Peter Morgan himself, T. A. Parkes and G. J. Stallard, won the day with 2,210 points, against the 2,114 points scored by the next best team, the M.G.C.C.'s entry of B. D. Frost, J. Shove and J. Tyman.

The individual best score reflected Morgan glory—L. Yarrington took the Torino Trophy in his 4/4 and runner-up was G. J. Stallard, also in a 4/4, who gained the Alperton Award.—W. B.

WE BLUSH!

In a slashing attack on British motor-racing, in which it claims that success depends on money, a put-on Oxford accent, and an introduction to the "right people," South Africa's *Motor Age* (page 12, May issue) states that although Mike Hawthorn consistently proved his ability to out-drive anything in his class with near-vintage Rileys, "he would have got no farther had it not been for the combined efforts of his father and that outspoken motoring journalist, Boddy, of the magazine MOTOR SPORT."

Book Reviews

" Out of the Crucible." Reprinted by Jack Carmody (19 pp., 7½ in. by 10½ in., *J. Carmody*, 542, *Rockdale Drive, San Francisco* 27, *California.*)

Many of the catalogue and magazine-article reprints hailing from the U.S.A. are of only passing interest, but this art-paper reproduction of " Out of the Crucible," an article by B. M. Ikert in *Motor Age* of 10/7/24, is far more valuable. It sets out to compare the differences between the stock and racing Duesenberg cars, asserting that 75 per cent. stock parts were used in the 122 cu. in. Indianapolis and board-truck Duesenbergs. One of these cars won the 1924 500 Mile Race at 98.24 m.p.h., driven by Joe Boyer. These cars had twin o.h.c. straight-eight engines, the camshafts operated by a gear train, two ball main and a plain centre main bearings, a wheelbase of 8 ft. 4 in. and hydraulically-operated rear brakes. They peaked at up to 5,200 r.p.m. in supercharged form.

The model-A 260 cu. in. stock Duesenberg differed mainly in having a single o.h. camshaft driven by vertical shaft and bevel gears, all plain main bearings, a wheelbase of over 11 ft., and four-wheel brakes, also hydraulically-operated, which it had had since 1920. The article reprinted describes the more subtle differences between the racing and stock cars, so that it is worth filing as a sort of extension of Pomeroy's " Grand Prix Car." Particularly as Jack Carmody has added his own brief history of the racing and stock Duesenbergs, from the 1912/13 Mason racing cars with long vertical rockers operating horizontal o.h. valves from a base camshaft. After World War I this engine became the Rochester-Duesenberg and was used in a number of American sporting cars, including the Revere, of which Carmody owns a 300 cu. in. model-G giving 72 b.h.p. at 2,600 r.p.m. The prototype production eight-cylinder Duesenberg of 1920 used these 14 in.-long horizontal rockers, reminiscent of early Lanchester and 1911 Delage racing engines, but the actual production versions had the o.h. camshaft valve gear. Incidentally, the racing Duesenberg of 1923/24 had a duralumin chassis frame, pioneered in England by the original f.w.d. Alvis.

This reprint contains many photographs and engineering drawings of components of the 122 cu. in. racing and model-A passenger Duesenberg cars. Carmody has added pictures of 1915 and 1921 racing engines. There are also pictures of various versions of the Model-A and of American racing drivers Jimmy Murphy, Joe Boyer, Tommy Milton, Eddie Rickenbaker, Ralph de Palma, Ralph Mulford, Howard Wilcox, Eddie Hearn, Eddie O'Donnel, L. L. Corum and Peter de Paolo, recalling an almost legendary period of American racing.

Jack Carmody has issued this reprint as a Duesenberg " fan " and to prove that the Model-A is more nearly related to the triumphant racing Dueseys (remember they won the French G.P. at Le Mans in 1921) than the later, much fabled Model-J. We wish him well with it.—W. B.

* * *

" Leaf Spring Design." by Alan Hodgson (60 pp., 5½ in. by 8½ in. *Richard Berry & Son, Birmingham Road, West Bromwich, Staffs.* Free to Senior Executives.)

This is a technical discourse on leaf spring design, available, if you have the right credentials, from the Publicity Department of J. Brockhouse & Co., Ltd., or Richard Berry, the well-known spring manufacturers. It serves to emphasise the merits and correct application of " cart " springs in this age of coil and torsion bar.

* * *

Those interested in reinforced glass-fibre plastic (yes, chum, fibreglass) will find the " Polyester Handbook " (62 pp., 5 in. by 8 in.) a valuable publication, providing a technical approach and data on a fascinating subject. It is available from : Scott Bader & Co., Ltd., Polyester Division, 109, Kingsway, London, W.C.2.

The Sheffield and Hallamshire M.C. will hold its second Rally of the Dams on August 29th/30th. This is a 24-hour C.I. event with a 400-mile route in and around Derbyshire. There are eleven different classes, five trophies and £50 in cash prizes, as well as 21 awards to be won. Entries, at £2 2s., or 35s. for S. and H. members, close on August 10th. The London M.C., M.C.C., B.A.R.C., V.S.C.C., S.U.N.B.A.C., M.G.C.C., and Yorkshire S.C.C. are invited. Details from : R. A. Hopkinson, Whitegates, 44, Greenbank Drive, Chesterfield.

KENNETH BEST OF NATIONAL BENZOLE

After an adequate but undistinguished schooling, Mr. Best spent two years before the war with the Press Association, and on the outbreak of war was commissioned in the West Yorkshire Regiment. Here his education really started. His war service included assignments with the cloak-and-dagger boys, and finally, after being wounded, with the 8th Army in Italy as Public Relations Officer.

After leaving the army, he joined the B.B.C. as an announcer, and then became Sports Commentator in Northern Ireland, covering international Rugby matches, the T.T., Ulster Grand Prix and many boxing contests.



Leaving the B.B.C. at the end of 1951, he joined the publicity staff of the *Daily Express*, and in January, 1953, joined National Benzole Company, Ltd.

He has written scripts for many radio productions, and also the recently released film " High Speed." An enthusiastic motorist, he has competed in many club events and rallies.

His hobbies are short-story writing, motoring, Rugby football, boxing and collecting ash-trays. His car is a Hillman Minx.

CLUB AFFAIRS

Cyril Peacock calls for a concerted effort on the part of owners of Gwynne Eights and Tens to make his proposed Register a success. Send him a postcard about your car, to 20a, Hartington Road, London, W.4. One Gwynne requires a chassis frame to reinstate it. Can anyone help ?

* * *

The Wolseley Hornet Special Club asks us to correct a statement made last month. The London area local secretary is : P. Wain, " Hartington," Lusted Hall Lane, Tatsfield, near Westerham, Kent. The monthly meetings take place on the first Monday in each month at the Derby Arms, Upper Richmond Road, S.W.15, starting at 7.30 p.m. There are Midland and Northern areas. The Hon. Sec. is : J. L. McArthur, 3, The Bungalows, Hook Road, Ampfield, near Romsey, Hants.

* * *

The Rhyl and District Motor Club are " At Home," to members of affiliated clubs who may happen to be staying in Rhyl and district for their holidays, for a social run on Sunday, August 16th. They ask all club members who would like to participate to kindly inform A. Hugh Rutt, Basingwerk, Greenfield, Holywell, Flintshire, before August 3rd.

* * *

The Singer Owners' Club, which has nearly 250 members, is now printing its monthly magazine, the Editor is D. A. Bird. The Club meets on the third Wednesday of each month at Ashtons Hotel, Praed Street, by Paddington Station, W.2. Hon. Secretary : K. D. McDowell, 1, Halesworth Road, London, S.E.13.

LETTERS from READERS

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

MR. HENDRY *DOES* REPLY

Sir,

Well you've really gone and done it now! If this letter reaches you before you have been strung up or shot in the Tower for what you have been publishing lately, I hope it cheers you up. You are the only motoring paper in England, and one of the few anywhere which thinks that it may be a good idea to print the truth. Praise and criticism from MOTOR SPORT have real meaning. Letters such as Mr. Poske, myself and all the others have written, would never be published in other journals and you are the only outlet for them.

I know I said I wouldn't annoy your readers again, but there have been so many incorrect "corrections" made that I just can't resist another swipe.

A friend and I had a great laugh one Sunday reading all the replies, particularly that one suggesting indignantly that I be run out of the country—just the kind of argument expected. *Re* the Merlin cutting out in aerobatics. If any readers can remember "The Truth About the Me 109," by Pierre Clostermann, printed some years ago in *Aeronautics* (unfortunately I have forgotten the date) they can verify my statement. The A.M. book "Elementary Flying Training" defines aerobatics as "any manoeuvre other than normal flying, turns, sideslips, spins, dives and landings."

Mr. Colenbrander, the subject is R.R. *v.* Cadillac, not European *v.* American. Therefore, just what automatic drives and i.f.s. did R.R. originate?

Cadillac's first steps in i.f.s. were sure-footed rather than "wobbly." I have seen a 1934 Buick in action in road-racing hereabouts; this car has virtually the same i.f.s. and its cornering power is not too bad at all. The G.M. i.f.s. has been widely adopted by others, including Mercédès as well as R.R. Hardly discreditable to Cadillac's reputation! In fact I doubt if we would be seeing i.f.s. on mass produced cars yet if G.M. had not proved it possible at a reasonable cost in the 'thirties.

If these greatly boosted R.R. engineers were the equal of those behind the Cadillac, then they would have been able to design their own i.f.s., hydramatic, and synchromesh, etc., instead of having to admit inferiority in the most clear-cut manner, although after a long pig-headed delay. Can anyone imagine Cadillac coming out with manual gate gearshift and an external radiator? Then which company is the more "sane and progressive"? Instead of admitting this, however, my opponents idiotically attempt to represent the adoption now of a singular engineering advancement, made over a decade ago, as reflecting greater credit on R.R. than G.M.! It's about time that this childish anti-hydramatic propaganda came to a stop in the British Press. Incidentally, what a somersault in attitude was made when R.R. adopted hydramatic. Previously it was no good; overnight it became wonderful—a good example of the R.R. hero worship against which these letters are directed.

The Phantom III record (1936-39) hardly equals the V16 (1930-40). Although it must have been a majestic car, Cadillac had already gone one better with the fabulous V16 (an o.h.v. 7.5-litre, hydraulic push-rods, dual downdraught carburetters, two distributors, two coils, two water pumps, two fuel pumps, dual exhausting, two fan belts—each block being virtually self contained, i.f.s., synchromesh, vacuum-boosted brakes and 0-110 m.p.h. in top gear). For five years *all R.R. could put against this were six-cylinder Phantoms, hopelessly outmatched* in smoothness, power and performance, and having straight front axles and no synchromesh! Did the Phantom III match the complicated magnificence of the V16?

We won't skip those 1941 coupés, and I wouldn't say American cars disintegrate in ten years. Enclosed are sketches, rough as the finish of Mr. Meredith's R.R., of a 1941 and 1948 Cadillac "jet back." The Bentley has combined various lines of the two with its own obsolete frontal treatment. (Vertical imitation radiator, and headlamps that show only half the car width. So practical?) Why do the makers require an agreement from the owner not to race the Continental? Some "sports" car! "W.O." must be amused. Yet I'll admit the C.B. is some car in spite of its price. The only truly modern post-war R.R. design.

Now for the stiff-necked doctor, whose main idea seems to be to show off how many big words he knows. Had he cut out the Tom McCahillisms and Pomeranian pomposity he would have saved me several trips to the dictionary and got his message across in a third of the space. I notice he contradicted himself several times in that mass of weary verbiage.

The Cadillac window lifts are "a ridiculous elegance" I agree (but the R.R. has them too). "Always require attention and unfailingly give out and drop open." Yet "everything works in the Cadillac interior"!

Although his Cadillac is quite unmanageable at speed, the dear doctor unfortunately mentioned that he was still able to cover 2,000 miles with it in 48 hours. I hope he is not asking us to believe that he had "an eight lane super highway without a turn" for this distance. If he can get anywhere quicker in his R.R., it is a great pity he didn't enter the 1950 Pan American, in which a Cadillac was a close second. His R.R. would have won!

In "Cars I Have Owned," Charles Mortimer made a most interesting statement. Wherever he went in his Rolls he was always late, and the only time he enjoyed driving was when he had all day to get there.

Regarding "originals." Who is busily making copies of (we'll have to mention that word again) "Hydramatic"? Dr. Osborne is welcome to his built-in headwinds and limited interior space. (All for looks, or "exquisite line." What are looks and line these aerodynamic days?) The envelope body is simply the only way to get maximum accommodation and is easy to streamline. If the worthy doctor had asked for a Cadillac convertible he could have had fine leather upholstery. If he had ordered a custom interior he could have had anything at all, including ermine or leopard skin, gold-plated door knobs, etc. (and paid up to $30,000 for it). Leather upholstery is not "so good to the touch" on a freezing morning and does not hold passengers from sliding sideways. Anyway what happened to the leather in Mr. Meredith's R.R., Doctor? Indeed, what happened to Mr. Meredith's R.R.? £350 for an overhaul after 28,000 miles! An American car costing £350 would not even require a valve grind at that distance! Even were it an isolated case there would be no excuse for it in a car costing £6,000. But it is not an isolated case. On Bentley 4.5-litres tested by the *Autocar* and *Motor*, one was found to have a wheel out of balance and the other had a derangement in the servo brake system. The *Motor* also noted that the tendency of earlier models to boil had been eliminated! In the very issue of MOTOR SPORT containing the doctor's letter a 1939 Wraith is advertised: one owner, 38,000 miles, complete top and bottom overhaul (no doubt costing several hundred pounds). What marvellous finish and quality, Doctor! The best car in the world! Truly my comment about fools and their money was "inane and thoughtless" indeed! But not as inane and thoughtless as the sickening supremacy propaganda written about these "magnificent" cars by journalists and technical editors who normally write sense, but when on R.R. behave as if they were paid publicity agents, incapable of independent thinking. What's wrong with the Nash having a bed anyway? A handy feature. Better than a useless naked fairy.

Reid Railton has expressed the view that American-type steering has its advantages. At high speed it is the car's linear momentum and not its steering ratio that determines how quickly it can be handled, and the popular belief regarding "unsafe" American steering is an illusion according to him (the *Motor*, March 9th, 1949). The very softness of suspension that slows the Cadillac down over winding roads also allows higher speeds than a "solid" suspension over really rough surfaces, and there are still plenty about! Since the 1939 G.P. Mercédès adopted a modified G.M. front end, there is *little doubt that if the majority required it*, Cadillac would come up with Continental cornering powers. Mounted on sponges? Well, R.R. use the same tyre pressures! Brakes? Nuvolari never used his much, nor should any good driver. Pity Mr. Steinmann couldn't learn to shut his doors and bonnets properly. I note the Editor thinks the Best Car in Britain is the Bristol. Where is the Ghostly leadership that was so substantial under the genius of Royce?

About the Poske stir-up. What he says goes equally for here. Until recently the only persons who were allowed American cars were essential users, *i.e.*, farmers or doctors, and they had to prove they travelled 60 per cent. on unsealed roads. If they had a pre-war American car in good condition they were not allowed a new one. Significant? One personal experience and I'll finish. 1952 Humber. At 2,200 miles the doors are almost impossible to open or close, and keep the same amount of dust out in either position. The steering column shift is sloppier than a Plymouth's at 50,000. The luggage lid has never fitted properly and the door handles are almost falling off. And the windshield leaks.

I am, Yours, etc.,

M. D. HENDRY.

Christchurch,
New Zealand.

[This correspondence is now closed.—ED.]

PAN AMERICAN RACE

Sir,

I should like to say a few words about the above event. In the past we have seen first the Americans, next the Italians and last year the Germans, win this race over the last three years—we just sit on the fence. Is it that we are scared of entering this race in case we lose, or do we think the competition is too strong?

I am aware that last year the regulations did not help us in that the one-carburetter idea to the saloon race cut out the Mark VII Jaguar saloon in its standard form, but surely the regulations could have been complied with, and at the same time not affected performance, by the fitting of a proprietary carburetter which in effect does the work of two instruments—Fords having fitted a similar type of instrument on their V8 models for a number of years. Last year's winner and the three following place-men, all on Lincolns, may have fitted such an instrument.

Last year Ferrari, Mercédès and Gordini thought the publicity and sales attractions that this race gives in a dollar area worth the effort involved. It can be argued that we sell M.G.s and Jaguars very well in the States at the moment on their past and present achievements, but like democracy and freedom, which we guard with our lives, our prestige and its consequent sales impetus in the sports-car world might well be treated in like manner, for there is always someone ready to steal our thunder if we rest on past laurels.

A market has been established in the sports-car field, admittedly it is not a large one, but it is a useful dollar earner, and this race which is the longest of its type in the States must have some bearing on sales. The Americans may get the idea that we are scared to enter in case we do not win, but surely we take that chance regularly in the classics, instance, last year Le Mans; and I am sure the American public would admire us much more for having a go and failing, than to see us sitting on the fence.

It could again be argued that a failure in such a classic as Le Mans could be more damaging to our export sales than a possible failure in the Pan American event, but this thought does not seem to deter us in the classics—yet a win in the Pan American would perhaps act as an additional sales boost out there, in addition to providing valuable research under live "export" conditions.

It is very heartening to see that Aston Martin entered two cars complete with top-line drivers in the last twelve-hour Sebring race; could this be taken as just a glimmer of hope for next year's Pan American? Mercédès will not be competing in sports-car events this season, which cuts out one formidable opponent.

I eagerly await the day when the first British-backed sports car roars away from the starting line in "Sunny Mexico." What ideas have other enthusiasts on this race?

I am, Yours, etc.,

Walsall. D. G. Day.

* * *

LEADED FUEL

Sir,

A friend of mine recently returning from Wales, found himself, so he tells me, following the biggest and blackest tyre marks he had ever seen on a road. Between them the road surface was chipped and scored; and this effect had developed into something like a trench before he came up with the stationary and crowd-surrounded cause. It was one of those vast petrol-tanker lorries, and it had sat right down through the disintegrated remains of its battery of back axles.

Here, I say! How much lead *are* they putting in these premium petrols?

I am, Yours, etc.,

Taplow. Philip Burton.

* * *

MINOR DRIFTING

Sir,

In reply to Mr. J. Carmalt-Jones *re* Morris Minor cornering, I must say I am a little puzzled. My 1950 Minor takes corners at maximum speed in beautiful four-wheel slides, *without touching brakes*. Even Moss touches his brakes to get in a four-wheel slide. If Mr. Carmalt-Jones is unable to do this, would he please look at his rear shockers, fit new ones if over 10,000 mileage? Would he fit softer covers than those Dunlops? Then the way to get round is to take advantage of the understeer before oversteer sets in, at really high speeds. Just as the corner is being entered, the front going round, and the back starting to feel as if it is going to slide, give the steering wheel a very quick twist as if to take the corner sharper. With me this always results in a lovely four-wheel controlled drift. Don't forget to start on the right-hand side of the corner or near the white line. The corner *must* be approached at apparently alarming over-speed, to get the front wheels to drift in the required manner. Naturally you don't wait for the back to seem to be about to go, but the correct moment comes with practice. Just you pretend that corner is twice as sharp as it really is, keep that foot down, and round you'll go, just as well as *any* racing car—I say! "I'll show him how any time he likes—in his Minor."

I am, Yours, etc..

Walsall. D. C. Joberns.

* * *

A TALE OF TWO CARS

Sir,

Over the last two years I have motored extensively at home and abroad in two widely differing cars, one a 1951 4.6 Bentley Mark VI, the other a Ford Zephyr six-cylinder saloon. Both cars were bought new and both have given a fair amount of trouble, especially the Bentley.

Being a philosopher, I accepted that state of affairs as being one of the penalties of "buying British," but what intrigued me most was the way the respective firms and their agents dealt with the respective troubles.

First of all, the Ford people. The trouble with the car was mainly in the transmission, which was very noisy and which suffered an apparently incurable vibration trouble. The Ford agent could not do enough to help. Whenever I complained he took the car in at once (sent for it if need be), tried new propeller shafts, clutches and heaven knows what. When he was stumped he consulted the factory, who sent special bits almost by return of post. Between them they cured the troubles by infinite care and service, made no charge worth speaking of and were always courteous and sympathetic.

The case of the Bentley was a sad one. At first I got nowhere with them; all my criticisms and complaints were received with almost ducal politeness tinged with faintly discernible disbelief. I really think my initial temerity to criticise got me in rather bad books with them, but I persevered, and after parts of the rear axle broke, the gearbox jammed twice, sundry engine parts broke and we had had (I think from memory) five clutches, relations became strained. However, I was presumably a good customer who paid his bills promptly (in this respect I must give Bentleys full marks for generous treatment and never once an excessive charge) and at the time had also ordered a new Rolls-Royce Silver Wraith for my uncle, so they kept on trying. Also I was tenacious and lived within twenty miles of their service station, which may have helped!

And so after months of effort, sometimes bordering on the violent, I corkscrewed some service and suitable adjustments out of them.

Is it worth the trouble of having to fight to obtain service that should be willingly given? In most cases I doubt it, but in the case of Bentleys I think it was worth it, because I feel I have got over all the earlier animosity and I now have one of the finest examples of the finest car in the world.

Incidentally, in this case, the agent who supplied the car (in fact both the Rolls' products) was conspicuous by his complete absence throughout proceedings. I am glad I did not live 2,000 miles away!!

Dare I sign myself,

Epsom. "Fed-up but Satisfied"?

* * *

FRESH AIR

Sir,

You are undoubtedly right when you say that there is nothing like an open sports car. But how many people can afford the luxury of a car that will hold only one passenger and a very limited amount of luggage? For my part there are several modern sports cars that I covet, but with a wife, two children and a well-developed bull terrier I can do nothing more than break the tenth Commandment, ownership is right out of the question.

When the time comes for our manufacturers to treat the home market seriously once again, I do feel that they will do well to consider the advantages of what used to be known as the Le Mans type of body. Here, in the back compartment there was room for a couple of adult passengers. They were not very comfortable admittedly, but in many ways that was a good thing: one did not want them as a permanent institution. The point is that they could be carried at a pinch. As for children and dogs, that rear compartment was sheer bliss, but most important of all was the fact that it could accommodate an almost unlimited amount of luggage or junk which could be chucked in haphazard and stowed out of harm's way under the tonneau cover.

Doubtless aerodynamic interests have been the major cause of the disappearance of this body, but I am quite convinced that if ever it can be re-introduced in modern wind-cheating form, there will be thousands of potential sports-car owners waiting to welcome it with open arms.

Incidentally, I am still hazy as to the meaning of this term "sports-car." My own pre-war 4½-litre Bentley was officially described as a sports car whether open or shut—"the silent sports car" in fact. Nowadays the Bentley agents will go out of their way to tell you that the new big-bore Mark VI, which is about 10 m.p.h. faster, is not a sports car. It all seems crazy to me.

I am, Yours, etc.,

Lyndhurst. ANDREW LLOYD.

[Openable four/five seaters are, of course, listed amongst British manufacturers by A.C., Alvis, Dellow, Ford, Lagonda, Morgan, Singer, Sunbeam-Talbot, etc., but these were beyond the scope of the article on sports cars in the July issue of MOTOR SPORT—ED.]

* * *

EIGHT CLUBS' SILVERSTONE

Sir,

I would like, if I may, to correct any false impressions which may have arisen from two points in your report of the Eight Clubs' meeting at Silverstone on June 6th.

Firstly, Wilkinson "toured round sedately in an old A.C., too slowly to qualify" because of continual trouble with No. 5 plug. Much of his hour's motoring was done on five cylinders, and valuable time was wasted on an effort to cure the trouble. This splendidly maintained 1937 touring drophead is still readily capable of 85 m.p.h., and has, on occasions, improved on that figure. (The owner would, I am sure, be prepared to prove it.)

Secondly, and without wishing to belittle Barclay Inglis' kindly interest in the marque in the slightest degree, I must point out that had it not been for almost superhuman efforts on the part of H. F. Day there would have been no A.C. race. By bullying and cajoling over a period of several weeks, by letter, telephone, and personal persuasion (involving many miles of motoring), he was solely responsible for what, if I may say so, you so rightly describe as "a splendid field for a one-make club to assemble."

Finally, I must criticise your criticism that the meeting was overlong and had a "sameness mildly reminiscent of a school sports-day" on the ground that, though spectators in considerable numbers are essential if the meeting is to be run at all, it is not organised for their benefit only. I had always felt that the primary reason for running a club race-meeting was to allow its members to race, and so long as the programme does not become farcically long or the racing dull I am in favour of accepting as large an entry as can be efficiently handled. I shall be very surprised indeed if the 16 events and school sports-day atmosphere of June 6th have an adverse effect on the attendance at the 1954 Eight Clubs' meeting at Silverstone.

I am, Yours, etc.,

London, S.W.10. GEORGE GRIGS,
Hon. Sec., the A.C. Owners, Club.

[Our comment was not meant unkindly and we are sure Mr. Grigs is right, but even at these small meetings spectators contribute their mite to the general success and are entitled to their opinions, if not to an alteration of programme. Roll on Eight Clubs' Silverstone, 1954, we shall be there!—ED.]

* * *

THE CITROEN CONTROVERSY

Sir,

Perhaps Mr. McGrath has been unlucky with the particular Citroën he has been running—just as I have, perhaps, been lucky. Moreover, whereas Mr. McGrath's car was a 1952 Light Fifteen, mine was a pre-(very) war 12.8-h.p. Nevertheless, despite the shortcomings naturally attendant on a car of such age, I found the Citroën far and away the best thing I had ever had my hands on, judged as a family-cum-sports model.

First, the cornering and roadholding: despite lack of the rack and pinion found on present models, this car could be steered into really sharp corners at speeds right up to its maximum, sitting down on the road as steady as a rock and under perfect control. Second, tyres: I experienced rather excessive front tyre wear to begin with, but I believe this was because I made *maximum* use of the car's cornering ability: I was so thrilled by its potentialities that I treated it cruelly, from sheer exuberance. When I settled down to more normal methods—but still as a matter of course taking liberties that would have been impossible on most cars—I found the covers showing hardly any wear. Third, acceleration: now, what exactly does Mr. McGrath mean, "non-existent"? The Light Fifteen is not a powerful car, and the 12.8 even less so, but light weight and intelligent gearing produce road-test figures little inferior to the A70, and this is confirmed by experience. I found my own 12.8 a match for most machinery up to 2 litres if I really let the revs. soar—remember it's a five-seater family car, not a Le Mans Replica! That is another of its charms—it is comfortable, roomy without being big, well equipped, in fact the enthusiast's complete answer to a critical wife! Mr. McGrath mentions gear-change, and I agree this is not beyond reproach when going from second to bottom at any speed—but how often does one need, or wish, to go from second to bottom at 10+ m.p.h.? In other respects the gear-change is good, particularly from second to top when really dicing.

For my money, the Citroën is No. 1 choice: beautiful to handle, solid, fully adequate in performance, intelligently designed, roomy, a car of real character. Finally, and very important, the question of actual road performance—as distinct from figures on paper. On a short sprint, along a clear road, the A70 would probably win easily, but on a cross-country journey of any length I'd back the Citroën every time, on cornering ability alone. Moreover, in countries where flat-out driving is possible for long periods, which car would stand up best to a sustained 75 m.p.h., the Citroën, at its maximum, or the A70, capable of seeing a true 80?

Coventry. "TRACTION AVANT."

Sir,

I cannot leave unanswered the letter in last month's MOTOR SPORT about the Citroën, not so much that I entirely disagree with it, but out of a sense of fair play.

Speaking as an ex-owner of a large number of "real" motor cars may I sum up the Citroën after four years and 45,000 miles experience? I bought my car new.

First of all: criticisms. It has the noisiest and roughest engine I have experienced since I sold my Red Label Bentley in 1935. It has an abominable gear-change. Its front suspension lasted only 40,000 miles in spite of regular greasing (a beastly job). At the same mileage it jumped out of second gear, and I was informed that this usually occurs sooner. Both these faults cost a lot to put right. The clutch is ridiculously heavy—very trying in London. Every Citroën I have known has a flat-spot at about 30 m.p.h. in top and no one knows how to cure it. The seats are about as uncomfortable—hard and a bad shape—as a Windsor chair. The clock lasted six months and the speedo 30,000 miles, and the flexible throttle connection stranded me in the blue once—it is an absurd piece of wire. The windscreen and boot rubbers perished in 18 months and rain poured in. The battery position is bad, as it gets too hot and does not last. Last, but not least, I found it impossible to keep the brakes really good. The brake-drum adjustment nut rusts-in solid and cannot be moved, to add to the fun. It is only fair to say that for the first two years the car was run in Singapore, so some allowance should be made for the ravages of that climate (or should it?).

Now the good points: Its roadholding, cornering and steering are far ahead of anything I have experienced. The suspension likewise, only barring the Lambda. The engine was still using practically no oil after 45,000 miles and one top overhaul. Petrol consumption never varied from 25/26 in four years. I regard this as good for a full-size saloon cruising at a speedometer 60 m.p.h. (actual speed 54). The whole car is immensely strong, as I know from an unfortunate head-on crash I had just prior to selling it. The secondary cause of this, by the way, was the poor brakes. Should they be worn out at 40,000? Anyway they were always poor.

Now for performance. Top speed in road tests is 72. I once had 83 on the clock, which was 6 m.p.h. fast at 60, so 72 is about right (a constant 68/69 gave a mile a minute). Acceleration was deceptive. There was so much noise in gears, and this, coupled with a light car, gave one the impression of liveliness. However, figures proved disappointing.

Front drive? Mechanically bad from the point of view of wear and noise. But on the road great fun.

Price?—fantastic. Leave it at that. To sum up it is a delightful car to drive, it looks nice, it has plenty of room and has a "something" which appeals to a vintage "fan." Somehow its pressed steel, "extreme" rubber mounting for the engine, chromium grille in front and phoney gearbox, all anathema to the vintage fraternity, get away with it. But either it should sell for £700 (all in) or be enormously refined and given a lot more performance.

It is a fascinating, but irritating, car. I swapped it for a vintage Rolls-Royce and am not sorry.

I am, Yours, etc.,

Reading. J. B. ALTHAM (Group Capt.)

Sir,

I, also, have purchased a Citroën Light Fifteen recently, and have read Mr. McGrath's letter with interest.

Quite frankly, I am not as impressed with the cornering qualities of this car as I had anticipated. I do, however, entirely disagree that acceleration is "non-existent" and can only conclude that as McGrath claims a maximum speed of only 75 m.p.h., something is

seriously awry under the bonnet. According to road test figures, from rest to 50 m.p.h. should be accomplished in 14 to 15 sec., whilst indicated speed of 75 m.p.h. represents a true speed of only 66 m.p.h. I can put over 90 on the clock without any great effort.

The gear-change, I agree, is not too good ; second down to first being particularly irritating.

I also am worried about service. Far too few people know anything about Citroëns. I want to have the hull heights, weight distribution, etc., checked, but not having been impressed by one distributor's " set up " when calling to purchase a fan belt, I am now wondering whether one can have one's car checked over at Slough ?

I am also far from impressed with the Citroën Instruction Book or with the Repair Manual, which I purchased from the makers.

I am, Yours, etc.,

London, S.E.19. J. CHESTERS.

Sir,

I would say that had I enough money to purchase a motor car I would not hesitate in buying a Citroën Light Fifteen ; in my opinion it is the only light car in the reasonable-price range manufactured in Europe that is suited to Australian conditions. The only alternative, and I hate to admit it, is the local G.M. product, our Holden, because at its price, cheapness and availability of spares, and service it is the cheapest way of getting from A to B.

I am, Yours, etc.,

Potts Point, N.S.W. ROBIN G. NEUBERT.

Sir,

As an ardent Citroën enthusiast, I beg to be allowed to correct Mr. B. L. McGrath's mis-statements. To answer his queries we must first find out what his grudges are. He says " I understand that tyres last no time at all," yet he has had 23,000 from the originals, surely particularly good in view of the fact that the front tyres take the drive, the steering and the greater part of the braking. What *are* his grudges ?

As for acceleration, let figures tell the story : from 0-40 m.p.h., the Citroën takes 9.8 sec., while the A70 takes 10.1. Further, the times for both cars from 10-30 and 20-40 m.p.h. are as follows :

Light 15	*A70*
11.1 sec.	11.5 sec.
11.0 ,,	11.3 ,,

This surely speaks for itself. I agree that the Citroën's maximum is somewhat below usual, but the Citroën does *look* reasonably cat-like—you can't have everything, can you ?

The only aspect of performance now left is fuel consumption. On a test by the *Motor*, the A70 recorded 21.9 m.p.g., while the Light Fifteen managed 25.2. That, Mr. McGrath, means that the Citroën was 3.3 m.p.g. *better*.

As for changing down to second at 50, the *Autocar* notes that the maximum on second is 40-50 m.p.h. This means that, for all practical purposes, 45 is about the limit, so what could Mr. McGrath expect ? 50, indeed !

Finally, Sir, do you realise that the Citroën does all this with nearly 300 c.c. less than the A70 ? Now Sir !

I am, Yours, etc.,

Wembley. H. W. PRATT.

Sir,

Mr. McGrath's letter is, or should be considered as, no condemnation of the Citroën Light Fifteen. I have had mine now for 6½ years and a better starter could not be found. It also has very good acceleration, so it is obvious to me that his car is not " kept in trim by an excellent man."

There are possibly cars with an easier gear-change, though skill is only required changing into first, which he should not find difficult to master. He should also learn not to change down to second gear at above 40 m.p.h. At what speed, I wonder, would he expect a hard driver to change down ?

I would recommend him to have his car attended to by a fresh man and only call him excellent when the results justify it, which they should.

As far as the Austin A70 is concerned, I have no experience so can express no opinion. However, I do not like the small opening lid in the middle of the bonnet and am always expecting to be asked by some small owner to lift him up by the seat of his pants to let him have a look at the engine! Surely Mr. McGrath will admit the Citroën has good accessibility ?

I am, Yours, etc.,

Leeds. H. M. H. PICKARD.

Sir,

Mr. McGrath has my sincere sympathy, for " faulty servicing," which he so honestly admits, has robbed him of those experiences which make Citroën owners such enthusiasts.

The Light Fifteen is essentially a car that responds to faultless attention, but, alas, very few garages service this car efficiently. The two grease nipples most needing attention are troublesome to get at, and consequently grease hands either " give them the miss " altogether, or only perfunctorily feed them.

The advantages and joys of front-wheel-drive do, inevitably, expose the universals to the elements and to the filth thrown back by the fellow in front, but adequate grease at correct intervals takes care of this. My car is 1947 and has covered 53,963 miles ; the universals are almost perfect.

" Heel and toe " tyre wear can be eliminated by inflating to 24 lb. all round.

Starting, even in mid-winter, has always, with mine, been immediate, and I have heard no complaints on this score from any other owner.

Top speed is 83 and acceleration comparable ; m.p.g. is 30. Oil consumption is still over 200 miles per pint.

The change-down from second to bottom *is* tricky, but does Mr. McGrath *fully* depress his clutch pedal ? This is most important.

My sincere advice to Mr. McGrath is to put the grease-gun all over his Citroën himself every 500 miles, paying particular attention to the inner universal points. He will then know that the job *has* been done. If his car has not been too seriously neglected, it will gradually respond to generous servicing and convince its owner that his purchase was a happy one.

I am, Yours, etc.,

Tadworth. W. HOLLOWAY.

Sir,

I was most interested in the letter from B. L. McGrath on the Citroën Light Fifteen. I owned a 1946 model for nearly three years during which period I covered about 40,000 miles ; apart from the excellent roadholding and direct steering (very heavy in traffic) I can see little to recommend it. The engine is very rough by modern standards, the luggage accommodation is practically useless, not even a bag of golf clubs being accommodated (although the new models have a built-out boot which makes the car even uglier).

I took the car to France twice and on the first occasion the starter Bendix, packed up, necessitating a trip to Toulon for a replacement, and on the second trip the clutch plate fractured, the engine having to be removed to replace it. The car was always maintained by Citroën experts. As I had used up most of my foreign allowance on this vehicle, I sold it and bought an A90 drophead coupé which I recently drove to Malaga and back, covering a distance of over 3,000 miles, mostly over corrugated Spanish roads.

I averaged over 50 m.p.h. for a considerable part of the journey, the car gave no trouble whatsoever on the trip, not even any oil or water topping-up being required. It always starts at the first touch and will genuinely exceed 90 m.p.h. and will, in fact, cruise at that speed so long as road conditions permit.

I believe it comes into the category of that ludicrous phrase " modern tinware," but I have yet to be passed by any vintage enthusiast and have left many far behind at the lights, to their great annoyance.

I am, Yours, etc.,

London, S.W.5. SIDNEY F. M. BOULTING.

FORD ENGINE EXCHANGE PLAN

The Ford Engine Exchange Plan has now been extended to include Consul and Zephyr Six engines.

Well over one million engines of various types have already been supplied since the plan was put into operation in 1933.

Prices, including sparking plugs, are as follows :—

	£	s.	d.
Zephyr Six	42	0	0
Consul	31	0	0
30-h.p....	47	0	0
10-h.p....	24	0	0
8-h.p....	22	10	0

Fitting charges extra.

Reconditioned clutches are fitted at an extra charge ranging from £1 12s. 6d. for 8-h.p. to £4 2s. for 30-h.p. on commercial vehicles.

XVIth RALLYE DES ALPES

FOR the 16th time the Rallye des Alpes, organised by the Automobile Club de Marseilles, was held over the mountains of France, Italy and Switzerland. Run on July 10th–16th, it consisted of separate days of motoring of varying conditions and severity and interspersed were eliminating tests, while tight time schedules for each day's journey were calculated to reduce the number of competitors with clean sheets by the time the Rally finished at Cannes.

As usual, a large English entry featured and of these Appleyard figured prominently, having made a speciality of this event for many years. Turning point of the Rally was the winter sports centre of Cortina D'Ampezzo and on the way there, from Marseilles, competitors visited the Monza track and were timed over a standing kilometre. Here Appleyard was well on form with his Jaguar and recorded f.t.d., while Flower tied for f.t.d. in the 1,000 c.c. to 1,300-c.c. class. From Monza to Cortina D'Ampezzo the route ran over mountain passes and, apart from being twisty and narrow, there were numerous coachloads of holidaymakers to be overtaken, so that keeping to schedule was no easy task. A timed climb of the 47.7-kilometre Col de Pordoi started the next day's journey and in this the Continental drivers won every class, the fastest being Hoerning (Jaguar), though Polensky (Porsche) was only a few seconds behind him. From the top of the Col competitors started a circuit of the Dolomite mountain passes, 303 kilometres in all, which had to be covered at scheduled speeds for the various classes. This called for a high degree of driving skill, apart from stamina of the car, and resulted in numerous minor accidents, competitors arriving at the finish with wings and bodies dented and scratched. The third stage ran over 724 kilometres from Cortina D'Ampezzo to Saint Moritz, covering many more mountain passes and including a timed climb of the famous Stelvio pass. Here Appleyard was fastest, though Von Falkenhausen in a Frazer-Nash, that Aldington had delivered to Reims on the occasion of the French Grand Prix, was second fastest, while Polensky still led his class. By the time competitors reached Saint Moritz there were only 42 who were unpenalised, 13 of whom were British and eight of these were on Sunbeam-Talbots, Collins, Moss, Johnson, Murray-Frame and Miss Van Damm being on works cars. As the field was reduced it became clear that the outright winner lay between Appleyard, Von Falkenhausen and Polensky, though officially, as in many French events there is no outright winner, only class winners; however, morally, everyone was interested in the best performance of the whole Rally.

The fourth stage ran through the Swiss mountains and over some really treacherous going, down descents with no retaining walls on the outside, and over passes so narrow that a stalled car would have presented a major problem. Arriving in the north-west corner of Italy, at Aosta, the survivors were timed up the Col du Petit St Bernard and then made their way into France to finish the day's motoring at Val d'Isere. The last day of the Rally, so far as long-distance motoring was concerned, covered the area between Val d'Isere and the Mediterranean and involved nine mountain passes of varying severity, the finish being at Cannes. Here, starting, stopping and steering tests were conducted for the 25 competitors who arrived without penalisation, and after the usual additions and subtractions the organisers acclaimed Polensky with his Porsche as the winner in the General Classification.

Results :

GENERAL CLASSIFICATION

1st :	Polensky-Schlutter (Porsche)	506.779	points
2nd :	Sauerwein-Castell (Porsche)	490.643	,,
3rd :	Herzet-Bianchi (Ferrari 2-litre)	489.631	,,
4th :	Zeller-Wencher (Porsche)	482.749	,,
5th :	Appleyard-Mrs. Appleyard (Jaguar XK120)	482.190	,,
6th :	Falkenhausen-Mrs. Falkenhausen (Frazer-Nash)	481.782	,,

Up to 750 c.c. :	1st :	d'Hericourt-Albertini (Panhard DB).
750 c.c.—1,300 c.c. :	1st :	Poletti-Cipriani (Simca).
1,300 c.c.—1,600 c.c. :	1st :	Polensky-Schlutter (Porsche).
1,600 c.c.—2,000 c.c. :	1st :	Herzet-Bianchi (Ferrari).
2,000 c.c.—2,600 c.c. :	1st :	Gatta-Cottino (Lancia).
Over 2,600 c.c. :	1st :	Appleyard-Mrs. Appleyard (Jaguar).
Ladies' Cup :	1st :	Miss Van Damm-Miss Hall (Sunbeam-Talbot).

COPPA D'ORO DOLOMITI

While the competitors in the Rallye des Alpes were busily engaged in keeping up to time schedules on their circuit of the Dolomite mountains, the Italians held the seventh in their series of sports-car races round a guarded circuit embracing most of the mountains. Open to sports and touring cars, the entry ranged from Fiat 500s to works Ferraris and Paulo Marzotto, who is a master hand at this type of open-road racing, won the event in a 3-litre Ferrari and set up a new record for the race. Maglioli, the ill-fated of Reims, also drove a Ferrari, in place of his more usual works Lancia, while Guilo Cabianca put up a magnificent drive with his little 1,350-c.c. Osca. For some years past Cabianca has been making a speciality of this type of racing, always with the small Oscas and invariably defeated cars of much greater capacity. As an obvious choice for a factory he was first of all taken up by Alfa-Romeo, but never used, and then Ferrari gave him a 4.1-litre for this year's Mille Miglia. His performance was not outstanding, but, returning to his little Osca, he was right back on form, keeping up with the larger and more powerful cars. In England we have a parallel in those 500-c.c. drivers who shine, but get nowhere with a bigger racing car.

Results :

1st :	P. Mazotto (Ferrari), 3 hr. 18 min. 19 sec.—91.213 k.p.h.	
2nd :	P. Taruffi (Lancia).	(Old record 89.840 k.p.h.)
3rd :	U. Maglioli (Ferrari).	
4th :	G. Cabianca (Osca).	
5th :	C. Bracco (Ferrari).	
6th :	I. Marzotto (Lancia).	

CONTINENTAL HILL-CLIMBS

While the normal main-road mountain pass constitutes quite a problem to the average English tourist, to the continental it provides a good opportunity for some motoring sport. Closing the road to tourist and essential traffic, hill-climbs are held up a number of these passes, which are often the only trans-Alpine link. The sport being of primary importance, a day is devoted to timing competitors up a number of kilometres of a pass, which brings the Englishman in his heavily laden and family-full mass-produced saloon either to the boil or to the top with a feeling of having "just made it." Any vehicle that can be screamed flat-out in the gears is used for these mountain hill-climbs, from production cars to works Formula cars, while they are also good outlets for an occasional dice in an outdated Grand Prix car.

Three such events were held recently and attracted a mixture of entries from raw amateurs to professionals.

BOLZANO—MENDOLA HILL-CLIMB

The first, on July 5th, in Italy, was up a 25-kilometre pass and resulted as follows :—

Results :

1st :	E. Castellotti (Ferrari), 16 min. 22.7 sec.—91.647 k.p.h.
2nd :	I. Valenzano (Lancia).
3rd :	C. Bracco (Ferrari).
4th :	F. Bordoni (Gordini).
5th :	A. Stagnoli (Ferrari).

VUE DES ALPES HILL-CLIMB

The second event was on July 12th on the comparatively easy pass out of Switzerland from Chaux-de-Fonds over the Jura mountains. Contested over a measured 10 kilometres, the event was dominated by the entry of J. M. Fangio with a Maserati, and he broke the existing record on both of his runs.

1st : J. M. Fangio (Maserati), 4 min. 46.4 sec.—125.698 k.p.h.

SUSA—MONT CENIS HILL-CLIMB

A more arduous event was the one run on July 19th up the Mont Cenis mountain pass, on the Italian side, from Susa to the top. This pass, while being one of the easier routes into Italy, and very popular with racing-team lorries and mechanics, is nevertheless full of interest when racing up it. Open to touring, sports and racing classes, the entry attracted Castellotti and Bracco with works 3-litre Ferrari coupés, Stuck with the six-cylinder A.F.M., and Maglioli with the 2½-litre Formula car that Farina used to win the recent Rouen race, amongst the usual collection of highly tuned and interesting special sports cars run by Italian amateurs, and out-of-date Grand Prix cars. Daetwyler, on a pre-war Grand Prix Alfa-Romeo, and Maglioli both broke the old record for the hill.

1st :	W. Daetwyler (Alfa-Romeo 4½-litre,s/c.), 13 min. 51.8 sec.—95.647 k.p.h.	
2nd :	U. Maglioli (Ferrari 2½-litre)	13 min. 55.8 sec.
3rd :	E. Castellotti (Ferrari 3-litre)	14 min. 35.0 sec.
4th :	H. Stuck (A.F.M. 6-cyl.)	14 min. 35.2 sec.

YOU LUCKY PEOPLE!

Owners of Mk. VI Bentleys will have been pleased to read, in the *Daily Express* of July 22nd, 1953, in respect of one of these cars : "There was no difference between a deflated tyre and a wheel missing." No doubt many owners will convert their cars into luxury three-wheelers.

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1949 M.G. (TC). Cream with maroon upholstery. A fine example of the marque and attractively priced. H.P. or part exchange. Hamtune Motors Ltd. 39, Sheep Street, Northampton. Tel.: 3616. [8750

VACUUM GAUGES. 0-20 inches, 3-in. black dial, brand new. A necessity for engine tuning. 8s. 6d. each. Also a few boost gauges, —7 to +8 lbs., new, 15s. each. Postage 9d. London Yachting Centre Ltd., Cousin Lane, E.C.4. [8751

£110 OR NEAR OFFER. 1933 Singer fixed-head 2/4 sports saloon—remarkable condition for year. Any trial. Appleby, Mount Pleasant Caravan Site, Allum Lane, Elstree, Herts. [8752

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ASTON MARTIN, 1939, 2-LITRE L.C. tourer, in very good condition. £425. Further particulars from Box No. H761, MOTOR SPORT, 15, City Road, E.C.1. [8761

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1936 NA MAGNETTE 4-seater. Good condition throughout. £220, o.n.o. Brown, 6, Abbeyhill Lane, St. Albans. [9052

TRIUMPH SUPER SEVEN, 1932, 2-seater, £32 10s. Sheppard, 61, Ranelagh Road, S.W.1. [9053

1913 ROLLS GHOST spares to clear: Blocks, wings, wheels. Baker, Inkberrow 340. [9054

ROVER 9/20 engine, clutch, magneto, carburetter, starter, radiator. Lot £6, plus carriage. Box No. H055, MOTOR SPORT, 15, City Road, E.C.1. [9055

ROLLS-ROYCE 30-H.P. owner-driver saloon, £850. Rolls-Royce 30-h.p. limousine, 38,000 miles, £950. Replicas, saloons, limousines, from 1927-1938, prices £100 to £1,000. New bodies, spares, etc.: Johnson's, 26, Egerton Road, Fallowfield, Manchester, 14. Tel.: Rusholme 3009. [9056

RILEY NINE KESTREL, July, 1936. Nearest £225 or exchange, with cash, for 1947/8 open 2-seater Allard. Also Fiat 12-h.p. model 514 2-seater and dickey, £55. Box No. H058, MOTOR SPORT, 15, City Road, E.C.1. [9058

MORRIS EIGHT tourer, 1937. New engine, excellent condition. £140, exchange considered. Tel.: Beckenham 2862. [9059

BENTLEY RED LABEL tourer, No. 477. Good condition. Will accept first reasonable offer. Elliott, c/o Dewar, Heathfield House, Manchester Road, Bury, Lancs. [9060

1938 ASTON MARTIN 2/4-seater 2-litre sports. Excellent appearance and condition. £395, o.n.o. Box No. H061, MOTOR SPORT, 15, City Road, E.C.1. [9061

STEYR, 1938, TYPE 220, D.H.C., breaking. All spares available. Manwaring, 14, Attwood Close, Sanderstead, Surrey. [9062

RILEY TWELVE s.v., 1927, Chatsworth saloon. Mileage approx. 55,000. Lovely condition, laid-up 1939-53. Well shod, new battery, handbook. Nearest £100. Might exchange Ford Ten van. Rose, 33, Scott Street, Perth. [9063

1938 RILEY 16/4 KESTREL saloon. Good condition, mechanically sound. £375, exchanges. Rudge-Whitworth 16 by 650 wheels, tyres, £5 each, suitable Riley, M.G. Riley service, spares. Wesbell Motors, Balfour Road, Hounslow. Tel.: 9359. [9066

1930 SPEED-SIX BENTLEY

Open 2/4-seater with green leather and paintwork. A quite exceptional late series, 5-gallon sump car of low mileage, which has had over £800 spent on it during the last 12,000 miles. The most stringent examination welcomed.

Seen and tried by appointment one hour London

£450—No offers

NUTTALL,

Telephone: **Hatfield Peverel 346**

or **HOE MILL, WOODHAM WALTER, Near MALDON, ESSEX**

FOR SALE—*continued*

ANY OFFERS? Austin 7-h.p. chassis, front and rear axles, steering-boxes, ex-Special, must clear. 146, Birkbeck Road, Leytonstone, E.11. [9067

J2 M.G. Black. 100 per cent. mechanically. Recent new battery, hood, tyres, tubes, dynamo, starter, king-pins, etc. Reconditioned steering, back axle, radiator, brakes. Smart. £130. Tel.: Bedford 61776. [9068

RILEY NINE, 1931. Beginner selling cheap or exchange simpler lightweight. 127, St. Margaret's Road, near Ware. [9069

VAUXHALL TWENTY saloon, 1928; good order; taxed; £40. Hillman Ten unfinished utility, 1933, £35. Morris Sixteen saloon, 1935, rough, £25. 56, Irwin Road, Bedford. Tel.: 5606. [9070

EX-SPIKINS HUDSON SPECIAL. As mentioned in Major Tulloch's "Cars I Have Owned." 100 m.p.h. S.S. ¼-mile, 17 sec. on small jets. Equally good, high speed or shopping. £275, or £300 with spare crank and two crown-wheels. Ruck Keene, Waterstock, Wheatley, Oxon. Tel.: Ickford 221. [9072

LAGONDA 2-LITRE, 1932, low chassis. Chassis and body in superb order, including hood, side-screens, tonneau. All original fittings, lamps, etc. £265, o.n.o. OM spares: offer wanted for chassis, wheels, tyres (19 in.), engine, gearbox spares, front axle, about £25. Holt, 59, Bedale Road, Sherwood, Nottingham. Tel.: 68332. [9073

1925 ROVER NINE tourer. Good general condition. Magneto requires overhaul. Suit enthusiast. Box No. H074, MOTOR SPORT, 15, City Road, E.C.1. [9074

£35—THREE-WHEELER 3-seat coupé. Body and works nearly complete. New tyres, trim, electrics. Austin Seven engine not run since major overhaul. New pistons, distributor, plugs; reconditioned dynamo and starter. Entwistle, 12, Fyfield Road, Oxford. [9075

1928 TALBOT tourer. Mechanically sound, rewired, tyres good, bodywork good—repainted; reconditioned hood. Offers about £60. Write, call, McNabb, 18, Vernon Drive, Harrow. [9076

A40 SPECIAL. Somerset chassis, very light sports body. Complete hood, sidescreen, easily removable windscreen, balanced flywheel and crank. Just run-in. First £425 secures. Box No. H077, MOTOR SPORT, 15, City Road, E.C.1. [9077

ALVIS 20-H.P. saloon, 1937. Black. £200. Good condition. Tel.: GRA 0600. [9079

1927 HUMBER 8-H.P. tourer. Good running order. £40, o.n.o. Everard, 30, Lambolle Road, London, N.W.3. [9081

J. COMPTON

offers

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

1935 Last series. **Phantom II.** Owner-driver sedanca **£550**

1931 **Phantom II** open touring car **£500**

1927 **20-h.p. Replica** saloon (1938 body) **£400**

1934 **3½ Bentley** sports 4-seater. £355 spent on recent overhaul **£600**

All spares and replacements for pre-war Rolls-Royce and Rolls-Bentley cars.

All repairs and complete overhauls at reasonable prices.

J. COMPTON

Rolls-Royce Specialist for over 30 years

69, WESTON STREET, CRYSTAL PALACE, S.E.19

Telephone: Livingstone 3362

FOR SALE—*continued*

TRIUMPH roadster, 1948. Details on application. Offers please. Norton Grange, Stourbridge, Worcs. [9082

M.G., 1934, L-TYPE 2-seater. £90 overhaul (bills available). Taxed. £150, o.n.o. The Cottage, Downend, Horsley, Stroud, Glos. [9083

BENTLEY 4½-LITRE, 1931, coupé. Good battery and tyres. First £175 secures. Box No. H084, MOTOR SPORT, 15, City Road, E.C.1. [9084

JAGUAR 2½-LITRE, 1937 model. Metallichrome grey. Taxed year, insured. New battery, tyres, etc. 22 m.p.g. Good condition. Available first week August, when owner returns Congo. Accept £175, o.n.o. Tel.: Laburnum 3939 for appointment. [9087

RILEY NINE, 1932, MONACO, body rough but serviceable, mechanically sound, good tyres, new crown-wheel and pinion; £60. Also 1927 Mark I Riley Nine, body shabby but sound, very good inside; mechanically sound; twin carburetters, h.c. pistons; £35. Shepshed Motor Services, Brook Street, Shepshed, Loughborough, Leics. [9088

RILEY MONACO, 1933. Body fair. Engine, tyres, good. £85. Also magneto Austin Seven engine, accessories and gearbox, £7. 4, Frodsham Road, Alvanley, Helsby, Warrington. [9089

HORNET SPARES: Con.-rods, oil pumps, clutch mechanism, road springs, wheels, stub axles, etc. Also gaskets, valves, guides, brake liners, always available. Scott, 14, Orchard Way, Luton. [9090

HOTCHKISS, 1935, 23.8-H.P. saloon. Bloke going to "Pig Island," way down south, wishes to dispose of his fast, smart, reliable Hotchkiss. Recently overhauled at great expense. Price £100 or best offer. (Cabin-trunks taken in part exchange!) Rese-Sadler, 18, Coach & Horses Yard, Old Burlington Street, W.1. Tel.: Regent 0671. [9091

TALBOT, 1938, 3-LITRE saloon. Still running-in after £130 overhaul. Excellent condition and appearance. £265. Box No. H092, MOTOR SPORT, 15, City Road, E.C.1. [9092

ALVIS 16/95 SILVER EAGLE sports saloon. AUW 1, in excellent condition. This is real motoring. Reluctantly accept nearest £170 or exchange smaller sports. Townsend, 14, Rutland Park, Sheffield. Tel.: 63487. [9093

1926 Z10 TALBOT 2-seater, with dickey. In excellent mechanical condition. Recent complete engine, gearbox and axle overhaul. Four almost new 19-in. tyres. 40 m.p.g. A good vintage light car with excellent performance. £60. J. Lott, Fairview, Lyminge. Tel.: 87292. [9096

SUNBEAM, 24/70, unique(?) touring car. Original owner selling possibly only 24/70 in country in original condition. Four-seater sporting tourer, six wire wheels, excellent beaded-edge tyres, Dewandre vacuum 4-wheel brakes. 1924 model, immediate predecessor of 3-litre, ready for the road. A spacious and uplifting car of yesteryear. £180, or offer to interested buyer. Seen at Community Motors, Hulse Road, Salisbury. Tel.: 4965. [9097

BUCKLER, 1,172 c.c., in full racing trim. Special manifold, carburetter, Aquaplane head modified engine. Very fast. Full road equipment. Sale due to owner's injury. £465. W. A. Liddell, Fullerton Grange, Andover, Hants. [9098

ALVIS TWENTY tourer, 1937, excellent trim, £250. Lagonda Rapier, 9.8 h.p., 1934, attractive car, £200. Austin Seven, 1930, partly rebuilt with modified suspension, brakes; engine fully reconditioned; £60. Going abroad. Ryder, Blymhill Rectory, Shifnal, Salop. [9099

ALVIS 4.3 MAYFAIR saloon, lovely condition. Extensively overhauled. Heater, screenwash, radio. £350. Northernwoods Farm, Flackwell Heath, High Wycombe. [9100

ASTON MARTIN 2-LITRE, 1939. Black, resprayed. Four-seater, long chassis. New hood, weather shields, tonneau cover. £495. Tel.: Wanstead 1257. [9101

M.G. 18/80 SPEED MODEL, 1931. Since advertising this fine old carriage last month for £145, I have run a big-end. I have not the time to attend to this myself, and so will let it go to a good home for the first reasonable offer. Hood and tyres good, Servo brakes. Tel.: Perivale 1861, after 8 p.m. [9102

OPPORTUNITY for discriminating buyer. 21.6 Rolls Windover fixed-head, 1927, genuinely good throughout. £265, o.n.o. Birken, Beare Green, Surrey. [9105

1935/36 SINGER LE MANS 4-seater sports, taxed, swept tail. Best offer over £100. Evenings, week-ends. 39, Sandown Way, Northolt. [9106

1932 RILEY NINE. Very well shod. Recently fitted valves, guides, king-pins. Best offer around £70 secures. Cooper, 27, Arden Road, Finchley, N.3. [9107

£75, O.N.O.—AUSTIN SEVEN SPECIAL. Alta head, lightened flywheel, Ford rear wheels, brand new battery and tyres. Taxed and insured. 27, Penderel Road, Hounslow, Middlesex. [9108

LAGONDA RAPIER, 2-seater Le Mans, twin o.h.c., 9.53 h.p. £210, o.n.o. Scott, Flat over Co-op. Grocery, Elaine Avenue, Strood, Kent. Tel.: 78314. [9110

FOR SALE—*continued*

SUPERCHARGED K MAGNETTE open 4-seater; ivory; maroon zipp tonneau cover. 15-in. hydraulics, telecontrols, Kigas. Engine and supercharger stripped and reconditioned by R.A.C. garage. High back axle ratio. 101 m.p.h. at 5,500 r.p.m. Twin petrol pumps, polished engine; 24 m.p.g. obtainable. Taxed. A superb specimen. £250, exchanges, terms. Highgate Motors (Birmingham), 127-129, Highgate Road, Sparkbrook, Birmingham. Tel.: VIC 2829. [8825

ROLLS-ROYCE : 1924 Silver Ghost chassis and engine. 1936 Barker saloon with occasionals and electric division—in course of being rebuilt but must now clear space. Offers near £200. Tel.: Vandyke 2625. [8826

SEVERAL NEW STORES ITEMS for disposal, cheaply to clear : Gaskets, spring parts, Autolite parts, valves, etc. About £12 worth for £5. Railton. Apply Joseph Sankey & Sons, Ltd., Bilston. [8827

ENGINE, Jowett, 1925, good condition, £6. Knox-11a, Ederoyd Grove, Stanningley, Leeds. [8828

ALLARD TYPE K, 1948. Recent respray, new hood immaculate appearance. Oil filter, spotlight, etc.; spare set teledraulics. Excellent car; any trial. £400, o.n.o. Box No. H831, MOTOR SPORT, 15, City Road, E.C.1. [8831

M.G. PA engine and gearbox, with all accessories. New distributor, carburetters, mains, etc. As new. £70. D. Beasley, 186, Allesley Old Road, Coventry. Tel.: 2110. [8832

LOOK AT THIS ! A collection of car club badges, mostly foreign, for disposal. Wanted : powerful or musical horn, 12-volt radio. Box No. H834, MOTOR SPORT, 15, City Road, E.C.1. [8834

£170—1932 TL 12/60. A really fine Alvis open 4-seater. Enthusiast owned for 21 years. Full equipment. Details and history to genuine applicants. Armitage, 16, Brook Street, Ossett, Yorks. Tel.: 2528. (After August 4th.) [8835

RILEY NINE SPARES : Complete rear axle with torque-tube and wheels, £10; gearbox, £4; magneto, £3; pair reset rear springs, £2. Buyer collects. Bettinson, "Kinkell," London Road, Horndean, Portsmouth, Hants. [8837

1951 ALLARD saloon. Blue, with blue leather upholstery. One owner. Heater. 24, Bankfield Lane, Southport, Lancashire. [8838

SPEED EQUIPMENT for the Ford 10-h.p. (and 8-h.p.) by the Aquaplane Company includes the largest selection of specialist designed components available in the country. Our equipment is to be found under the bonnets of the majority of winning cars and is the choice of expert enthusiasts both here and abroad. We have had so many requests for pictorial illustrations of our Speed Equipment that we have now produced an illustrated booklet. This we will be sending to everyone who has asked for our free lists or Tuning Bulletin. Because of the number, mailing will take some time to complete. If you would like a copy more urgently we will send it at once if you will drop us a line. The Aquaplane Company, Oulton Broad, Suffolk. Tel.: 416. [8839

LOOK ! ROLLS PHANTOM. 1928 chassis; limousine body with swept tail, about 1935. Lucas Mellotones; trafficators; four very good Dunlops discs; bumpers. Black. Very good runner. Price about £170. Details and photo from : A. Procter, Royal Beacon Hotel, Exmouth, Devon. [8840

MORRIS ISIS tourer, 5-seater, 1935, in marvellous condition. Any trial. Bring any mechanic or A.A with you. Tyres, hood, screens, excellent. Only two owners (including one bishop !). £105. Ideal for holidays. Doney, 4, Codrington Place, Bristol, 8. [8841

GEARBOX for Aston Martin International, 1934. Stainfield, 30, The Ridgeway, Acton, W.3. [8842

1933 WOLSELEY HORNET SPECIAL, 12 H.P., 2/4 seater tourer. Good running condition. What offers ? 35, Forde Avenue, Bromley, Kent. [8843

TWO BUGATTI G.P. ALLOY WHEELS, large brake drums, bolt-on rims, £7 and £3; also Graham centrifugal supercharger, £10. Hanmer, 39, Lea Bridge Road, E.5. Tel.: Amhurst 3086. [8844

VAUXHALL 30/98, OE 165. Good original condition except new carburetter. £200. Owner going abroad. St. Andrew's, Abney Court, Bourne End, Bucks. Tel.: Bourne End 509. [8846

1930 LEA-FRANCIS HYPER sports, 2-litre. All-weather equipment. New S.U., magneto rewired, brakes relined; four new tyres, two spare wheels. Excellent mechanical condition. £180, o.n.o. Also crown-wheel and pinion—offers. Mason, Tel.: PRI 6127, 8821. [8847

AUSTIN NIPPY. Excellent. Superb roadholding. Dunlopillo upholstery. Windtone horns, heater, og-lamp, petrol filter, rear bumper, etc. Rewired, clutch relined. Taxed December, insured May. 52 m.p.g. regularly. Seen London, Cardiff weekends. Photographs. Nearest £150. Good home wanted. Also Alta head, new Nippy crown-wheel, pinion. Evans, 40, Queen's Road, Basingstoke. [8848

RILEY. My private collection of 12/6 spares now for disposal. Practically all moving parts. Manual. Write for list. "Decima," Yeoman Lane, Bearsted, Maidstone. [8851

FOR SALE—*continued*

ROVER sports, 1932. Good tyres, battery. Plenty of urge. In daily use. £65. Write : Derwent, Downhall Road, Rayleigh, Essex. [8849

LESTER-M.G., PB TYPE, built in 1947. 20,000 miles only. Engine includes high-compression head, high-lift camshaft, large-bore carburetters, balanced crankshaft, lightened and balanced flywheel. All engine parts polished, oil pipes chromed. Scintilla magneto. Lightweight Lester body in green with green upholstery. Genuine 65 m.p.h. in third and 83 in top. 35 m.p.g. Price £290. Woods, 19, Millman Street, W.C.1. Tel.: Chancery 4734. [8850

LAGONDA, 1935, 4½-LITRE RAPIDE. Excellent condition throughout. New hood, sidescreens and full tonneau. £320. Day, 20, Lawrence Road, Hampton, Middlesex. [8853

1932 M.G. Completely rebuilt engine and body. Rewired, resprayed B.R.G. New tyres, hood, sidescreens, brake system, etc. Not yet run-in. £155. Tipper, 95, Cot Lane, Kingswinford, Brierley Hill, Staffs. [8854

1932 ALVIS SILVER EAGLE, TC 16.95 h.p., Atlantic saloon. Excellent mechanically, coachwork good. 24 m.p.g. at 40 m.p.h. With useful spares and extras, £100, or haggle. Four Armstrong D.A.S.12 dampers, brand new, suitable 4½-litre, £12. Box No. H855, MOTOR SPORT, 15, City Road, E.C.1. [8855

ALVIS FIREFLY. D.H. coupé 4-seater. This car is in excellent condition throughout. Maintained tip-top regardless of cost. £250, o.n.o. Brown, 32, Colston Road, Bulwell, Nottingham. Tel.: 71119. [8856

£50—HUMBER NINE, 1928, 2/3-seater tourer, with dickey. Tel.: HOL 7138 (day), Imperial 2031 (evening). [8857

F-TYPE MAGNA M.G. Recellulosed, new facia, in good mechanical condition. Full details on request. £125. Waveney, Conyer, Teynham, Kent. Tel.: Teynham 342. [8858

TALBOT, 1933, 20.9 H.P. Preselector gearbox. Vanden Plas coachwork, light alloy body. Little used since overhauling and rewiring. £120. Baguley, 2, Glengall Road, Woodford Green, Essex. Tel.: Buckhurst 1969. [8859

MORRIS MINOR steering rack-and-pinion assembly, complete, condition as new, £7 10s. Macey & Smith, 17, Lancing Road, West Croydon. Tel.: THO 4503. [8860

HOTCHKISS, MODEL 480, Continental saloon, 1938. 16 h.p., 4-cylinder. Polychromatic grey. Excellent condition. £285. W. H. Arthur & Co., Ltd., Station Garage, Billericay. Tel.: Billericay 110. [8862

SUNBEAM 6-CYLINDER 16.9-H.P. 4-seater F.H. sportsman's coupé, attractive appearance, exceptional condition; only 10,000 miles since rebore. Taxed year. £175. Budd, The Avenue, West Moors, Dorset. [9039

SINGER LE MANS coupé, perfect throughout, £155, o.n.o. Tel.: Woking 535. [8864

1923 BENTLEY 3-LITRE 4-seater sports tourer. Very good condition. Offers to G. Boulton, Insurance Broker, Barclays Bank Chambers, Riby Square, Grimsby. [8865

1951 8-H.P. SPECIAL. Standard Nuffield parts. Beautiful aluminium sports 2-seater body, leather upholstery. Andres, Newtons, copper radiator, etc. Excellent performance and m.p.g. Professionally built throughout, all bills shown. As new, used nine months only—owner now stopping abroad. £250. Dawson, Town Row, Rotherfield, Crowborough, Sussex. Tel.: Rotherfield 471. [8866

MORRIS 10/6 SPECIAL engine, gearbox and twin carburetters, or will sell separately. R. Pilbeam, 23, Wolverhampton Road, Walsall. [8867

1936 M.G. PB. Lightened, tuned. Exceptionally fast. Scintilla. 100 per cent. £280, o.n.o.. Exchanges. "Yew Trees," Mill Lane, Horley. [8868

DELAGE D.8 SUPER SPORTS 4-LITRE Chapron coupé. Works maintained for enthusiast. Five-year detailed maintenance history available. Many new parts from France installed, including complete new overhead valve gear. Fitted latest V Zenith carburetter giving 18 m.p.g 12-in Marchal lamps, Andre telecontrols, new battery, platinum points. Uses no oil since rebore 1952. Instruction manual and many spares included. Maximum around 100 m.p.h. £155. Box No. H869, MOTOR SPORT, 15, City Road, E.C.1. [8869

RARE MODEL. 2½-litre Jaguar open sports, 1936/7, 4-seater. New hood, good battery. P.100 headlamps. 22 m.p.g. Clean appearance and really fast. This is not an early S.S. but genuine Jaguar, forerunner of the S.S.100, with o.h.v. motor, Girling brakes and integral jacking. Attractive proposition at £220. W. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [8870

1950 H.R.G. "1,100" sports 2/3-seater for sale. Recent checkover by makers. Black, with blue upholstery, unmarked. Price £650. Reason for sale—4-seater required. J. S. G. Brice, 30, Manor Way, Purley, Surrey. Tel.: Uplands 6690. [8871

VAUXHALL 14/40 SALOON. Engine resleeved, excellent mechanical condition. Four new tyres. £110. Pendred, Oak Mount, Monks Risborough, Bucks. [8872

FOR SALE—*continued*

M.G. 18/80 tourer in B.R.G. 1951 registration, Reconditioned, new S.U.s, hood and batteries. Remote gear control. Alternative axle ratios, £115. Frazer-Nash spares: rear axle, sprockets, chassis: 4ED Meadows camshaft, accessories, dural rods, valves, springs, etc. 4, Selbourne Road, Weston-super-Mare. [8873

RED LABEL BENTLEY, Park Ward, green 4-seater tourer. Aluminium body ; 23 m.p.g. ; 3.53 axle, Good condition throughout. £200. Jones, Atherall's Farm, Fletching, Sussex. [8874

SPARES. Vauxhall 12.6 engine, gearbox, rear axle, £18. Will separate. Talbot 14.45 gearbox, £2. Two W.D. Minx wheels, £2 10s. Rear doors, 1936. Morris 14-h.p., £3. 12v. Morris dynostarter, £3. Small trailer, £3. Two front springs, 1946, Wolseley 10-h.p., £3. Wanted. Twin cylinder M/C engine and gearbox. Hall, 3, Farley Road, Catford, S.E.6. Tel. : HIT 4973. [8875

£315, O.N.O. 1947 Morgan 4/4. Reconditioned engine, 1952. Taxed year. New rear tyres. New hood. Tel. : Ambassador 9920. No terms. [8876

BARGAIN ! This is the Bentley you are looking for ! 1926 3-litre Red Label. Van den Plas 4-seater body resprayed British racing green. All wheels respoked and trued, new radiator block ; reupholstered in leather. Must sell. Nearest to £300 secures. Box No. H877, MOTOR SPORT, 15, City Road, E.C.1. [8877

HUZZA PROVOKING OPEN CREAM S.S. Professionally installed V8. Bomblike, but over 23 m.p.g. when wanted. Give away round about £145. 104, Shrewsbury Lane, Shooters Hill S.E.18, after August 8th. [8878

1947 J.B.M. SPORTS CAR. Good condition. £265, or exchange. 174, Linthorpe Road, Middlesbrough. [8879

TRIUMPH GLORIA. Instruction book. Photographic reproduction, including all diagrams ; 50 pages. Price £2. Box No. H881, MOTOR SPORT, 15, City Road, E.C.1. [8881

1933 RILEY NINE MONACO. Body, upholstery, mechanical condition exceptional. New tyres, clutch, battery ; brakes relined. Enthusiast maintained ; tuned engine. £170, o.n.o. Scott, 24, Egerton Road, Bath. [8882

30/98 VAUXHALL, original, OE 117, low mileage, in mint condition. £300. Darbishire, Wycliffe, Barnard Castle. Tel. : Whorlton 248. [8883

BENTLEY, 1926, RED LABEL V.D.P. S.S. engine, new hood, etc. Speed Six axle. Very fast. 22 m.p.g. Maintained by expert. Outstanding condition. £295. 12, Castle Street, Hereford. Tel. : Hereford 2287. [8884

NEW O/S PISTONS. Ford, Morris, Austin, Standard 8s. 10d., other makes, 25s. set. Vauxhall, Morris, Daimler 6-cylinder, 35s. 600 by 16 tyre, good, £3. 500 by 19 retread, 35s. Dismantling 1937 Ford V8, 1932 Standard Ten, 1933 Armstrong-Siddeley, 1936 Singer 7-cwt. van. After 11th. DSS, Station Works, Burgess Hill, Sussex. [8887

12-H.P. ALVIS F.W.D. Short-chassis sports 2-seater. Excellent condition, but seats scruffy. Bargain. £110. Bates, 8, Belle Vue, Penarth. [8889

M.G. CENT. Pair 16-in. shod Dunlop racing 5.50 by 16, £12. Pair of large headlamps with stone guards, £4. Stocks, "Harpers," Pleshey, Chelmsford. [8890

3½-LITRE JAGUAR, 1938, "100" COMPETITION 2-seater. Excellent mechanical condition throughout. New petrol tank. Steering overhauled, new king-pins, bushes, and front wheel bearings. Unused tonneau cover. Good battery. Heater. Four nearly new India tyres. Spare, unused Dunlop. Hood requires re-covering, sidescreens new celluloid. Car recently repainted cream with red wheels. One of the finest examples available of the "100"—has been engineer-maintained—and is fit to drive away any distance anywhere. £445, o.n.o. Russell, Batchelor's Cottage, Haileyford, Marlow, Bucks. Tel. : Hurley 239. [8891

ZOLLER BLOWN 2-litre Lagonda open 4-seater. Rebuilt complete last winter. Excellent condition throughout. £285. Box No. H892, MOTOR SPORT, 15, City Road, E.C.1. [8892

ROLLS-ROYCE PHANTOM III. Very smart sports saloon, 1937. Small mileage. Records. Offers or smaller car in exchange. 45, Shirehall Park, N.W.4. Tel. : Hendon 1648 [8894

TRIUMPH ROADSTER. Small mileage. Superbly smart. £585, or exchange smart saloon. 45, Shirehall Park, N.W.4. Tel. : Hendon 1648. [8895

ROESCH TALBOT 95 saloon. Smart, reliable. £85. Orchard Lodge, Cleveland Road, Worcester Park. Tel. : Derwent 4327. [8896

ARMSTRONG-SIDDELEY, 1936, Twelve Plus open 4-seater in wonderful original condition. One owner, 1936-1953. Sacrifice at £90, or offer. Box No. H897, MOTOR SPORT, 15, City Road, E.C.1. [8897

M.G. TC, 1946, black. 1951 works engine. Astonishingly immaculate appearance. New tyres, battery, hood. Mechanically faultless. Innumerable extras. Bent, 34, Lansdowne Gardens, Jesmond, Newcastle-on-Tyne. [8899

FOR SALE—*continued*

LANCIA LAMBDA 7th Series Torpedo with Weymann top; 8th Series engine completely reconditioned by West. Crank ground, new mains, big and small ends, bores honed, Wellworthy rings, reconditioned vertical drive, oil and water pumps. Excellent brakes, steering and suspensions. Tyres good. Unused 1932-1950. Total mileage 27,000. Must be sold. £200, or offer. Box No. H898, MOTOR SPORT, 15, City Road, E.C.1. [8898

HILLMAN TEN open 4-seater sports tourer, 1935. Sell around £100, or exchange for other small car. Smitheman, 6, The Knowle, Jackfield, Shropshire. Tel. : Ironbridge 2373. [8900

1932 23.8 SUNBEAM SALOON. Really tip-top order. £100, o.n.o. If not sold am prepared to break—though it would be a crime. Lloyd-Jones, 34, Blackmore Road, Dudley. Tel. : Dudley 3265. [8901

328 FRAZER-NASH B.M.W. Extremely fast car in exceptional condition. Owner going abroad. £525. Fully equipped. Taxed year. Box No. H902, MOTOR SPORT, 15, City Road, E.C.1. [8902

1,100 C.C. TYPE 508C FIAT saloon de luxe. Recellulosed. Rechromed. Fitted new cylinder block and pistons. New bearings, new dynamo, etc. Low-pressure tyres, sunshine roof. Bluemels spring-wheel, Lucas electrical equipment, etc. £325. Box No. H903, MOTOR SPORT, 15, City Road, E.C.1. [8903

500 FIAT (1938) Topolino 2-seater convertible. Unused since £90 overhaul by specialists. Taxed year. £185. Box No. H904, MOTOR SPORT, 15, City Road, E.C.1. [8904

3-LITRE BENTLEY V.D.P. speed model in excellent original condition throughout. Uses no oil, genuine 23 m.p.g. Fast. £275, offer or exchange. 16, Preston Avenue, Eccles, Lancs. Tel. : 1027. [8905

FORD EIGHT SPECIAL 4-seater. Excellent order. Particulars and photo. 2, Southwoods, Hendford Hill, Yeovil. [8907

ALVIS 4.3 CHARLESWORTH, 1936. Mechanically perfect. Four new tyres, two new batteries. Brakes relined. £12 10s. tax paid. Exceptional condition. Offers! Hawkins, 3, Churchill Road, St. Albans. Tel. : 831. [8908

M.G. TA, 1938. Perfect condition; 4,000 since complete overhaul of engine, etc. Taxed till December. Any inspection invited. £275. Tel. : GLAdstone 3006. Terms can be arranged. [8909

RILEY KESTREL NINE, 1935, sports saloon. Preselector, twin carbs., four new retreads. Taxed. £120. Smith, Westacre, King's Lynn. [8910

1938 MORRIS EIGHT UTILITY. Ex-G.P.O. short chassis. Aluminium body; 40 m.p.g. £100. Bray, Churchview, Bradfield, Berks. [8911

LANCIA LAMBDA 8th series. Two engines, one with head, one without head. Dynamo magneto unit. Yorkshire. Box No. H912, MOTOR SPORT, 15, City Road, E.C.1. [8912

VAUXHALL 30/98 engine with accessories. Cylinder heads; camshafts, and manifolds for 23/60, and other Vauxhall parts. Will be sold or scrapped. Box No. H913, MOTOR SPORT, 15, City Road, E.C.1. [8913

SELL OR EXCHANGE. Excellent J2 M.G. for any cheaper or bigger car. Box No. H914, MOTOR SPORT, 15, City Road, E.C.1. [8914

BENTLEY 3-LITRE BLUE LABEL, 1928, 4-seater tourer. Body sound, not quite original. Mechanically sound. Twin S.U.s. Well shod. £150. March, Brown-Lion, Llanmaes, Llantwit-Major, Glam. [8915

J2 M.G. engine and gearbox complete. £25. Rear axle, £5. Steering gear (not sloppy), 30s. Two front springs, one rear ditto, 10s. each. Two front, two rear Hartford friction dampers, 7s. 6d. each. One radiator shell (no dents, good chrome), 30s. One slab tank, £7. Spare wheel carrier, 7s. 6d. Nearside door (metalwork sound), 10s. Phillips, Hoy Inn, Benfleet, Essex. [8916

M.G. MAGNETTE. Body, hood, windscreen, front and rear axles, brake drums, wheels. Excellent condition. Singer Le Mans engine, front, rear axles, etc. Richards, 29, Tipton Drive, Northern Moor, Wythenshawe, Manchester. [8917

1930 3-LITRE SUNBEAM tourer. Seven wheels and tyres. Requires rebuilding 3-litre Sunbeam saloon body less back axle. £45. Box No. H918, MOTOR SPORT, 15, City Road, E.C.1. [8918

RILEY SPECIAL BUILDERS here you are! 9-h.p., 1933, Falcon, low chassis model, twin S.U.s, multi exhaust, good tyres. P.100s manual box. Engine noisy, but working. Body poor, batteries dying. £55 .o.n.o. The Clifton Co., King Edward Square, Sutton Coldfield. Tel. : 3826. [8919

18/80 M.G. CHASSIS, 1929. Reconditioned. Rewired. Runs well. Two good, two reasonable tyres. £55, or £30 and Bullnose or similar. Box No. H920, MOTOR SPORT, 15, City Road, E.C.1. [8920

LANCIA LAMBDA 7th series shortened chassis. £180 spent during 1952 on engine, body, wheels, tyres, chrome, upholstery and weather equipment. Offers around £150. Cole, 10, Park Terrace, Cambridge. [8922

M.G. T-TYPE seats, red. £5. Very good. 395, Wakegreen Road, Moseley, Birmingham. [8926

FOR SALE—*continued*

ALVIS 12/50 SPORTS. Well shod, runner, but requires odd jobs doing. £50. Morris-Cowley, 1929, 2-seater. Good order. £45. Carson, Brook Cottage, Bishops Green, Newbury. Tel. : Headley (Newbury) 218. [8923

AUSTIN SEVENS ONLY (proprietor Ernie Day), 17, Hitchin Road, Luton, Beds, offer: 1929 2-seater, £35. 1949 built on racing lines, a beauty at £125. 1934 2-seater tourer, excellent throughout, many extras. £105. Several saloons from £45. Tel. : Luton 4285. [8924

LANCIA APRILIA, 1938, October. Very good condition, dual green, new spare carburetter, handbook. £430. Medlam, 7, Park Road, East Twickenham, Middlesex. Tel. : Popesgrove 7192. [8925

DE HAVILLAND 53, A.B.C. powered. Needing a certain amount of reconstruction. With two almost new Hillson Praga engines and many accessories. £250, o.n.o. Brown, Alma Hotel, West Street, Deal. [8927

RILEY MERLIN secondhand crankshaft, standard size. £10. Len Gibbs, Penn, Bucks. Tel. 2115. [8929

1950 AUSTIN 750 SPECIAL. Potent motor, 4-speed box, i.f.s. Chummy body. £60. Dean, 16, Thrupps Avenue, Hersham, Walton-on-Thames. [8930

UNUSED RECOND. S.U. with links, £4 10s. Steering column. £1 15s. 27, Wimborne Grove, Watford, Herts. [8931

LAGONDA, 16/65 tourer, 1927. Good all-round condition, forced sale, about £110. Case, 110, The Fairway, S. Ruislip, Middlesex. [8943

HUMBER, 1922. 2-seater/dickey, sound, original. 48,000 miles. £30 o.n.o. Brown, 249, Yeading Lane, Hayes, Middlesex. [8944

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£50 MORRIS MINOR o.h.c., stark 2-seater, crab-track, modified brakes, Hartfords, overhauled steering, rebuilt wheels, good tyres, new lamps, new big-ends recently. Excellent and sporting little car. Remarkable acceleration, owner posted abroad. John Wrigley, Station Garage, West Hounslow. Tel. : Hounslow 3163. [8932

750-C.C. SUPERCHARGED AUSTIN ULSTER. Late type, engine-linered, racing metal big-ends, new mains, offset rear wheels, i.f.s. Own car for three years. Best offer. Bishop's Garage, Five Oak Green, near Tonbridge. Tel. : Paddock Wood 67. [8933

SUNBEAM TALBOT 3-litre (20.9) 1939. In excellent condition. Full particulars and photograph on request. 230, Warwick Road, Birmingham 11. [8934

FRAZER-NASH, engine only, 1½-litre, o.h.c., complete with twin S.U.s and twin centric superchargers, Bosch electrics, Laystall overhauled and in excellent condition. Offers. H. W. Blaw, Gainsboro' Garage, Coleridge Road, N.12. Tel. : Hil 3704. [8935

1930 HUMBER SNIPE sportsman's coupé. Two owners, little used, £50. 40, Quernmore Road, N.4. [8936

AUSTIN SEVEN engine bearings: R.M.S. 12, roller rear main, all years: correct tight Austin 1-dot fit, 37s. post 1s. 3d., front races 1934-1938 correctly paired ready to fit 34s., per pair, also L.S. 12 12s., L.S. 7, 8s. F. W. Champion, 43, Uplands Way, London, N.21. Tel. : Lab 4457. [8937

M.G. 2-LITRE, 1936 sports saloon. Good condition, Chrome excellent, £220. Seen week-ends. Little, 62, St. John Street, Whithorn, Wigtownshire. [8938

PAIR 16-INCH RUDGE-WHITWORTH wheels, fitted 5.75 by 16 Michelins. Complete outfit new last year. Little used, £16. Wanted: TC engine with or without gearbox, condition immaterial if cheap. Would do minus head. Mackenzie, Albert Street, Newton Stewart, Scotland. [8939

EX-ALVIS SPEED TWENTY, 1934: Engine complete, £40; pair P.100s, £12; pair i.f.s. hubs complete, £5. Many other parts. Clinkard, Thatched Cottage, Bradfield, Essex. 9051

FOR SALE—*continued*

1925 FRAZER-NASH s.v. Anzani, 2/3-seater tourer chassis and engine recently overhauled, large amount of time and money spent on restoring it to original condition. Rogers, 1, Birdwood Close, Selsdon, Croydon, Surrey. £225. [8941

MOTOR SPORT for sale, October '41—May '49, January '32—February '38, two missing. Box No. H942, MOTOR SPORT, 15, City Road, E.C.1. [8942

AVON SPECIAL No. 3, good condition, goes and looks like a bomb, nearest £120. 23, Prince Edward Road, Billericay. [8945

1933 RILEY NINE Monaco saloon, exceptional condition, £130. 48, Benhill Wood Road, Sutton. Tel. : Vigilant 6556. [8946

A.C. SPORTS COUPE MARCH SPECIAL, fitted Vauxhall 14-h.p. engine, exchange for family saloon, or would sell A.C. engine complete with gearbox, less block, cylinder-head and flywheel. Watson, 23, Lodge Street, Hull. [8947

BROOKLANDS RILEY NINE fine sports car, £260 o.n.o. Brooks, Brooklands, Clipston, Market Harborough, Leicestershire. [8948

SUPERCHARGED FORD TEN trials 2-seater, similar Dellow. Red aluminium body professionally built 1947. All-weather equipment, £250 o.n.o. Box No. H949, MOTOR SPORT, 15, City Road, E.C.1. [8949

1929 MORRIS COWLEY roadster, very sound Offers, write: Wilby, 56A, Kenilworth Road, Ashford, Middlesex. [8950

SURBAISSE AMILCAR CHASSIS, wheels, tyres, axles, steering, £20. Heseltine, Milborne Port, Somerset. [8951

MEADOWS 1,500-C.C. 4-cylinder engine new, unused, also Lucas 4-cylinder vertical magneto. Offers, Lilley, 53, Havercroft Road, Sheffield. [8952

1951 D.C. SPECIAL, 14 h.p. 2-seater sports, £175, or reasonable offer. After 6 or weekends. 24, Salisbury Avenue, St. Albans, Herts. [8953

DOUBLE-KNOCKER NORTON 500 Featherbed machine, many special parts maintained by expert. Award winner, £375. Heath, Glenfield Frith Drive, Leicester. Tel. : Anstey 2724. [8954

HORNET SPECIAL—chassis, less engine and gearbox: towable. Radiator and bonnet for same. Single-seater body, including 40-gallon tank: fits most M.G.s Box No. H955, MOTOR SPORT, 15, City Road, E.C.1. [8955

1948 M.G. TC, immaculate condition, taxed. Must be sold through illness, £425. C. W. Bament & Sons, Ltd., County Garage, Abington Avenue, Northampton. Tel. : 31564. [8956

JOHN BLAND OFFERS: Talbot 1934 65, very attractive fixed head coupé by Real Carriage Co., engine at present dismantled for complete overhaul, £145. Talbot 1934 65 saloon, excellent coachwork and tyres, £135. 27, Southfields Road, S.W.18. Tel. : Vandyke 1612. [8957

BENTLEY, really fine 4¼-litre with 4-seater swept-back tourer body by Corsica. Fitted D-type gearbox and numerous extras, having been well maintained by enthusiast this car is now being sacrificed for genuine reasons at £285. Box No. H958, MOTOR SPORT, 15, City Road, E.C.1. [8958

ALVIS SILVER EAGLE 1932 drophead, £135. Good engine, chassis, body, recent drophead. Cellulose requires attention. Prefer exchange for good Riley or other pedigree saloon below 16 h.p. Stamp for details, seen Herts. Box No. H959, MOTOR SPORT, 15, City Road, E.C.1. [8959

12-H.P. BROOKLANDS MEADOWS LEAF sports saloon, 1930, above average, recellulosed. £150 spent last two years. New Solex carbs. and Exide 3 months ago. Axle ratio 4.7, c.r. 7-1; copperised head. In daily use; many new/secondhand spares. After 6th August, £85 cash. Danaher, St. Giles Cottage, Great Maplestead, near Halstead, Essex. [8961

MONACO, 1930. Magneto, dynamo, recently reconditioned, four good tyres, waterproof. T.I. quarter. £60. Box No. H057, MOTOR SPORT, 15 City Road, E.C.1. [9057

M.G. PA BLOCK, Marshall-Nordec supercharger as new, complete installation for T-type. Reasonable offers accepted. Box No. H963, MOTOR SPORT, 15, City Road, E.C.1. [8963

ALLARD, 1948, M-TYPE coachbuilt tourer. Excellent condition. Full 4-seater, with capacious boot. £395. Armstrong, 21, Underhill Road, S.E.22. Tel.: Forest Hill 9080. [8965

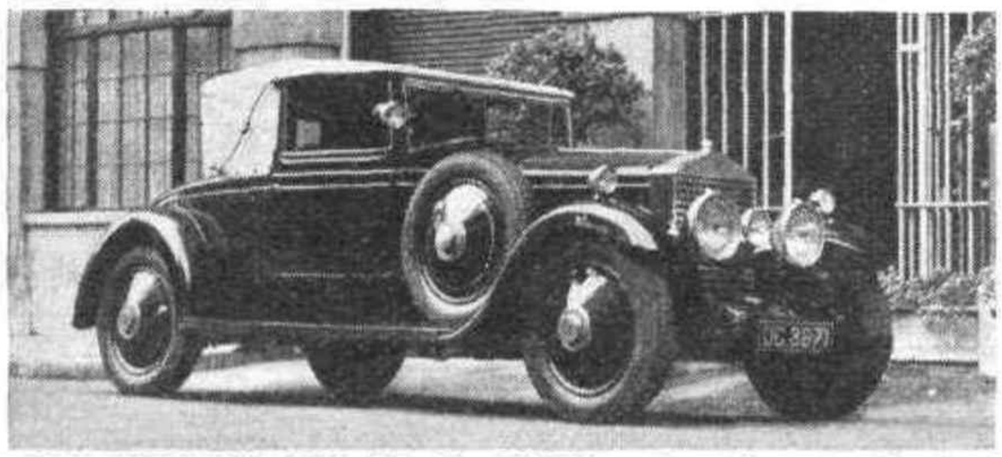
6½ BENTLEY, 1927, 4-seater tourer. Good hood. S.U.s, 3.5 back axle, new batteries, rewired. A.A. report 31.1.53. Taxed and insured end year. First £200 or nearest. Write: Pearce, Rhianra, Warren Road, Liverpool, 23. [8966

AUSTIN NIPPY, aluminium, good condition. Rewired, good tyres. £120, o.n.o. Portsmouth. Box No. H967, MOTOR SPORT, 15, City Road, E.C.1. [8967

FORD TEN, open. Twin S.U.s, Davis "banana" manifold, h.c. head, Aquaplane springs, guides. Excellent hood, screens, tyres. Electric dual wipers. Vintage Bentley wanted. Jones, 107, Mill Road, Fareham, Hants. [8969

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ROLLS-ROYCE 21.6 (1928), Ch. No. GUJ 72, enclosed foursome drophead by Gurney Nutting. Less than 10,000 miles since extensive mechanical overhaul by well-known R.-R. concessionaires, including rebore, pistons, crankshaft, etc. The gearbox and transmission was at the same time completely stripped and rebuilt. Complete with P.100s, passlights, disc wheels, excellent tyres, new batteries, etc., this is a distinctively vintage Rolls Twenty of not inconsiderable character. It is a particularly outstanding example of what was widely imitated but rarely equalled—and still remains, quite inimitably, "Rolls-Royce."

£385

ROLLS-ROYCE 20/25 (1930), Ch. No. GDP 8, owner-driver touring saloon by H. J. Mulliner. Two owners only since new. The original owner, a world-renowned medico, drove this 20/25 for 21 years before disposing of it in 1951, to a gentleman whose chauffeur has since driven and maintained it, until its acquisition by us. Unblemished, original, and in quite unique condition for this vintage, with a complete R.-R. history—six new Dunlops and a new battery. R.-R. specialist-serviced this month.

£365

A choice of three similar models will be available during the present month at varying dates and prices.

ROLLS-ROYCE 20/25 (1933) sports drophead by H. J. Mulliner. Available in the second week of August. Details upon request.

£450

or thereabouts.

BENTLEY 4½-LITRE (1928) Vanden Plas tourer with full weather equipment. Not yet run-in since complete rebuild by notable Bentley specialists. New tyres and battery—unblemished coachwork. Wealthy enthusiast-maintained and truly representative of the now legendary four-and-a-half. We shall be pleased to forward further details upon request.

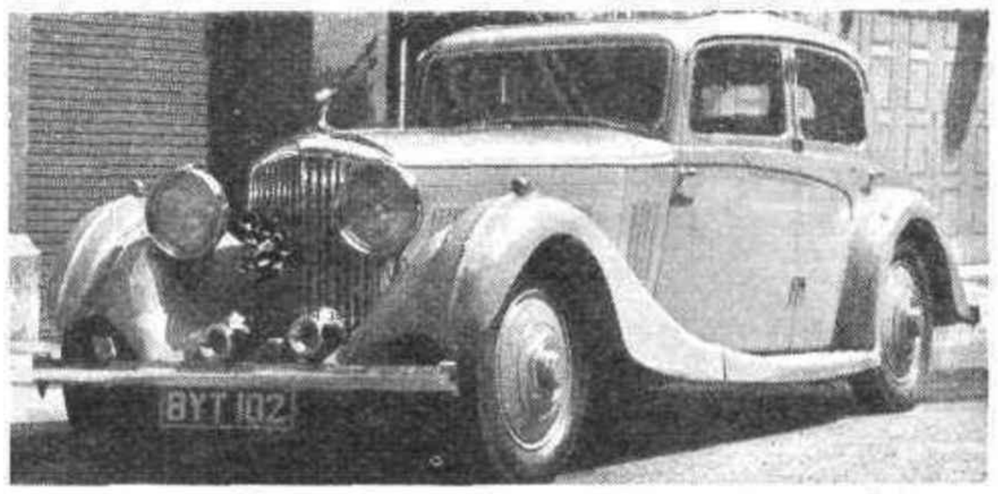
£325

DAIMLER 2½-LITRE (1940) sports saloon. One owner and 14,000 miles only from delivery. Stored professionally and not taxed or used since 1945. Available the second week of August when an extensive service will have been completed by a Daimler specialist.

£575

JAGUAR 100 (1940) 3½-LITRE, fitted rebuilt works engine (1951). White. Reasonably rapid. Fitted many useless extras, including inaudible H.M.V. radio, heater, two brake efficiency indicators, inclinometer, swivel passlights, screen sprayers, a ship's siren and a long cord, passed through a hole in the dashboard, which when pulled causes raucous cries of "**Cuckoo**" to emanate from under the scuttle and be directed, one assumes, at the driver. These and divers other completely imbecilic non-essentials are included, together with five new tyres, in the sale.

£375



ROLLS-BENTLEY 3½-LITRE (1935), Ch. No. B/181/DK, close-coupled sports saloon with ride-control by Salmon-Tickford. Individual contemporary coachwork on a faultless chassis with a complete history. Particulars of a recent and very comprehensive mechanical rebuild are available but somewhat too detailed to publish. In French-grey and completely immaculate throughout, this particular Bentley is an ever-compelling example of British pre-war craftsmanship at its incomparable best, and the general condition of this 3½ will not be disparaged by even the most discriminating of Bentley enthusiasts. It is offered as one of the most delightful examples of this marque that it has yet been our good fortune to acquire.

£725

A CHOICE OF TWO FURTHER 3½-LITRE 1935/6 SPORTS SALOONS will be available in the early part of August. One by Thrupp and Maberly and the other a Freestone and Webb. Details upon request.

ROLLS-ROYCE PHANTOM I (1929), Ch. No. KR 71, sedanca-de-ville by Barker. One of six R.-R.s from the stable of the late Lord Rothermere and latterly the property of another distinguished peer. Bills are held for £585, expended with Messrs. R.-R. concessionaires since late 1947. Excellent tyres, two new spares. This particular Phantom has very evidently been maintained quite regardless of cost and is by any standards a very fine Rolls-Royce. Owing to the present exorbitant price of petrol it is offered at a price completely disproportionate to its actual value and at a mere fraction of its original cost.

£225

ROLLS-ROYCE 21.6 (1929) REPLICA 3-position drophead by Compton (1940). The general outward condition is well above average and embodies a number of modifications and additional features, including radio, heater, Mellotone horns, large instruments, built-in jacks, P.100s, twin passlights and 19-in. wheels and discs. The history, however, is obscure and the past owners many and varied. A moderate thirst for oil is apparent and there is a marked hesitancy in stopping at over 30 m.p.h. A new battery and five new Goodyears are fitted. Taken in part-exchange last month, we must, in fairness, point out that the application of *caveat emptor* is indicated in the purchase of this Replica and we regret that we can, therefore, offer *no warranty*.

£350

or thereabouts.

ROLLS-ROYCE PHANTOM I (first registered 1937), Ch. No. 119 RC, Gurney Nutting Continental tourer. Owing to an error this was inadvertently described as a Continental Phantom II in last month's issue, and we must thank those many very keen readers of *Motor Sport* who have taken the trouble to point this out to us. We have now acquired this magnificent touring Rolls-Royce and it is available for inspection and trial.

£325

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FOR SALE—*continued*

LAGONDA 2-LITRE, 1932, Speed Model, now unblown, 4-seater tourer, in very good condition. £200 spent recent overhauls. 26 m.p.g. £250, sell or exchange for more suitable family car. Box No. H185, MOTOR SPORT, 15, City Road, E.C.1. [9185

MORRIS MINOR 2-seater, 1934 (side valve). Splendid condition, good hood, tyres, new battery. £75. 12, Dalmeny Road, Carshalton, Surrey. Tel.: Wallington 5650. [9186

RUDGE 42-mm. WHEELS, fitted 16 by 600 tyres and tubes, suit Frazer-Nash, etc., £7 10s. pair. 134, Park Lane, Hayes, Middlesex. [9187

RILEY NINE "PLUS" MONACO, 1931. Sound metal body, completely reconditioned engine. New batteries, carburetter, magneto, etc. Reconditioned electrics and axles. Sound in all respects. £85. Kingdon, 26, Marden Avenue, Hayes, Bromley, Kent. [9188

TALBOT, 1934, 75 MODEL, 18 H.P. Coachbuilt Darracq sports saloon. Car has done only 7,000 miles since complete rebuild costing £250, bills shown. Both chassis and body are in excellent condition apart from damaged front axle, off-side spring, front wing, screen, sustained in recent accident. £55, or near offer. All necessary spares can be obtained. Owner can deliver if required. Seen any time by appointment. H. Foulds, Gaddesby Lane, Frisby-on-Wreake, near Melton Mowbray, Leics. Tel.: Syston 86268. [9189

RILEY NINE engine and gearbox, *circa* 1928, almost complete; new Tanco rings. Also spare cylinder head, crankshaft, etc. Modified Austin Seven chassis with wheels, axles, etc. Austin Seven, 1930, crankcase and crankshaft and clutch components. Chevrolet cylinder head c.w. valves. Roots-type supercharger, suitable 1,100 c.c. Offers for whole or part. Royce, Wellow House, Newark. [9190

ALVIS 12/50 TJ, 1932, Atlantic saloon. Excellent condition. £130. Exchange tourer, Alvis, Railton, etc. Tel.: Dyer, Bristol 67013. [9191

LAGONDA, 1934, 16/80 2-door 4-seater tourer. Exceptional condition throughout. Repainted. New hood, screens, carpets, tyres; rewired. Many extras, flamethrower, twin windtones. Outstanding example of this popular model. £250. Consider exchanges, terms. Eastbrook Motor Services, George Street, Bradford. Tel.: 29276. [9192

1931 12/60 "BEETLEBACK." Excellent condition, tyres. Taxed year. Maintained by enthusiast seeking another with four seats. £160 or nearest. Cooper, Streetfield, Thursley, Surrey. Tel.: Elstead 2114. [9193

DISMANTLING 1932 SUNBEAM 23.8, all spares available. Also V8 Cadillac engine and gearbox complete. Fielding, Lerry Garage, Talybont, Cards. Tel.: 79. [9194

1923 STANDARD tourer, 12 h.p., excellent engine, reliable. £50. Tel.: Barefoot, TIDeway 2876, evenings. [9195

WELFORD BROS. FOR RILEY SPARES—SERVICE. Largest and most comprehensive stocks of new and used spares in the Midlands. Welford Bros., Opal Street, Leicester. Tel.: 65903. [9196

NEW REPLACEMENT RILEY: Valves, 11s.; guides, 5s.; valve springs: single, 10s. 6d. set, double, 20s. set. Damper springs, 3s. pair. Tappet locking screws, 4s. doz. Gaskets, 17s. set. Kingpins and bushes, 70s. set. Speedometer cables, 26s. complete. Brake cables, 19s. 6d. Standard and high-compression pistons for all models including Sprite. Timing gears for 1932 onwards. Service exchange brake shoes, clutch plates, B.T.H. magnetos, dynamos, 12/4 oil pumps. Complete overhauls, cylinder boring and sleeving and all general repairs. Addressed envelope with all inquiries, please. Welford Bros., Opal Street, Leicester. Tel.: 65903. [9197

FORD V8 30-H.P. engine and gearbox, complete electrics, manifold, carburetter, water pumps. Good sound condition, can be seen running. £43. Dobson, Ryecroft Factory, Stapleford, Notts. [9198

ALFA-ROMEO 1,750 coupé (unblown), 1930. Sound condition body, engine. Family increase necessitates replacement. 22 m.p.g. £175. Tel.: Welbeck 8834, evenings/weekends. [9199

EXECUTOR'S SALE. Hispano-Suiza, Boulogne coupé, 1924, 45 h.p. Hispano-Suiza coupé, black with hide upholstery, 1933, 75 h.p.; French registration, now in Paris; immaculate. Sunbeam, green, 26-h.p. saloon; good condition, 1932. H. J. Mulliner coupé body for Continental Phantom II, excellent condition. Offers invited. Box No. H201, MOTOR SPORT, 15, City Road, E.C.1. [9201

RILEY GAMECOCK, £125. Very good runner, good condition, good tyres. Just toured France. Telephone for appointment, either HOP 2571 or UPL 9014. [9202

M.G. J2, 1933. First-class mechanical condition; £150 overhaul this year (bills available). New engine, crown-wheel and pinion. Tyres, springs and steering not yet run-in. £160. Box No. H203, MOTOR SPORT, 15, City Road, E.C.1. [9203

1932 TALBOT 90 tourer, manual box. In really beautiful condition. Many spares. Best offer secures. Mason, 21, Baber Drive, Feltham, Middlesex. [9205

FOR SALE—*continued*

HORNET, 1931, 2-seater, £50. Quite exciting! Taxed and insured. 35, Hayeswood Avenue, Hayes, Kent. Tel.: Hurstway 1828. [9206

G.P. BUGATTI, TYPE 37, 1½-LITRE. Road equipped. £300. Chorley, Webb's Heath, Warmley, near Bristol. [9207

RILEY KESTREL TWELVE saloon (1936). Taxed year. Seen London. £275. No dealers. Box No. H208, MOTOR SPORT, 15, City Road, E.C.1. [9208

RILEY open sports 12/6, 4-seater. Scintilla. Recent bills £110. Well shod. Sound weatherproofing, excellent condition all round. £225. Box No. H209, MOTOR SPORT, 15, City Road, E.C.1. [9209

LEA-FRANCIS HYPER, twin carburetters. £60 just spent on engine, new magneto, etc. Excellent condition. Owner posted overseas. First offer near £145. 188, Baslow Road, Totley. [9210

PAIR LUCAS WINDTONES, 50s. Set "Tygan" seat covers off 1952 Prefect, £5. Set "Ace" wheel discs, 21 in. Good 16, 18, 19, 20-in. tyres. Good miscellaneous magnetos, Lea-Francis half-shaft, etc. Good Morris Minor s.v. 2-seater, £65. Millend Hotel, Chagford, Devonshire. [9211

1949 FORD TEN SPECIAL, professionally-built body, costing £350. Very fast, good mechanically. £175. Tel.: Felixstowe 737. [9212

N-TYPE M.G. chassis complete with radiator, front wings, lamps, bulkhead, steering, good engine, gearbox and tyres, £65. "K" and "J" cranks and cylinder heads. 18 in. and 19-in. wheels, £3. Twin spare adapter, £2. Lucas magneto, £3 10s. Wanted: 8-36 straight-tooth c.w.p. for Q-type. C. H. Foster, Manor Road, Sealand, near Chester [9213

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M.G. TD, October, 1951. Immaculate. Radio, rimbellishers; 16,300 miles; perfect condition. £600. M.G. Magnette NA, 1936, 2-seater. 1953 condition in every detail; owned by reverend gentleman since 1938. £300. Alvis Speed Twenty 2-door saloon; a very attractive car; wheels rebuilt to 17 in. with new tyres and tubes. £165. 6, Palmeira Avenue, Tel.: Hove 35438. [9214

SUPERCHARGER BARGAINS (ex-R.A.F.). Cabin blowers (Roots-Marshall Mark 12), in new, unused condition. 2-in. inlet and discharge ports, with manifolds fitted; suitable 8 to 12 h.p.; £15 each, packed and carriage paid. C.W.O. Also complete sets of castings and sundry fittings, pulleys, boost gauges, V-belts, etc., to convert to standard appearance of Marshall installations for most popular types of cars (cheap). Parkes Autos, The Buckholt, near Monmouth (Wales). [9218

12-VOLT DYNAMOS, C.A.V., clockwise, A.V.C. type (new condition), with mounting brackets, suit most makes, £3 10s. Ford V8 Lucas 8-cylinder magnetos (almost new), £4. Brand new boost gauges, luminous dial, calibrated —8 to +16 or —8 to +24 lb., complete with capillary tubing, 12s. 6d. each. All prices include carriage and packing. Send C.W.O. to: Parkes Autos, Buckholt, near Monmouth. [9220

MORRIS MINOR, 1934, 2-seater tourer. Lockheeds, sleeved engine; back main rumbles slightly, body excellent. £80, o.n.o. Stony Chewton, Holtspur Close, Beaconsfield, Bucks. [9222

RILEY 1½-LITRE saloon, 1933. Fitted Cozette supercharger. Condition and performance good. £215. Maclean, 11, Broxbourne Avenue, E.18. [9223

TO FIT P OR J-TYPE M.G.—Complete supercharger installation and water pump. No reasonable offer refused. Nicholson, Frogrove Cottage, Woodstreet, Guildford. [9224

LAGONDA 4½, black 2-door sports saloon. 1934 chassis, 1936 L.G.45 engine, fitted last winter, Davies Motors. Appearance and mechanical condition excellent, including new Exides, Andre telecontrols, vacuum servo braking, dual ignition. Nearest £260, or exchange 4½ drophead or tourer. Tel.: Hartley Wintney 213. [9225

FOR SALE—*continued*

SINGER NINE sports 4-seater, 1933. Good condition. Spare block and pistons included. £100, o.n.o. 13, Falconwood Avenue, Welling, Kent. Weekends or after 7 p.m. [9226

RILEY MONACO, 1933, crash box, twin S.U.s, economical, very sound throughout. After 15.8.53. £140. Wilkinson, 61, Rowan Road, Sutton Coldfield. [9227

A 750-c.c. SPECIAL. Singer chassis, streamlined, aluminium body. Good order. Cheap for quick sale. Trevone, Quayside Road, Bitterne Manor, Southampton. [9229

HUMBER, 1926, 12-H.P. 4-seater tourer, in good working order. £50. Evershed, Coneyhurst, Hambledon Road, Godalming. Tel.: 1960. [9230

ALFA-ROMEO, ZAGATO 1,750-c.c. blown 2-seater. First-class condition throughout. New hood, tonneau, batteries, tyres. £430. Write: "Ashpools," Northall, Dunstable. [9231

1940 M.G. TB MIDGET. B.R.G. Reconditioned throughout. Radio, tonneau, spot and fog-lamps, windtones and Altette. Splendid performance. Showroom condition. Bargain nearest £360. 80, Aragon Road, Morden, Surrey. Tel.: Derwent 3908. [9232

TALBOT 105, 1937, saloon. Engine recently overhauled. New car being delivered. Consider exchange for small car as second string. Box No. H233, MOTOR SPORT, 15, City Road, E.C.1. [9233

XK120, 1951. One fastidious owner. Immaculate condition, sound mechanically. Radio, heater, spotlight, chrome luggage grid, trickle-charger screen clean, extra set of part-worn tyres, no competitions. Recellulosed racing green 1952; fawn upholstery. Taxed end of year. Mileage 24,000. £1,200. Mitchell, Tel.: City 3606, Oxted 150. [9234

LAGONDA 16/80 tourer. Complete engine and gearbox overhaul 1,500 miles ago. Resprayed, new hood, tonneau. Truly immaculate. Above average performance. Owner now driving Rapide. Sacrifice at £265. Tel.: Woodward, Park 5095. [9259

ALVIS FIREFLY saloon, 1933. Green. Rebuilt last year. Good tyres. Box No. H235, MOTOR SPORT, 15, City Road, E.C.1. [9235

BENTLEY 4½-LITRE 4-seater, V.D.P. tourer; aluminium body, wind-up side windows. New hood, clutch, Bosch starter. Maintained by MacKenzie. First registered 1937. Chassis No. RC 45. Genuine 68,500. £525, or near offer. Wingate, The Catherine Wheel, Newbury, Berks. [9236

CADILLAC V8 engine, gearbox, all accessories, £40, o.n.o. Breaking Ford V8, 22 h.p., all parts clean. Farmer, 10, Delamere Road, Portsmouth. [9238

AUBURN roadster, fitted 14.9 Ford. Rebuilt throughout. Excellent performance. Looks and reliability. £90, drive away. 90, Gosterwood Street, London, S.E.8. [9239

M.G. J2. Engine, gearbox, clutch, brakes, steering, dynamo reconditioned; battery renewed; all in last year. Hood and tyres sound. Good-looker in grey with maroon wings. Goes well. £150. Crane, 62, Cranbury Road, Fulham. [9240

BUGATTI TYPE 57 sports saloon, 3.3 twin o.h.c. Superb condition. Offers. Wallace, 27, Thaxted Way, Waltham Abbey. Tel.: Waltham Cross 2133, after 7.30. [9241

£35, O.N.O.—Vintage Singer Senior, 1927, 2-seater, dickey. Goes well, body good, hood a bit shot at. Tel.: Radlett (Herts) 6220. [9242

RILEY MONACO, 1934. Preselector, sound. Nearest £120. 25, Nethercourt Avenue, Finchley, N.3. [9243

RILEY NINE, 1929, breaking. All spares available, all in good condition. New lamps, new battery. Mr. L. Boxall, 159, Streatham Vale, Streatham, S.W.16. [9244

B.S.A. SCOUT, 1935, 2-seater. Overhauled, resprayed. £130, o.n.o. Tel.: POLlards 6480. [9245

ROLLS TWENTY Hooper saloon. Good condition. £190, o.n.o. Anderson, 51a, Netherhall Gardens, Hampstead, N.W.3. [9246

MORRIS EIGHT 2-seater, 1935. Excellent condition, windtones, etc. £125, o.n.o. Exchange saloon. Box No. H247, MOTOR SPORT, 15, City Road, E.C.1. [9247

FRAZER-NASH-B.M.W., TYPE 45, convertible saloon, 3.9 axle. £190. Cobb, Technical Staff Mess, R.A.E., Farnborough. [9249

FIAT 509A, 1929, SWALLOW saloon. Good mechanical condition, new tyres, body needs repairs. Also most spares from two others. For details write to Wasey, New Bungalow, The Common, Patchway, Bristol. [9253

ALLARD, semi razor-edge, pillarless, sports saloon. Perfect condition, fast and reliable. Fitted many extras, including latest type grille and P.700 lighting. An exclusive and elegant vehicle at the very reasonable price of £485. Eccleston, 47, Warstone Lane, Birmingham, 18. Tel.: CEN 6220, after 7 p.m. ACO 1028. [9254

AMILCAR, 1927, fitted with M.G. 8-h.p. engine, well shod. £50, o.n.o. Neal, 106, Squirrels Heath Lane, Hornchurch. [9255

Vintage Autos of England

Proprietor : **JACK BOND**, A.M.Inst.B.E.

Run by an Enthusiast for the Enthusiast

ALVIS 4.3, 1937. This car is fitted with very attractive 2/4-seater D.H. coupe coachwork. It has a disappearing hood and fold-flat screen and the total mileage is believed to be only 46,000. In beautiful condition throughout **£385**

ALVIS Speed Twenty, 1934, sportsman saloon by Charlesworth. Over £200 has been spent on its mechanical reconditioning in the last 18 months. Fitted five new tyres, new batteries, etc. **£225**

ALVIS 16.9, 1936, D.H. coupe. Original paintwork, excellent tyres, and very good mechanical nick **£250**

ALFA-ROMEO 17/50 foursome D.H. coupe. This car has had a complete engine rebuild six months ago by an Alfa specialist. Fitted outside exhaust. Fast and economical **£285**

BUGATTI 2-litre, 1929. Fitted with attractive open 4-seater coachwork by the Wilton Carriage Co. We have just resprayed it Bugatti-blue and completely rewired it throughout. All original instruments working, five new tyres, batteries, new front seats **£265**

BENTLEY, 1926, 3-litre Red Label 4-seater tourer by V.D.P. The engine was rebuilt about three years ago and we are now fitting a new starter motor. Paintwork fair, upholstery original but horrible. Just fitted new hood bag and tonneau **£195**

ASTON MARTIN 12-h.p., 1938, sportsman saloon. Engine now being checked over in our works. Five excellent tyres, etc. **£145**

ESSEX 20-h.p. tourer, 1921 (seats five, standing room for 10). This car is reputed to have raced at Brooklands and is fitted i.f.s. and detachable doors. It is very potent, and very good mechanically and bodily except that the flywheel needs attention. This would make an ideal car for a pub crawl but not recommended as ideal transport for the wife unless she has a good sense of humour. **£29** or exchanged for anything useful.

INVICTA 3-litre, 1934. Rebuilt with attractive new open 4-seater coachwork by Corsica in 1947. Fitted with a very imposing dash with hosts of large instruments on it. Now being resprayed in our works **£225**

INVICTA 4½-litre, 1934, 100-m.p.h., low-chassis 4-seater tourer. This car has recently been extensively overhauled, gearbox reconditioned, etc., and is in very fine all-round condition. Fitted excellent hood and side-curtains, fold-flat screen, outside exhaust. Goes like a weekend in Paris **£325**

LAGONDA 2-litre, 1930, low-chassis sportsman saloon. About £300 has been spent on it in the last two or three years in its mechanical renovation. Excellent all-round original coachwork ... **£185**

LAGONDA 3-litre, 1932, sportsman saloon. Some £500 has been spent on its mechanical restoration in the last four years. Interior and paintwork are in very fine original condition. Goes like a romantic half-hour **£195**

LAGONDA 16/80, 1933, open 2-seater. Rebuilt last year with new coachwork, etc. **£225**

LAGONDA 4½-litre, 1934, sportsman saloon. Ideal car for those who like performance in comfort. Excellent mechanically and clean interior; 20 m.p.g. on the run (if you run half way there !) **£185**

LANCIA Dilambda, 1932, short-chassis, 9th series sportsman saloon. This car had one owner until last year and is in very fine original condition. We are now relining the clutch and checking engine ... **£185**

MERCEDES 12-h.p., 1936, saloon. This is one of the rare and much-sought-after rear-engine Mercs., and is believed to be one of only two in this country. Recently resprayed and in excellent condition ... **£335**

MERCEDES 2-litre, 1936, D.H. coupe. In the last year the engine has been rebored and new crown-wheel and pinion fitted. Just resprayed and 24-m.p.g. Ideal car for the girl friend who likes her boy friend to have that Continental touch ! **£250**

MERCEDES 2.3, 1937, sportsman saloon. Recent engine rebuild by Mercedes and whole car in tip-top condition **£365**

MERCEDES 500K, 1935, ex-Queen of Sheba. Fitted with attractive 1939 open 4-seater coachwork. Resprayed, rechromed, etc. Two free tickets to the "Beggar's Opera on Ice" given with this car **£485**

RILEY Sixteen, 1936, 4-seater tourer. Excellent paintwork, hood and side-curtains. Five new tyres **£265**

RILEY Nine Gamecock 2-seater. £200 has been spent on the rejuvenation of the mechanical side of this car in the last 12 months and it is far above average condition in every way. Taxed year ... **£195**

RILEY 12.4, 1½-litre, 1935, Kestrel sportsman saloon. Recent engine, crank and gearbox overhaul. Excellent tyres, etc. New carburetter ... **£195**

ROVER Speed Twenty 4-seater tourer. Engine just rebuilt by Rovers and not yet run-in. We have just relined the clutch. This is a very fast car with very imposing coachwork and is the ideal motor for those who like economical transport with comfort and distinctive looks **£325**

SUNBEAM 3-litre 4-seater tourer. We have just reconditioned the gearbox, and the whole car is in exceptionally fine original condition **£185**

SUNBEAM Sixteen, 1935, roadster. Brakes just relined and fitted new hood and side-curtains. Good tyres, etc. **£125**

WOLSELEY Eleven 2-seater fixed-head coupe. First registered 1922 but believed earlier. This little gem has been restored as new and looks like a sedan chair on wheels. Ex-Sultan of Moscow ... **£150**

We always have an ever-changing selection of good pre-war Rolls in stock.

1930 ROLLS Twenty-five owner-driver saloon. Clean paintwork and good tyres and in excellent mechanical condition. Taxed year **£285**

1933/4 ROLLS Twenty-five saloon by Wendover. Black with chrome waistline. This car is spotless inside and out **£475**

1936 ROLLS Twenty-five, fitted very attractive sedanca de ville coachwork by Gurney Nutting. £500 has been spent on this Rolls in the last 18 months bringing it to mechanical perfection **£785**

ROLLS Silver Ghost chassis, complete and in tip-top mechanical condition. Five new tyres, rewired, etc. **£50**

Another, as above but fitted with rather smart 2-seater coachwork **£85**

We have just driven both of these cars down from the North of England and their mechanical condition is really spot-on.

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BENTLEY 3-litre, 1928, saloon. A lot of hard cash and man-hours have been spent on this grand old girl in the last few years ... **£175**

CROSSLEY, 1932, 10-h.p. saloon. Clean interior and engine recently reconditioned ... **£95**

DAIMLER Fifteen saloon, 1933. Now being resprayed in our works. Five new tyres, etc. **£145**

LAGONDA 2-litre tourer, 1928. Engine recently rebuilt and new dash and instruments fitted. All history of this Lag. available **£145**

LAGONDA 16/80, 1933, sportsman saloon. Just resprayed and fitted five new tyres and batteries **£185**

M.G. J2, 1934, 2-seater. Very clean inside and out **£175**

M.G. MAGNETTE 2-seater, 1933. Recently overhauled and repainted **£145**

MORRIS Minor, 1933, saloon. Fitted oversize tyres. In mint condition, and quite a little showpiece **£135**

MORRIS Cowley 2/4-seater fixed-head coupe, 1930. Just rewired **£55**

MORRIS Cowley Bullnose 4-seater tourer. One owner most of its life. Excellent hood and side-curtains **£85**

O.M. 16-h.p. 4-seater tourer. Recent engine and crank rebuild. Excellent tonneau cover and hood **£95**

RILEY 1½-litre, 1933, Kestrel saloon. Paintwork and interior fair. Mechanically good ... **£95**

RILEY Nine, 1934, Monaco saloon. Exceptionally clean interior and very good paintwork, and is in far above average condition. Five excellent tyres, etc. **£145**

SINGER Nine, 1934, Le Mans 2-seater. Good paintwork and excellent mechanically ... **£165**

TALBOT Fourteen, 1933, 4-door saloon. Recent engine rebuild and fitted manual box **£95**

WOLSELEY HORNET 12-h.p. sportsman saloon. Exceptionally clean interior and paintwork and mechanically "spot-on" ... **£125**

WOLSELEY HORNET 12 h.p. D.H. coupe. Just resprayed, excellent tyres, chromium-plated engine, etc. **£125**

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FOR SALE—*continued*

S.S. 20-H.P., 1935, sports saloon, £125. S. Foster, 1, Freeland Street, Battersea, S.W.11. [9109

8-H.P. DE DION, single-cylinder, 1907. Taxed. Photos. Bacon, 21, Main Road, Seaton, Workington. [9111

MORRIS FIFTEEN tourer, 1930. Good engine; not elegant but provides reliable transport. £40. J. Holland, Bibury, Cirencester, Gloucestershire. [9112

TWO LANCIA DILAMBDAS, one rebuilt, one broken for spares, cost £240, bills shown; £80. Two Talbots, 14/45 models, one broken for spares; £55. Goode, 262, Luton Road, Dunstable, Beds. [9113

RILEY, 1935 model, 1½-litre Falcon. Resprayed sage green, deep green wings. Good chrome and interior. Mechanically sound. Taxed. £175, o.n.o. Bond, Tel.: Larkswood 5029. [9114

ALVIS SPEED TWENTY, Vanden Plas drophead, 1935. Well above average condition. £270. Tel.: Locksheath (Hants) 2333. [9115

SPORTS TOURER. Hillman Minx foursome, 1934, outstanding condition. Attractive modern coachwork, extensively reconditioned mechanically. Economical. Extras. £160. Exchange Ford Ten saloon providing equal condition, cash adjustment later models. Barrett, Barn House, Kirton Skeldyke, Boston. [9116

MORRIS EIGHT SPARES, door, etc. Hillman Fourteen gearbox parts. Minx crown-wheel (new), 16-in. wheel, tyre, front axle. Gallon "R." Various books, MOTOR SPORTS. Benington, The Twitten, Crowborough, Sussex. [9117

RILEY GAMECOCK, carefully restored original condition and presented to wife, who doesn't like it. No expense has been spared. Will part reluctantly at £165. Woodhouse, Springfield, Danby, Yorks. [9118

LAGONDA ENGINE, 2-LITRE, 1932, dismantled; new pistons, believed complete; also gearbox and steering column. Offers. Jerram, The Oval, Oadby, Leicester. [9119

NEAR-COMPLETE SPECIAL. Very potent Austin engine, b.l. cams, divided inlets, V8 carburetter, 4-speed, multi-tubular frame incorporating Austin Seven side-members, double wishbone, i.f.s., new 15-in. tyres, Lockheeds. Suitable 750 Formula. £170, o.n.o. Lincoln, Binfield, Pine Grove, Weybridge. [9121

ALVIS SPEED TWENTY, 1933, 2-door drophead coupé. Resprayed, two new batteries. Taxed. £135, or exchange Riley Nine. 1932 saloon, £35. Four-berth caravan, new, exchange for car. Smith, 10a, Widmore Road, Bromley, Kent. [9122

SINGER 1½-LITRE LE MANS 4-seater, 1937. Over £250 spent within last 250 miles on chassis, gearbox, and engine. Flywheel lightened, rods balanced, compression ratio raised, etc. Telecontrols, manual ignition, etc. New weatherproof equipment. Car in tip-top condition. £275. Wheeler, 92c, Salusbury Road, N.W.6. Tel.: Maida Vale 9712 (evenings). [9123

ROLLS-ROYCE SILVER GHOST, 1924 (U.S.A.); f.w.b. New tourer body, hood. Leather upholstery, repaint. Engine reconditioned. Original instruments. Six tyres good. 15 m.p.g. £125, or exchange 3-litre Bentley. Tel.: HEN 2836, after 7. [9125

ATOM BOMB'S INSPIRATION. Singer Le Mans Nine, 2-seater, late 1935. Counterbalanced crank, ribbed sump. Everything perfect. Black, chrome, new hood, excellent tyres. Absolute reliability. £185. 57, Downs Road, Belmont, Surrey. Tel.: Burgh Heath 1853. [9126

H.R.G., 1948, 1½-LITRE, in first-class condition. New all-weather equipment, paintwork and interior spotless; mechanically perfect and tyres very good. Any trial or examination. £575, o.n.o. J. V. Bowles, Tel.: Epping 2402 (Essex). [9127

1925 3-LITRE RED LABEL BENTLEY with Vanden Plas body, excellent condition. Over £150 spent recently on radiator, engine, clutch, wiring, brakes, etc. Four new tyres. Best offer over £200 for rapid sale. West Hanger Place, Westbrook Road, Godalming, Surrey. [9128

AUSTIN SEVEN 4-seater tourer with hood and sidescreens. Excellent runner. £45. Tel.: Perivale 1861, after 8 p.m. [9103

BOLTING FROM BLONDE. Owner must dispose of following spares: Rolls 20-h.p. engine, gearbox, accessories. Amilcar Surbaisse. Enough to build a car and a half. Hughes, 41, Sidney Road, Rugby. [9129

SIDDELEY SPECIAL, 1935, Vanden Plas swept-tail tourer, spotless condition. £165. 26, Queensgate Mews, S.W.7. [9131

ROLLS-ROYCE 20/25, 1935, limousine, £450. 1933 limousine, £335. 1931 sports saloon, £325. And others. Tel.: Western 5228, before 10 a.m. [9132

1938 WOLSELEY TWENTY-FIVE saloon, fitted Perkins P.6 diesel, good condition. £395, or exchange. McKinlay, Chemist, Glossop. [9133

"SPECIAL." New tubular chassis, 1,185 c.c., suitable trials, rallies, normal use. Inspect Glasgow. Price, region £200. Box No. H134, MOTOR SPORT, 15, City Road, E.C.1. [9134

FOR SALE—*continued*

M.G. M, 1931. Slab tank, fold-flat screen. Enthusiast maintained, in fine condition throughout. Photo. £70. 216, Brunswick Road, Ipswich. [9135

1935 SINGER LE MANS. Repainted. Perfect running order. £90 or offer. Morley, Bay Farm, Ridgeway, Enfield, Middlesex. Tel.: Enfield 1108. [9136

1936 FRAZER-NASH-B.M.W., TYPE 45, 2-door saloon. Good condition. Nearest £200. S.A.E. particulars. Lancs. Box No. H137, MOTOR SPORT, 15, City Road, E.C.1. [9137

£85—ALMOST COMPLETE SPECIAL. Shortened Triumph Gloria chassis, 10-h.p. Coventry Climax 39, M.G. body. Fitted three new tyres. Thompson, 8, Stafford Street, New Mills, Stockport. [9138

M.G., 1939, TB drophead coupé. Black. Chrome. First-class condition. About £345. Apply: P. H. Fry, "Gledstone," Monks Lane, Newbury, Berks. [9139

ASTON MARTIN, MK. II, 4-seater tourer, 1934, excellent condition throughout. Blake, 72, Norton Park View, Sheffield, 8. [9141

EAGLE MASCOT, 11-in. wingspan, hand-chased. Weight approx. 4½ lb. Complete with bracket to fit crossbar of Mercédès. £25. Box No. H142, MOTOR SPORT, 15, City Road, E.C.1. [9142

RILEY NINE MONACO (de luxe). Enthusiast owned. First-class order. 33 m.p.g.; oil negligible. 100 gns. or offer. "Riverdale," Bushy Lea, Ongar, Essex. [9144

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VINTAGE BIANCHI tourer, registered 1930, believed 1928 model. All mechanical parts and body very good. Rewired electrics, Bosch. New hood, clutch, flywheel, sound tyres. Good anchors. 28 m.p.g. Seating six adults at 50 m.p.h. Grainger, Tel.: Valentine 3468, Ilford, Essex. £75. [9146

1934 SUNBEAM 18-H.P. sports saloon. Reconditioned right through and in sound condition. £190 or near. 306, Manchester New Road, Middleton, Lancs. [9147

SPRINT 500-c.c. IOTA J.A.P. Offers or sell as spares. 131, Brandwood Road, Birmingham, 14. [9148

LANCIA APRILIA, June, 1938. This car is one of the finest in the country. Works fitted 1,500-c.c. engine with imported polished head 16,000 miles back. Treated with Nova-Seal since new. The chassis and body are free of rust. Just resprayed. Telecontrols, radio, windtones, twin spots, etc. Taxed year. Quite exceptional performance. Any inspection or trial. £595 or part-exchange saloon. Brown, White Ladies, Woodside Road, Purley, Surrey. Tel.: Uplands 2564. [9149

BENTLEY, 1932. Rare model 4-litre close-coupled sportsman's coupé. Full 5-seater, original and immaculate condition. Mechanically 100 per cent. Polished Ace discs, all tyres practically new, including two spares. Taxed. Virtually one owner. £325, or would consider 10/12 family saloon part-exchange. Cash either way. Tel.: Wareham 2147. [9151

ALVIS SPEED TWENTY, 1934, tourer. Enthusiastically maintained. Whitewell, Osse Field, Appleton, Berks. [9152

FOR SALE—*continued*

SUNBEAM 16.9, 1928, chassis complete, good condition. Downdraught carburetter, high-compression head, minus tyres. Numerous spares, including partially reconditioned engine. Offers. Panhard Levassor 17.9 saloon, needs work; good tyres; £35. Hayward, Snowford Crest, Long Itchington. [9153

AUSTIN SEVEN. Good engine, transmission, starter, tyres, battery, etc. Saloon section of fabric body removed. Spare wheel and seats are poor, otherwise good condition. Suit someone prepared to add body. £18. Cundall, 21, Milner Road, Ravensbury Park, Morden, Surrey. [9155

A.C., 1936, 2-LITRE coupé. Good condition. Nearest £130, exchange smaller car. Brooks, 12, Alington Road, Bournemouth. [9156

1934 LE MANS ASTON MARTIN. Mechanically good, body fair. £265. 14, Allison Avenue, Gillingham (Tel.: 59102), Kent. [9157

1934 RAILTON 29-H.P., 20 m.p.g., mechanically sound; body excellent inside and out. Needs two new tyres. Offers please, owner going abroad. F/Lt. D. Hankins, No. 8 O.M.Q., R.A.F., Abingdon, Berks. [9159

ALVIS 14/75, 1928, tourer, in excellent mechanical order. Paintwork and interior are in first-class condition. £75, o.n.o. Jackson, 22, Douglas Avenue, Newcastle-on-Tyne, 3. Tel.: 53322. [9160

LAGONDA RAPIER, 1935, tourer. Fair condition. New hood, side curtains, battery and brake linings. Box No. H161, MOTOR SPORT, 15, City Road, E.C.1. [9161

RILEY KESTREL 12/6, 1933. Good condition throughout. £100. Exchange considered. Tel.: Bexleyheath 7367, 24, Baldwyn's Park, Bexley, Kent. [9163

B.M.W.-FRAZER-NASH 319/2, 1936, D.H. coupé. Engine just run-in, suspension overhauled; 27 m.p.g. Bodywork excellent. £225, o.n.o. Shaw, Lower Basildon, Berks. [9164

£330—M.G. TA 2-seater, 1939. Maroon. In good order. Five excellent tyres for oversize wheels. Windtones, Notek lamp, Bluemel Brooklands steering wheel. New hood ordered. Genuine reason for sale. Further details genuine inquiries. Jackson, 148, St. Peter's Square, Hereford. [9165

ASTON MARTIN INTERNATIONAL, fitted 4ED Meadows engine. Resprayed green. Tonneau, hood. £185, or exchange similar sports saloon. 9, Ravenscroft Road, Birkenhead. Tel.: Birkenhead 3283. [9166

RILEY KESTREL 12/6, 1934. Special series engine, triple S.U.s, Armstrong preselector, instruction manual, excellent tyres. Above average condition. £125. 46, St. George's Crescent, Cippenham, Slough. [9167

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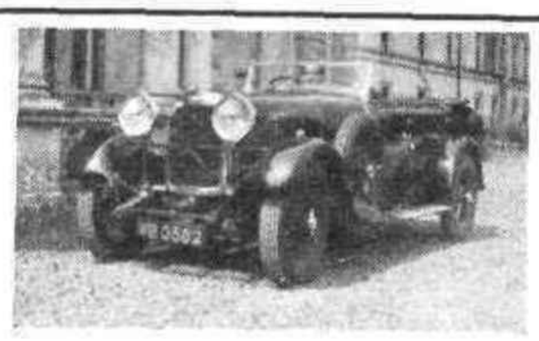
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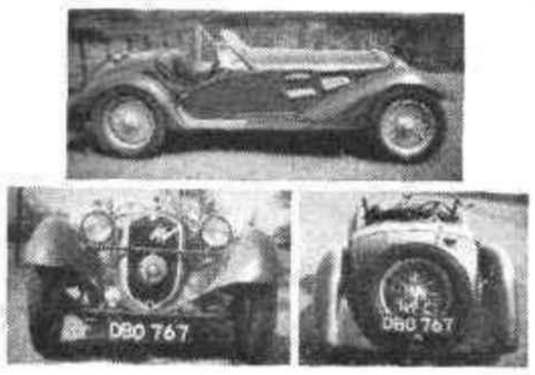
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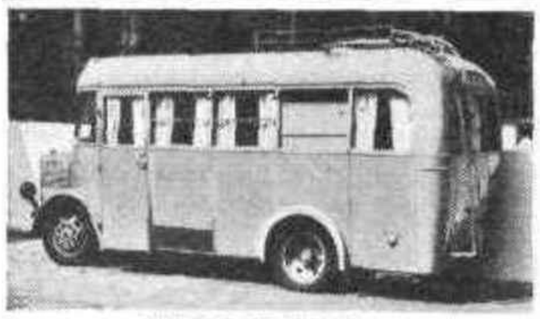
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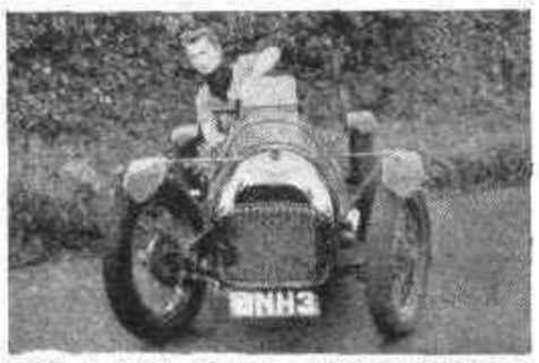
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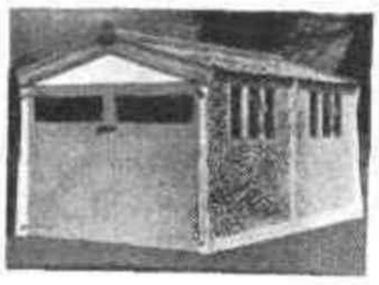


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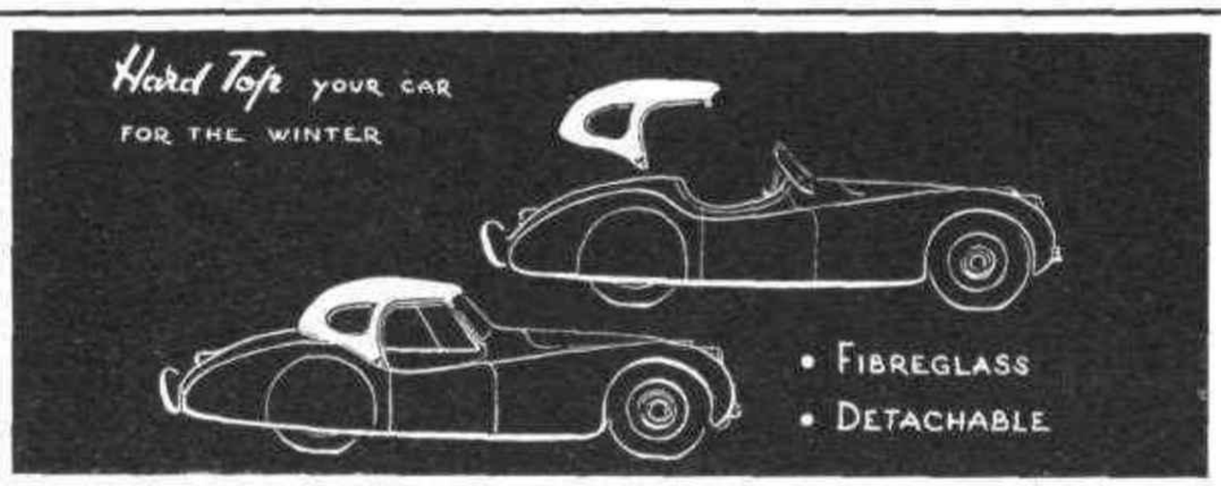
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RAILTON, 1936, saloon, grey. Lovely looking car. Offers around £110. London. Tel.: Clissold 4608. [9293

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SUNBEAM TWENTY, 1929, coachbuilt drophead coupé body. Carriage non-runner but would separate for spares. Two good 6.00 by 21 and 5.25 by 21 tyres. Waveney, Conyer, Teynham, Kent. [9302

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ROLLS TWENTY, 1926, 4-wheel brakes, 4-speed box, 20 m.p.g. Good tyres, good battery. Any test. Offers to Smith, Belmont Villa, Belmont Road, Tiverton, Devon. [9007

BENTLEY 3-LITRE, 1926, 2/3-seater. Large sump. New body 1948. B.R.G. Engine overhauled 1953. Immaculate condition. Full weather equipment. £375. Brook, Flat 2, Cranford Hall, near Kettering. Tel.: Cranford 253. [9008

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LEA-FRANCIS 12.22 tourer, 1926. Engine completely rebuilt and good for another 27 years. Sound throughout, four new Dunlops, new batteries, taxed, insured. All reasonable offers considered; money wanted for honeymoon. Wyard, 37, Dunoon Road, S.E.23. Tel.: FOR 2877. [9014

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4-LITRE BENTLEY, 1932, fitted modern all-enveloping open body. Excellent mechanically. Requires interior trimming. Offers, or exchange smaller car. Flt. Lt. Wilson, R.A.F., White Waltham, Maidenhead. [9016

10-H.P. LAGONDA. Crankshaft reground, rebored, pistons, etc., etc. Not yet run-in. Recellulosed, reupholstered, etc. In fact, apart from the hood, which, however, is quite sound, this is like a new car. £260. View anywhere by appointment. North Lodge, Swillington, near Leeds. Tel.: Garforth. 2745. [9020

FOR SALE—*continued*

FIAT 1,100 SPECIAL; 2-seater built 1949 for high-speed touring and sports-car racing; Laystall balanced crank, rods and flywheel; Gordini pistons; o.s. KE965 valves, special racing manifold and large S.U. giving over 90 m.p.h. on top, 36 m.p.g. driven hard; 0 to 60 m.p.h., 13 sec.; superb roadholding; fully equipped, fold-flat screen, hood, tonneau, tool kit; lightweight body not unlike XK120; an ideal dual-purpose car; 8,000 miles since new; £575, exchange considered. Derrington, 159-161, London Road, Kingston-on-Thames. Tel.: 5621/2. [9316

FIAT 509 8-H.P., o.h.c., Swallow saloon and open tourer, £25 each; slightly faulty, would dismember for spares. Ford V8 engine and distributor, 30 h.p., running order, £20; 22-h.p. ditto, £10. Pair aluminium cylinder heads, high-compression 18-stud copperised faces, £12 10s. J2 engine, completely rebuilt, new camshaft, dynamo, £75 or exchange. 2-litre SA M.G. engine, complete, carburetters, manifolds, distributor, starter, dynamo; recently works reconditioned; £75. Many other SA spares. J4 engine, unused since built for world's records and Zoller supercharger, £100. J4 fully balanced racing crankshaft, perfect, unbreakable in a J2, £35. P and Magnette engine, adapted belt drive dynamo, £50. Large selection wings, instruments, lamps, horns, Scintilla Vertex, spanners of every type. Pay a visit to our showrooms and inspect thousands of interesting items. Derrington, 159-161, London Road, Kingston. Tel.: 5621/2. [9316A

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WANTED

M.G. K-TYPE front axle beam. S. Grimes, Glendale, Ascot, Berks. [8753

RADIATOR. Sound condition. 16.9 Alvis, 1929. Wright, 22a, St. David's Avenue, Bexhill. [8821

WANTED—*continued*

3-LITRE VINTAGE BENTLEY 4-seater tourer in good mechanical condition. Cheap. Gathergood, School House, Flixton, Bungay, Suffolk. [8809

RILEY NINE, 1934, rear axle, crown-wheel and pinion. 4.5-1 ratio. Also road wheel, knock-on hub with 19-in. rim. Market Garage, Taunton. [8817

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LANCHESTER FOURTEEN Monoblock engine or block. Short, Pryor Close, Abbots Langley, Watford. [8829

KLAXON "JERICHO" HORN. Condon, Apple Tree Cottage, East Grimstead, near Salisbury. [8830

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4-SEATER D/H preferably Talbot Ten. Excellent condition. R.A.C. inspection required. Stanley, 25, Manor Road, Bletchley. [8845

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SPARES. 1899 Benz, International, Star. 1903/4, Argyle gearbox by Hozier Engineering, Glasgow. Body, any veteran cars or spares. Davis, Pattenden Burgess Hill, Sussex. Tel.: 2038. [8888

LANCIA AUGUSTA D.H.C. Good price for genuine example. Tel.: Eccles (Lancs.) 1027. [8906

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WANTED—*continued*

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RILEY NINE 1932 INSTRUCTION BOOK. Alvis 1932 Silver Eagle gearbox. Box No. H964, MOTOR SPORT, 15, City Road, E.C.1. [8964

LANCASHIRE ENTHUSIAST very keen to buy genuine 1936 Kestrel Nine. Box No. H977, MOTOR SPORT, 15, City Road, E.C.1. [8977

FOR 1½-LITRE LE MANS SINGER, 6-cylinder, induction manifold for triple carburetters; also magneto drive. Box No. H978, MOTOR SPORT, 15, City Road, E.C.1. [8978

FOR EXPERIMENT. Block and head, 1937 DX Vauxhall, 12 h.p. Set of brake backplates. Good condition essential. Reasonable. Haye's, 32, Front Street East, Bedlington, Northumberland. [8982

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BENTLEY SPEED SIX or 8-litre, Rolls or Lagonda tourer or drophead. Would part exchange for my Super Snipe P6 diesel-engined brake. Enderby, Kings Arms Hotel, Swindon. [9028

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FOR 1937 15.9 A.C., gearbox selector fork, Moss gearbox. Also handbook. 130, Ilchester Road, Yeovil, Somerset. [9040

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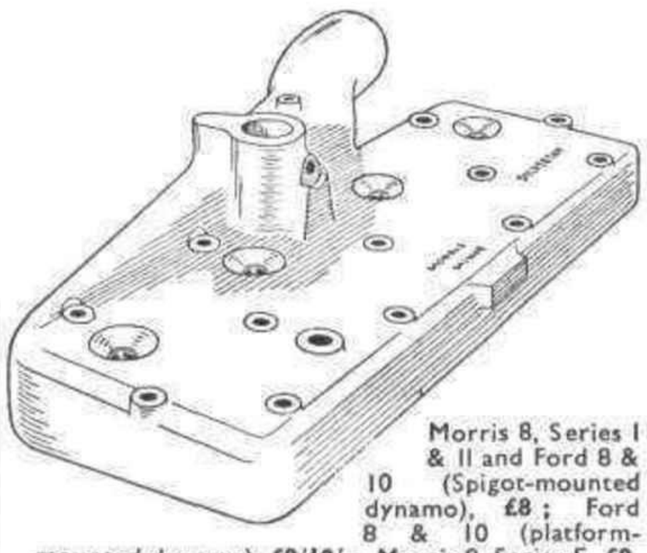
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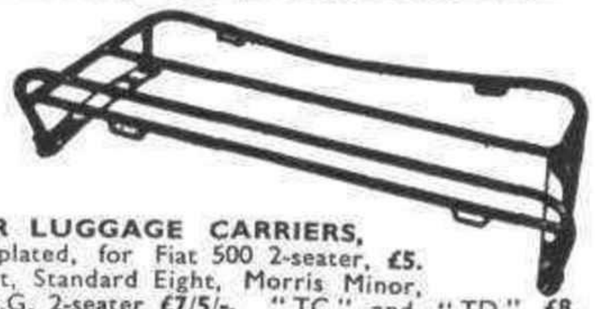
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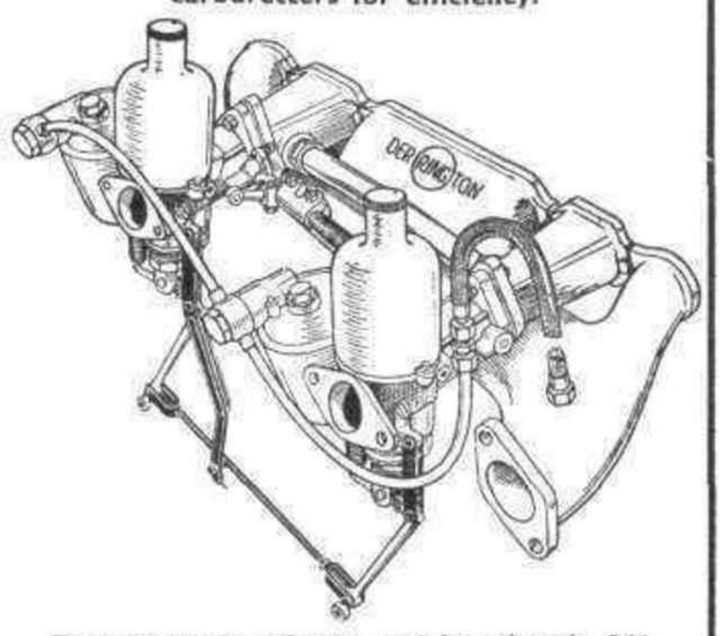
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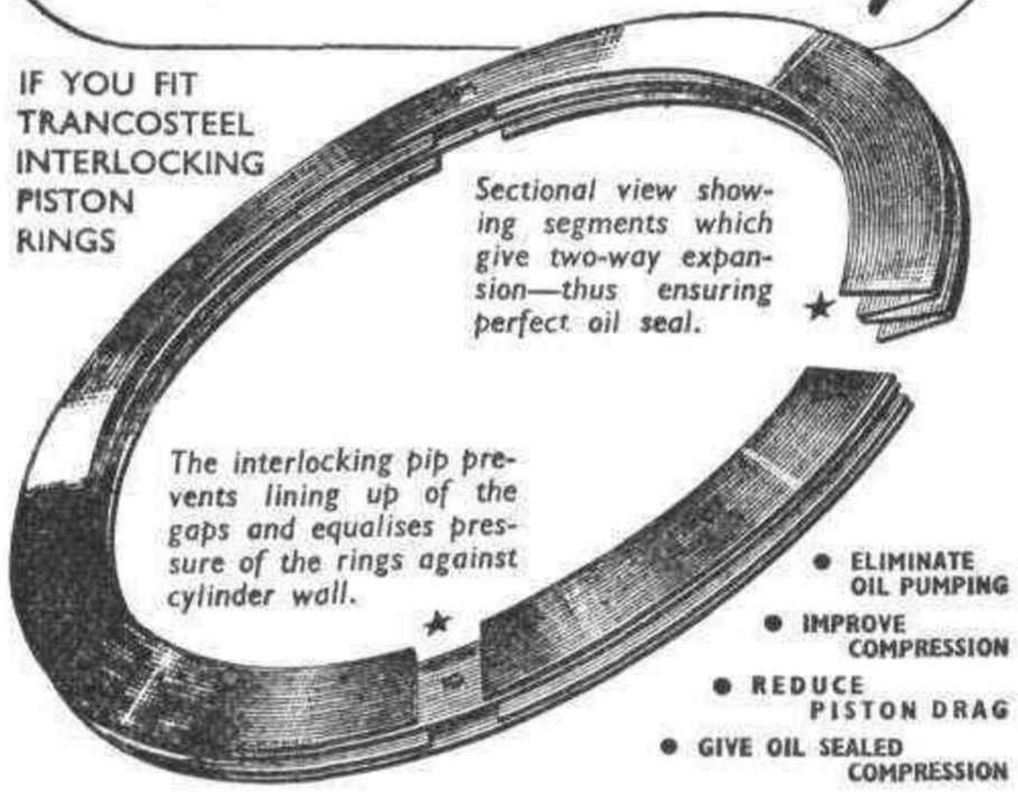
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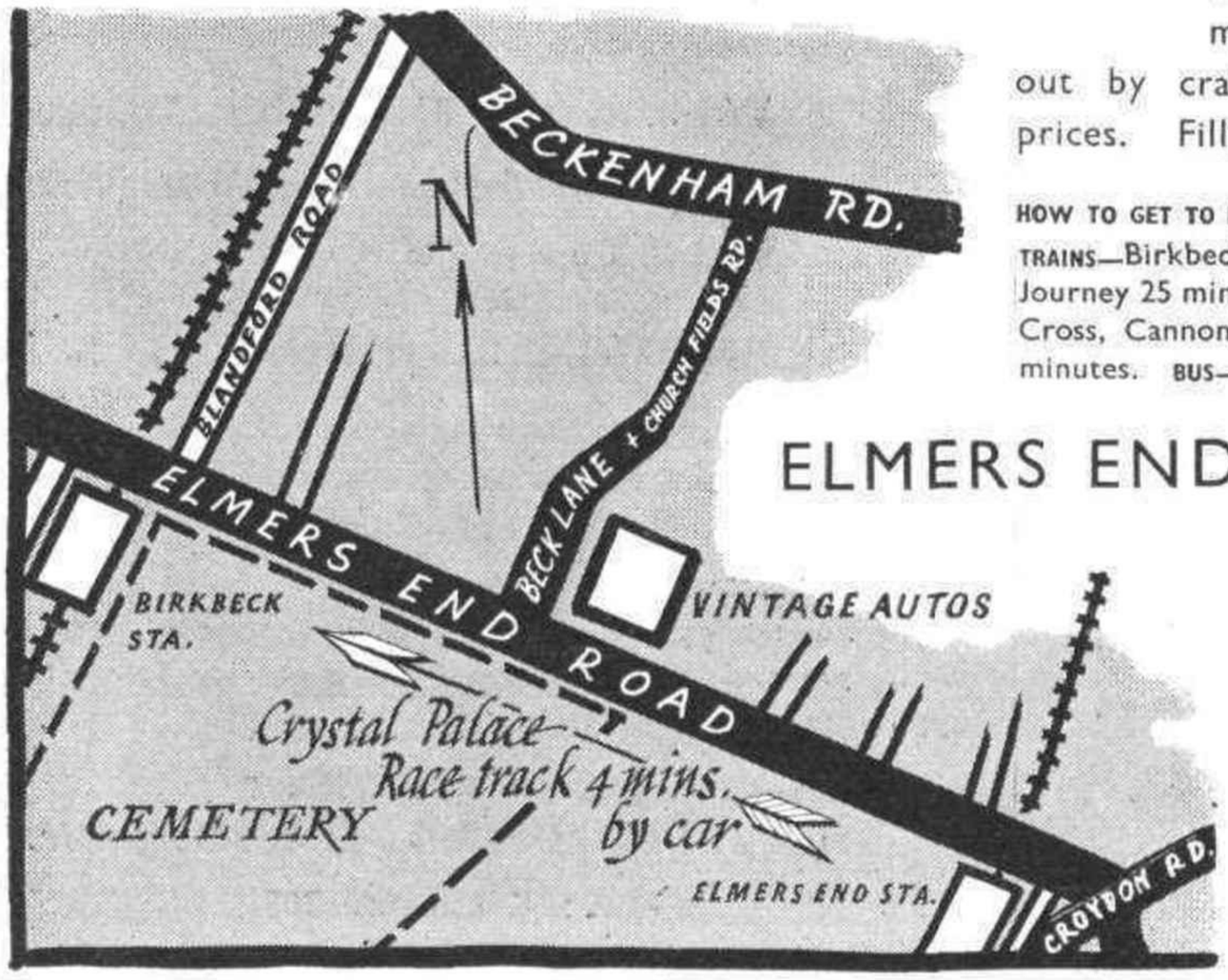
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Vintage Autos

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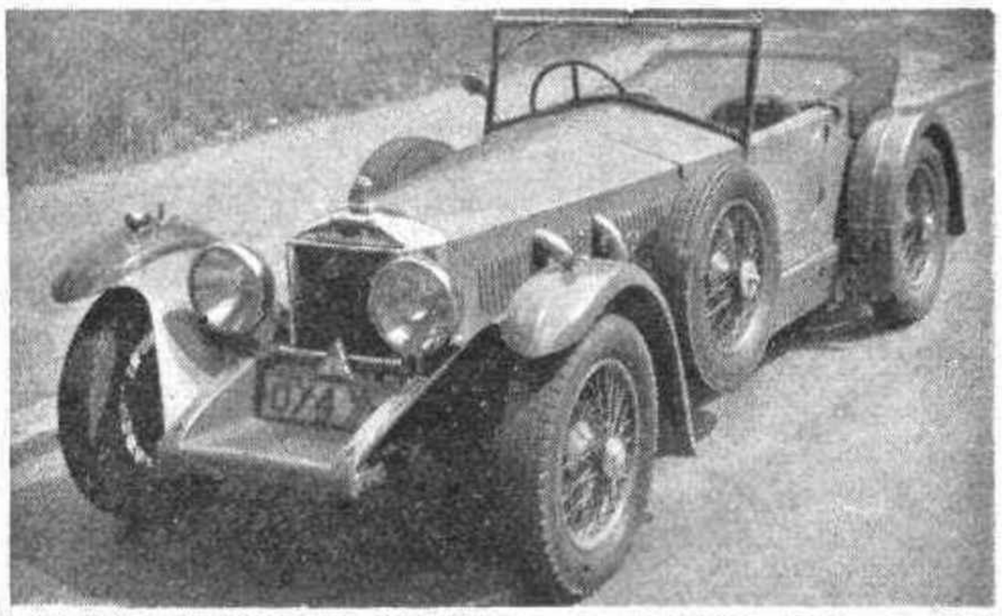
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M.G. J2 with a very special aero-dynamic body, similar to Javelin. This car has been completely stripped down, chassis checked by Blakers, engine Laystalled, new springs and telescopics, brakes relined, drums skimmed, etc. Wheels rebuilt to 500 by 16. Total cost has been over £400. **£325.**

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



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ROLLS-ROYCE PHANTOM II Continental touring saloon by Thrupp & Maberley. Black, with brown leather interior. Just overhauled by Rolls repairer, whole car is in immaculate condition; dashboard, etc., is original and unmarked. All tyres are very good. Wonderful opportunity at **£475.**

AUSTIN SPECIAL with genuine late-type Ulster U/S engine and 4-speed r.c. gearbox. Special chassis from Lotus. Large ports and special valve gear, S.U. d/d. carburetter, new pins and bushes, and springs. Offset wheels with all new tyres, 15 in. rear, 14 in. fronts. Very attractive body in aluminium of heavy gauge. This car has cost more than £300 in parts alone and months of careful work. This delightful Austin is offered at the comparative low price of **£195.**

WE ARE NEGOTIATING FOR TWO OTHER AUSTIN SPECIALS similar to above but not with Ulster engines, and we shall be pleased to supply further details upon request at a later date, probably during the first week of August. A Ford Special (Austin chassis) will probably be available at around the same time.

JAGUAR S.S.100 COMPETITION 2-seater, 3½-litre, this time in chromatic blue. In addition to its very fine mechanical condition, the appearance is very lovely and causes a fair amount of " head turning." The interior has been retrimmed throughout, including the seats. The hood has been reshaped to a better line. All tyres are excellent and the wheels have been refinished in bright red. **£475.**

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WANTED—*continued*

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RILEY 1½-LITRE M.P.H. and Riley Kestrel 1½-litre Sprite saloon, no matter how good. On holiday from August 8th to August 22nd. Evans, 79, St. Andrews Road, Ilford, Essex. Tel.: Valentine 6260. [9094

£140 DEPOSIT, balance £7 per month, available for good sports coupé or saloon. Details to Box No. H095, MOTOR SPORT, 15, City Road, E.C.1. [9095

FOR 1933 KT MAGNETTE M.G., off-side manifold, 3-carburetter, complete with carburetters if available but not essential. Price and details. Willis & Partners, Lymington, Hants. [9104

S.S. F.H. coupé or similar. Nothing over 1½-litre or £100. 46, Burstow Road, S.W.20. [9124

REASONABLE M.G., Triumph, S.S., Singer, or similar. Bowman, 6, Palmeira Avenue, Hove. [9215

BUCKLER car wanted. Send full details, photograph if possible. Box No. H158, MOTOR SPORT, 15, City Road, E.C.1. [9158

OPEN BODY, 2, 2/4 or 4-seater, suitable for Riley Kestrel Nine (1934)—Riley preferred but other makes considered. Hillyard, Poppleton House, York. [9162

HIGH-PERFORMANCE CAR for club racing and road use. Preferably exchange with my 1950 Sunbeam-Talbot. K. Monney, Heathway, Effingham, Surrey. [9182

SOUND AND POTENT Austin Seven Special. Must be reasonable. Buchanan, Officers' Mess R.A.F., Moreton-in-Marsh, Glos. [9204

WANTED—*continued*

BODY for 1934 Riley Nine, saloon preferred; others considered. Also Gwynne Eight chassis frame. Malden, Wendlebury, Bicester, Oxon. [9217

ALL SPARES for Singer Le Mans saloon. Also spot-lamp, 18 by 4.50 tyres, etc. Must be cheap. 17, Roman Road, Worting, Basingstoke. [9228

SALOON, drophead, 12/20 h.p. Presentable, sound mechanically. Around £70. No dealers. London. Box No. H248, MOTOR SPORT, 15, City Road, E.C.1 [9248

ROLLS-ROYCE required, 1930 to 1934, 20/25 owner/driver. Seery, 662, Chelsea Cloisters, Sloane Avenue, S.W.3. [9274

ALVIS SPEED TWENTY in good sound condition, late type. Box No. H275, MOTOR SPORT, 15, City Road, E.C.1. [9275

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MERCEDES-BENZ 170V pre-war saloon. Chassis and body sound, remainder immaterial. Tel.: Abbey 5941, after 6. [9283

BUSINESS PARTNER with capital to start second-hand car department with an old-established repair business. 40 miles from London on main trunk road, with excellent opportunities. BM/GNLW, London, W.C.1. [9297

RILEY IMP in good condition throughout required by enthusiast. No dealers please. Box No. H299, MOTOR SPORT, 15, City Road, E.C.1. [9299

WANTED—*continued*

FOR AUSTIN ULSTER—three con.-rods, 1½ crank, journals. Matthew's Garage, Windlesham, Surrey. Tel.: Bagshot 2158. [9307

RILEY NINE, 1932, instruction book. Alvis 1932 Silver Eagle gearbox. Box No. H964, MOTOR SPORT, 15, City Road, E.C.1. [8964

ROLLS SILVER GHOST tourer wanted, pre-1914 preferable. Must be in reasonably good mechanical order. Distance no object but full description and photo would be appreciated. Ibbotson, 32, Knoll Drive, London, N.14. Tel.: ENT 5506. [9143

ROLLS TWENTY, 20/25, P. II or chassis only. 26, Queensgate Mews, Kensington, S.W.7. Tel.: WES 5228. [9130

URGENTLY: Crankshaft for C-type Montlhery or J4 M.G. Would consider complete engine. Wilson, 14, Bowmont Gardens, Glasgow, W.2. [9314

2½-LITRE DAIMLER, not later than 1947, or Riley Kestrel. Write details. London area for inspection. Box No. H296, MOTOR SPORT, 15, City Road, E.C.1. [9296

EXCHANGES

M.G. MAGNA 2-seat saloonette, Nov., 1932; fast; excellent engine, new tyres, battery; needs spraying. Doctor orders exchange for 10 or 12-h.p. saloon or fixed coupé. Must be really reliable and have light steering for semi-invalid (T.B.). Rodwell, Carylls, Faygate, Horsham, Sussex. [9140

BENTLEY SPEED SIX tourer. Owner seeks aux. yawl or similar vessel, exchange. Box No. H237, MOTOR SPORT, 15, City Road, E.C.1. [9237

EXCHANGES—*continued*

WANTED BENTLEY 3 or 4½ tourer in first-class condition. Exchange Triumph, 1934, 13.9-h.p. sports saloon in fine fettle with cash adjustment. Shoosmith, East Lodge, Fryern, Storrington, Sussex. Tel.: 3092. [9150

BITTEN BY THE RALLY-BUG, I wish to acquire a Buckler or similar, and offer in exchange rare long-chassis 4-seater Le Mans 1½-litre Aston Martin. Seen Southern England. Box No. H178, MOTOR SPORT, 15, City Road, E.C.1. [9178

ANGLIA de luxe model, 1940. Paintwork as new; Bedford cord covers, heater; new rear axle, gearbox, battery, etc. Require either large American car or interesting sports. Flat 2, Creg Malin, Mount Ararat Road, Richmond, Surrey. [9200

M.G. J2, goodish condition, plus cash, for interesting 4-seater. Box No. H257, MOTOR SPORT, 15, City Road, E.C.1. [9257

3-LITRE LAGONDA saloon for smaller car suitable lady driver. Box No. H756, MOTOR SPORT, 15, City Road, E.C.1. [8756

HORNET SPECIAL, 1932, 2-seater. Good condition. Exchange 4-seater tourer, or sell. £75. Rimmer, 32, St. George's Place, Canterbury. [8880

ALVIS SPEED TWENTY sports saloon, 1935. Exchange for pre-war 10-h.p. 4-seater saloon or coupé in good condition. Tel., in first instance, Perivale 8555. [8885

STANDARD EIGHT saloon, 1947, as new. Over 40 m.p.g. Offered against sports car. Would sell. 45, Shireball Park, N.W.4. Tel.: Hendon 1648. [8893

1936 M.G. PB 2-seater, excellent condition. Exchange 8-12 h.p. saloon or 4-seater tourer, cash either way. 74, Meadowfield Road, Rubery, Birmingham. [8960

MORRIS EIGHT, 1935, saloon, good condition. Exchange for something sporty not exceeding 12 h.p. Tel.: Hounslow 8900. [8984

PURCHASER of superb 2-litre M.G. saloon, having "bitten off more than he can chew," would exchange for much less potent but similarly immaculate vehicle, or accept £220 cash. Box No. H031, MOTOR SPORT, 15, City Road, E.C.1. [9031

ROLLS-ROYCE TWENTY, 1927, fitted 1946 oak and aluminium brake body, first-class order throughout, for Rolls Twenty tourer or drophead, similar vintage and condition. Borthwick, Hamilton House, Tarvin, Cheshire. [9086

MISCELLANEOUS

1933 AUSTIN TEN rear axle. Many good parts What offers? Tel.: Pinner 6694. [9304

MISCELLANEOUS—*continued*

WELDING, cylinder blocks, cylinder heads, crankcases, crankshafts, valve seats, etc., by our low-temperature process. We specialise in metal-spraying worn crankshafts and any bearing surfaces, by the latest American process and regrind to any specified size. Crankshaft grinding and engine reconditioning. Totton Commercial Motors Ltd., Eling Lane, Totton, Southampton. Tel.: Totton 3146/7. [9216

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3 cu. ft. COMPRESSOR OUTFITS, only £12 each. Twin-cylinder units driven by ¼-h.p. electric motor. Air receiver and stand. Ideal for spraying, tyre inflation. As new. "Grove Workshop," Dallinghoo, Woodbridge, Suffolk. [9251

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ANYBODY NEED CO-DRIVER for Goodwood nine-hours race, sharing all expenses? Owner's car, Lincoln saloon, too slow. Newcombe, 38, Chalcot, Road, N.W.1. Tel.: Primrose 9090. [9294

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