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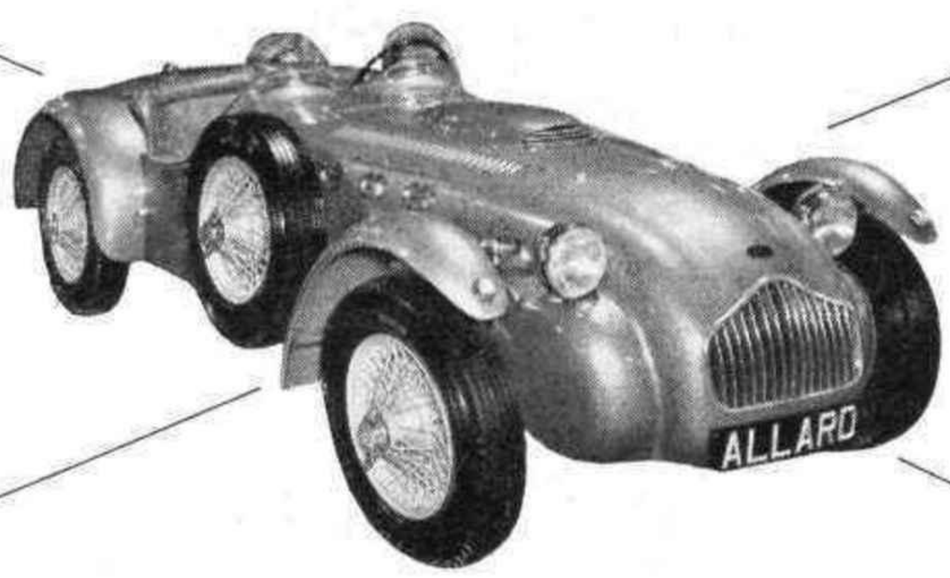
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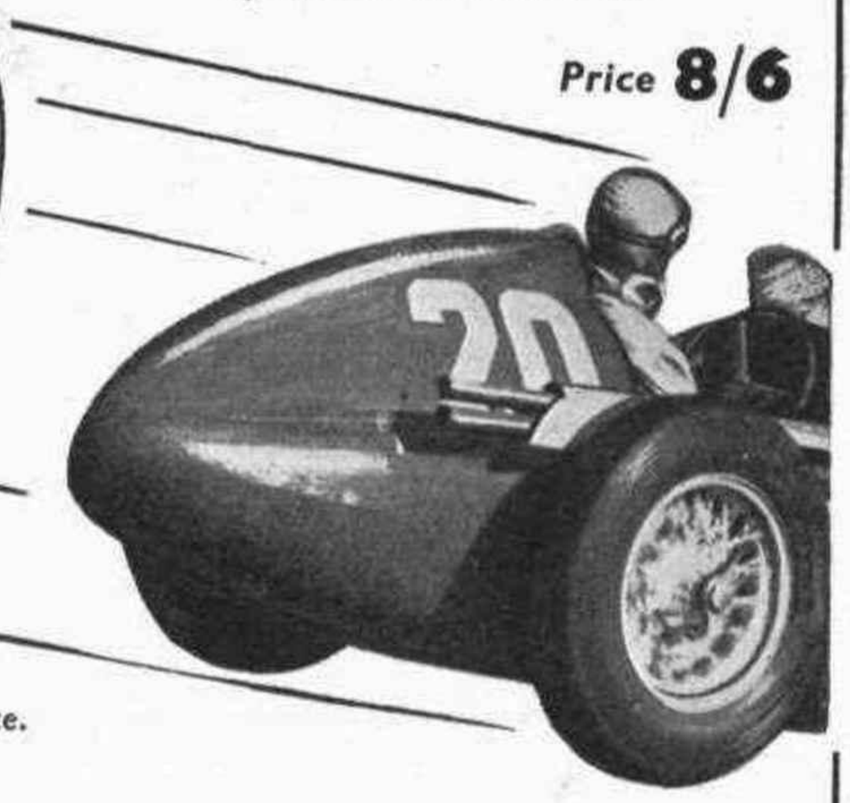
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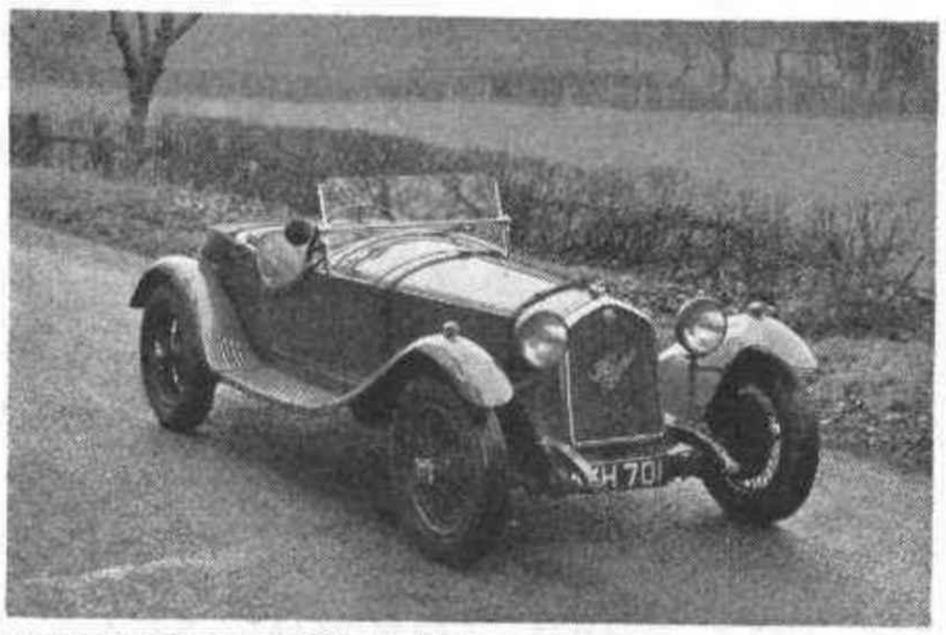
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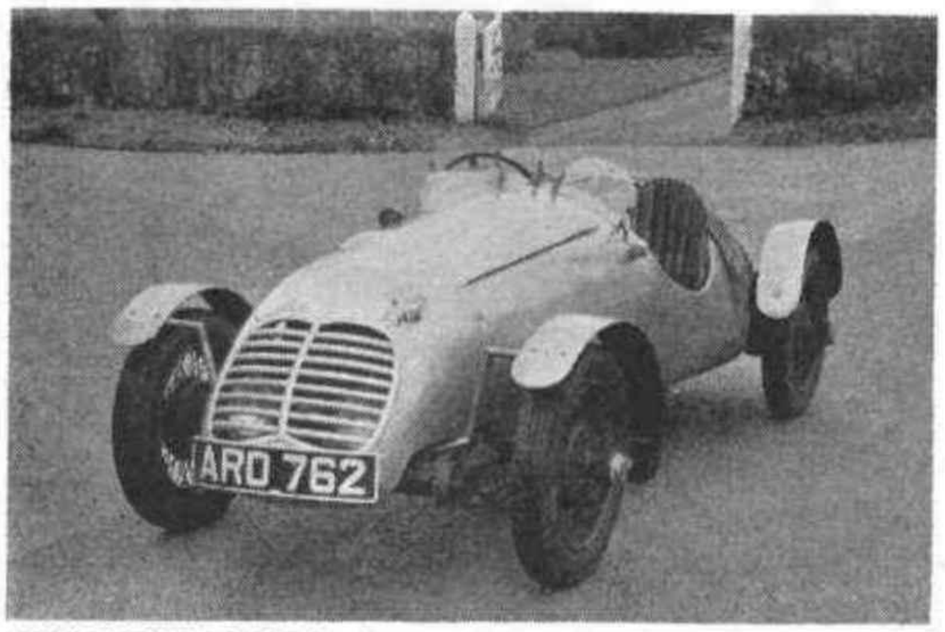
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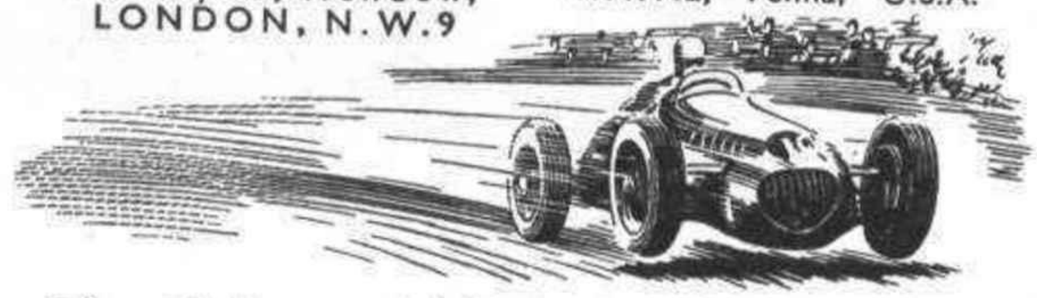
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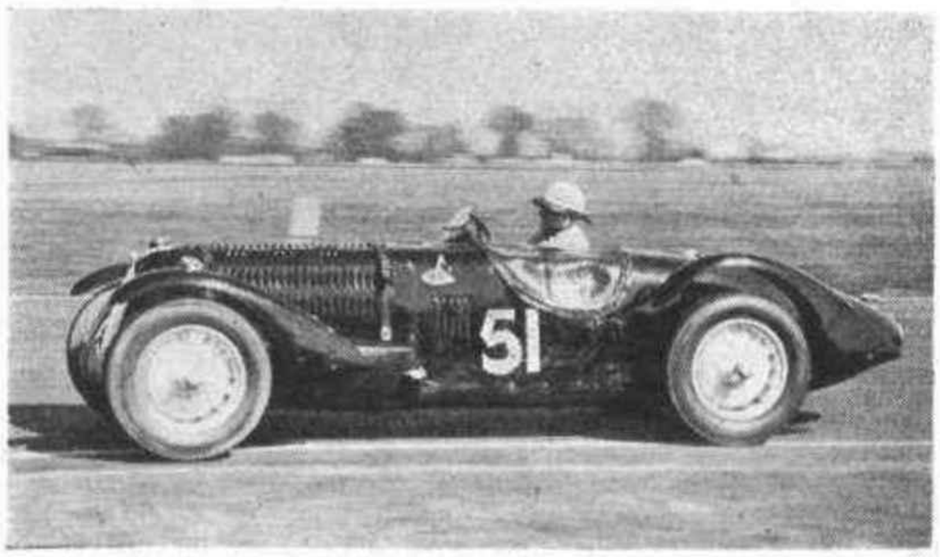
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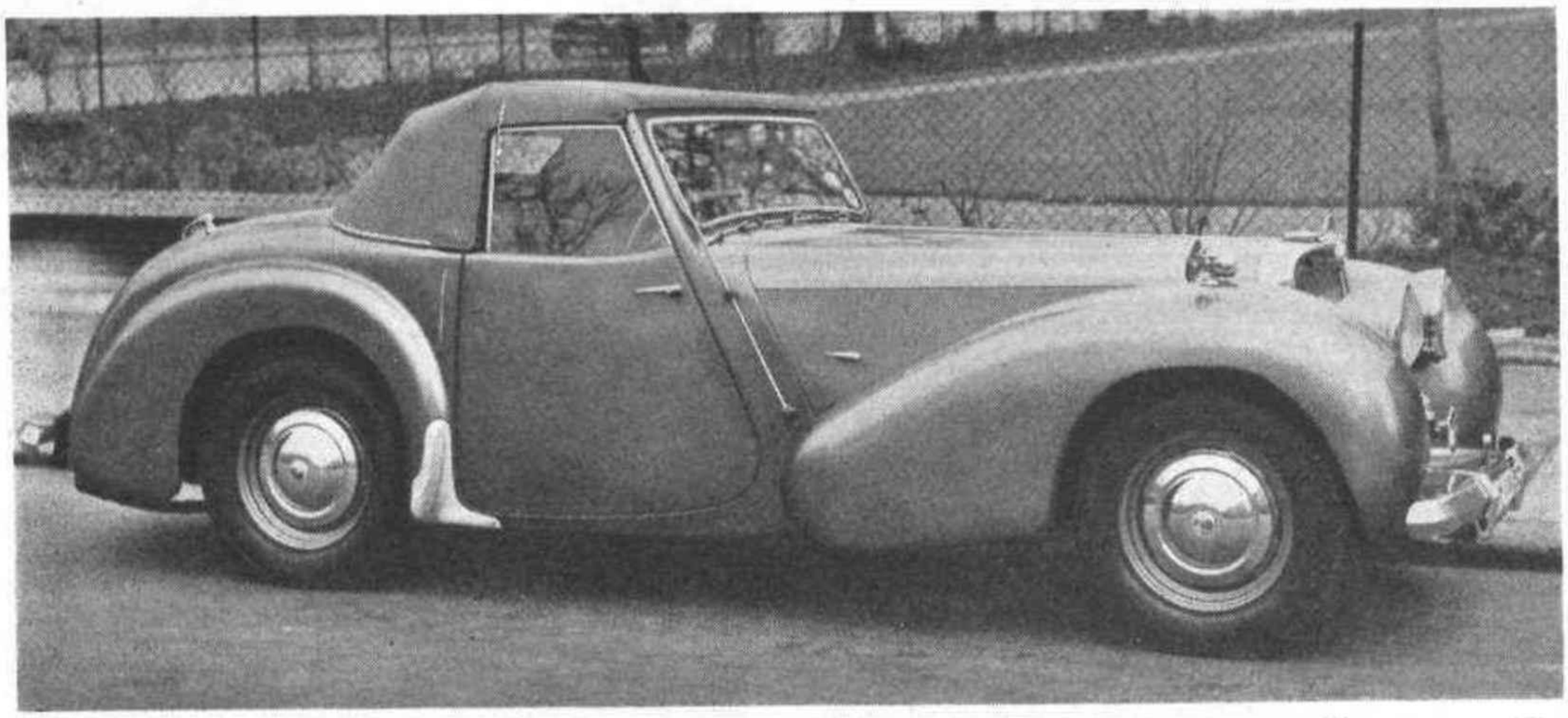
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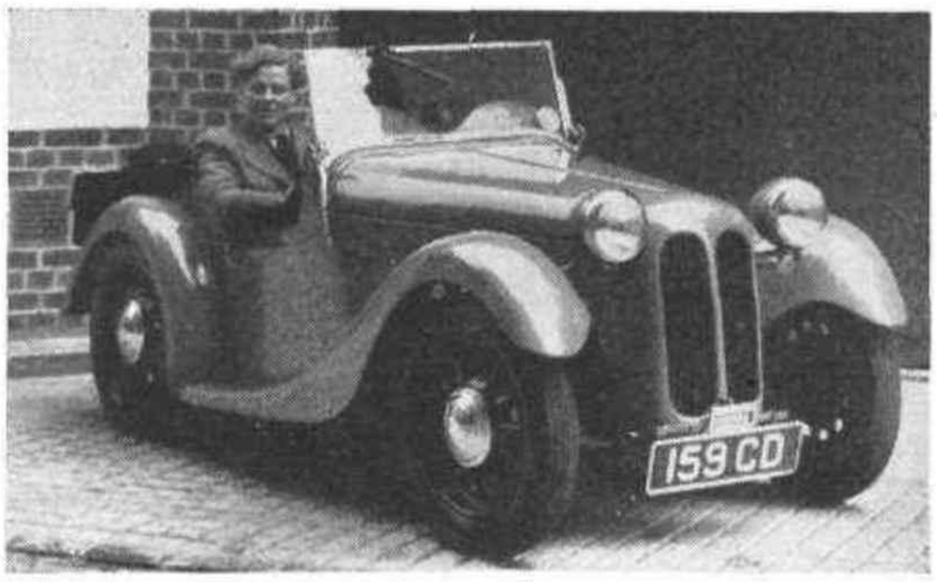
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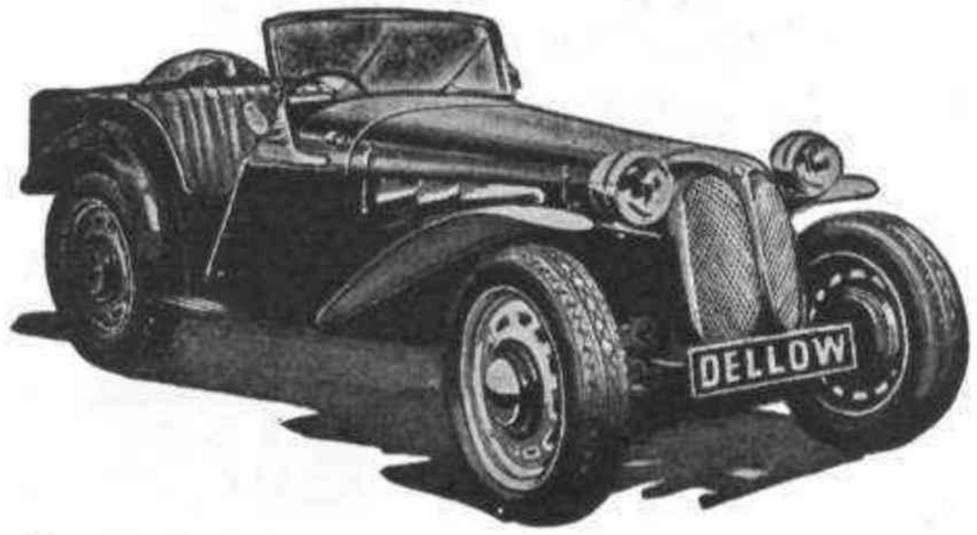


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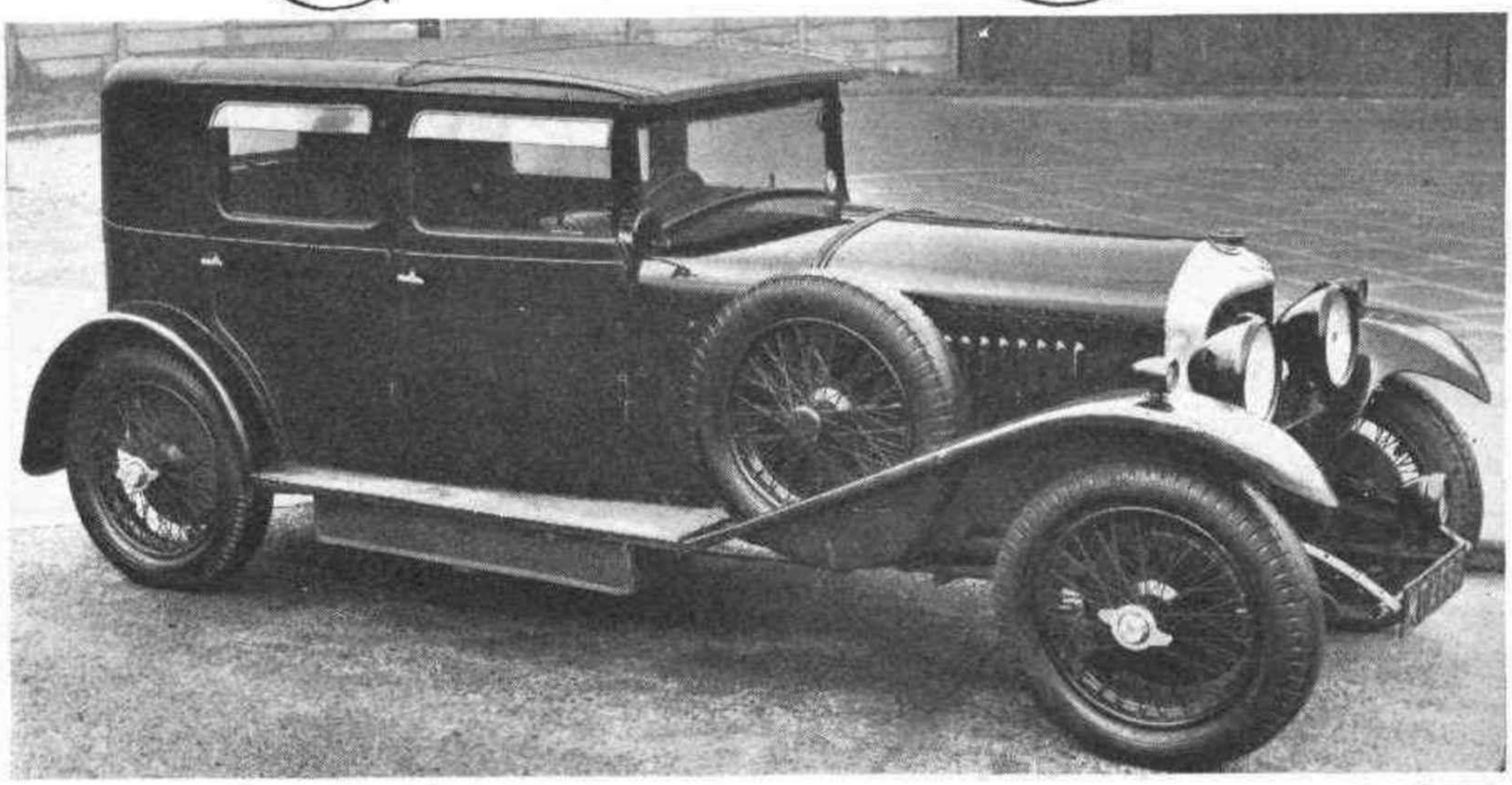
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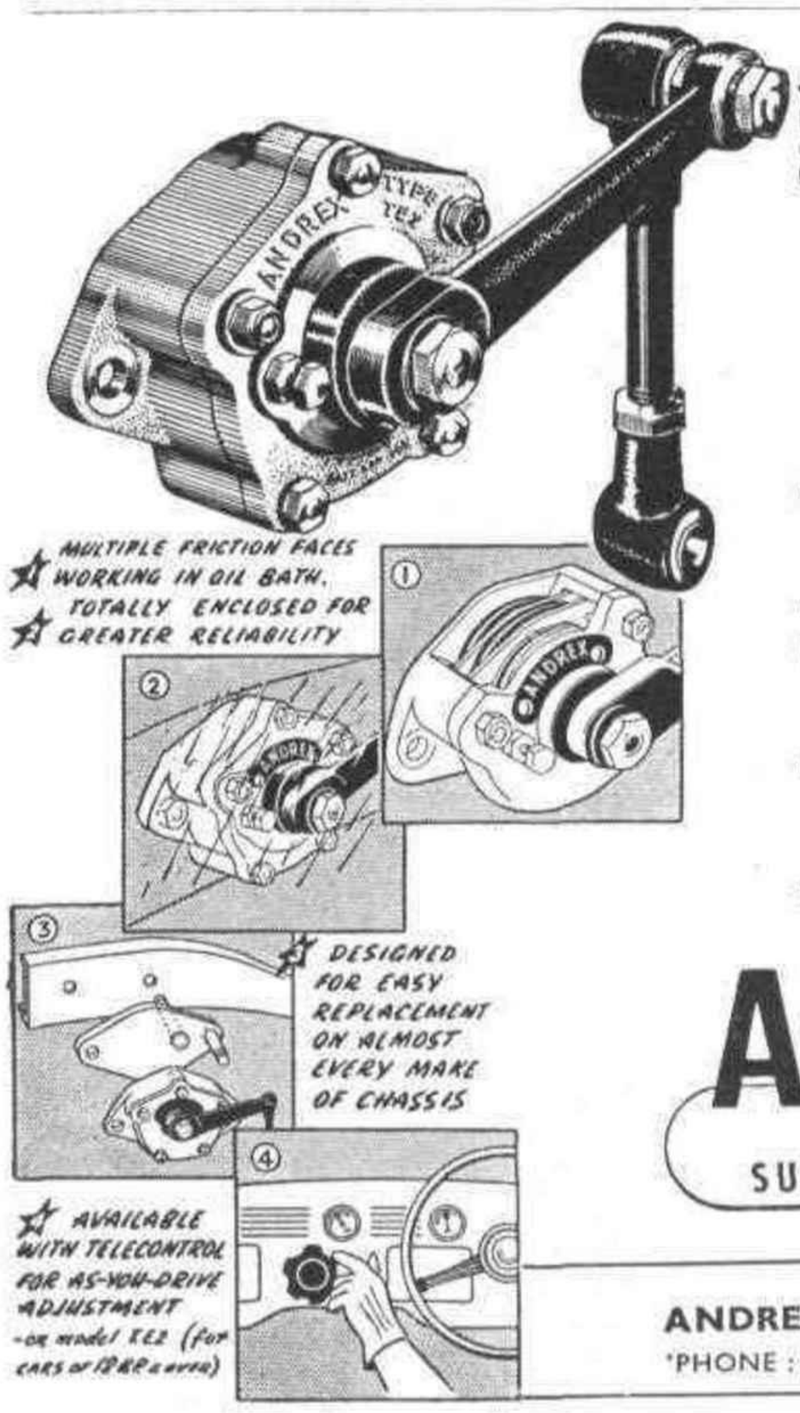
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MATTERS OF MOMENT

THE CLUBS AND THE R.A.C.

The annual meeting between the clubs and the R.A.C. took place on November 30th last. There were no casualties.

But clearly the clubs are very dissatisfied with some of the rules contained in the current issue of the R.A.C. Motor Sport Bulletin. The first of these regulations is to the effect that the granting of permits for other than closed competitions will be dependent upon reports from R.A.C.-appointed Stewards or observers and no permit will be granted for a Restricted or Closed Invitation event in 1952 that has not been run already in 1951 under a permit of this type, although Racing and Speed events where an R.A.C. Steward was appointed for a Closed meeting in 1951 and gave a satisfactory report are excepted. No new event may be run under a Restricted or Closed Invitation permit until it has first been promoted satisfactorily as a Closed competition, and before any competition is changed from type "C" to type "A" or "B" the R.A.C. must be satisfied as to the organisation on the basis of appointed Stewards' or Observers' reports. Clubs desiring to promote a Closed Invitation or Restricted competition in 1953 must request observation of their corresponding 1952 event, unless it is a racing or speed event, with R.A.C. Steward appointed. The general public shall not be admitted as spectators to a Closed speed event run for the first time. Not more than two Closed Invitation permits per year will be granted to a club for events on the public highway and these two events must not be of the same type, *i.e., if one is a trial, the other may be a rally.*

The other ruling that proved unpopular specified that the road mileage of events using the public highway will be limited to 300 miles or less for C.I. and Restricted events, not more than 200 miles for Closed events, and that in all rallies there must be secret checks to prevent excessive speed between controls.

These rules were introduced without consulting Club representatives and at a time when many organisers have planned their 1952 fixtures. The R.A.C. sought to justify this action and to make our blood creep by reading a letter it had received from the Home Office stating that motor competitions must be so arranged that inconvenience to other road users does not result. As a matter of fact there was nothing unfriendly in this letter and if it does conceal a veiled threat to motor sport on the public highway, we recall a similar letter sent to the R.A.C. in 1938 that implied that unless the trials house was set in order trials might be banned—but trials still take place.

The R.A.C. seems to have given inadequate thought to these new points. Highly desirable as it is for the Sport not to offend the public, big loopholes exist in the new rulings. **Earl Howe**, from the chair, tried to justify the restricted mileage in C.I. or Restricted rallies, first by saying that events going up to 300 miles call for organising help from outside clubs which is unsatisfactory and then, when he realised the Club delegates wouldn't swallow this, that the shorter the mileage the greater the road congestion, when even we, who need fingers for counting, know the opposite to be true.

A more sensible approach to the rally problem would have been to consider restriction of entries, the forbidding of competition numbers and use of travelling observers and even some form of qualification for driving therein. The only real justification for restricting mileage, that of reducing the fatigue factor, was never even put forward by the R.A.C.

"Jackie" Masters (M.C.C.) rose to put in a special appeal on behalf of those classic Closed events, the Exeter, Lands End and Edinburgh Trials, pointing out their long-standing and the fact that the M.C.C. wasn't to blame if Lands End was more than 200 miles from London. **Maurice Toulmin** (R.A.C.) said he thought that the M.C.C. events could continue as before by being classed as National Restricted fixtures. This led **A. J. Fisher** (Lagonda Club) in a polished speech, to remark that as the R.A.C. was thus prepared to assist the M.C.C. to ride a coach and horses through a regulation they themselves had made, it is only fair to amend this regulation so that such divergences are covered. The R.A.C. should make suggestions to the Clubs, not ban their events with exceptions to suit cases the rules do not provide for. **T. W. Carson** (Vintage S.C.C.) made out a case for Closed road events of over 300 miles in 1952 and backed Fisher. **Toulmin** tried to dodge and finally thought that events declared in 1951 to be "classics" might be exempted. **N. Freedman** (Lancia M.C.) fought the M.C.C. up-grading in contravention of article 8 of Policy for 1952 as unfair and **H. Birkett** (750 M.C.) described long-distance rally events he had invented, pointing out that they caused no trouble, the public wasn't even aware they were rallies (although speed on the open road was high) and there were no dead. **Earl Howe** tried to combat

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these observations by introducing that fine old red herring, Buxton and the trials congestion there in pre-war times. It was not clear what this had to do with rallies. **Howe** later drew the attention of delegates to the congestion in Markyate village, with its 15 m.p.h. speed limit, which seemed to us even more irrelevant. **McDowell** (Singer O.C. and Morgan 4/4 Club) considered the surprise new regulations unfair to new clubs, which have accepted invitations to c.i. events and now must wait a full year before they can return these invitations. Could not observers report on Closed events early in 1952 and bring about up-grading before the end of the season? "No," from **Maurice Toulmin. Sanders** (A.C.O.C.) said the attitude of the R.A.C. might drive clubs to run permit-less gymkhana events over big mileages, rather as his sister ran a motor-car treasure hunt for her tennis club without ever having heard of an R.A.C. permit. He was disturbed by the rising cost of permit fees (£1 1s. for Closed events up to 50 competitors, £2 2s. over 50 competitors, £4 4s. for Restricted or C.I. permits and expenses for R.A.C. officials (Steward £2 2s. per day, plus first-class rail fare; Observer, £1 for Closed, £2 10s. for other events) which fell heavily on the smaller clubs. The need for an F.I.A. restricted licence was a deterrent to would-be occasional competitors and as the purpose of issuing it was to withdraw it, couldn't it be issued for life?

Michael May (Mid-Surrey A.C.) said the R.A.C. had stolen the Experts Trial from his Club and now he saw from the new regulations that they apparently couldn't run the "Barnstaple," which had been a Closed event since 1921 and went over 200 miles. **Toulmin** (R.A.C.) threw a bouquet to Mid-Surrey and said they might get upgrading like the M.C.C. except that the Club had been moribund so long that it might have to be regarded as a "new-boy." **The Cambridge University A.C.** representative said that there seemed to be panic over public opinion, but he lived at the foot of Bwlch-y-Groes and the locals were very keen to see rally drivers try the famous hill. Several delegates raised the question of what would happen to former speed events, the venue of which had to be changed for 1952?—would the public be excluded because of a change of venue? If so, some events might have to be abandoned because of the cost of running them, met formerly by revenue from programme-selling, admission charges, etc. **Howe** referred that one to **Stanley Barnes**, but the R.A.C., having made the rule, had no immediate answer. Nor could it decide quite what to do in the case of the **Jersey** Club, whose representative pointed out that when they run sand races they can't keep the public out! **Howe** said he was satisfied that the Jersey events were so well run as to merit up-grading. **Denton** (Mid-Cheshire C.C.) announced his Club's hope to have a real road-circuit constructed by 1953 and pointed out that if the public couldn't be admitted until 1954 financial snags might arise. **Howe** said he knew the venue well and felt no restrictions need be imposed here.

J. Lowrey (Hants & Berks M.C.) wound up a stormy trials and rally session by remarking that secret checks do not necessarily render rallies safe and that, on the subject of the new restrictions, he paid large sums of money for permission to own and operate a motor-car and £2 2s. annually to the R.A.C. to look after his interests, and here was the R.A.C. telling him he would be restricted in the motoring he could do!

It looks as if the R.A.C. Competitions Committee may be in a pickle over these new rulings and if it is it will have only itself to blame—for introducing restrictions at short notice without reference to the Clubs, for leaving loopholes in these regulations and for not having the answers to obvious queries pertaining to them.

L. J. Onslow Bartlett (West Hants & Dorset M.C.) spoke on many subjects, from loosely interpreted regulations, the cutting of tyres on trials cars, the need for a Formula to obviate trials freaks, quarrels between competitors and marshals, liaison between R.A.C. and A.C.U., the interference of National with C.I. events, the inefficiency of R.A.C.-appointed scrutineers at trials, and generally gave a pocket lecture on How to Win a Motor Trial. His point *re* tyre cutting was *sub judice* until a protest had been heard. **Howe** had no answer to **Bartlett** who said he appreciated **Wilfred Andrews'** statement that the Sport is now heavily subsidised by the R.A.C., but wouldn't the R.A.C. be batting on a safer wicket if a balance sheet, even a simple one, be presented to the Clubs? We, too, would like to know just what the R.A.C. pays over to the Sport.

The evergreen matter of the 47 per cent. Entertainment Tax on motoring events cropped up and **S. T. Huggett** (A.C.U.) said the Speedway Control Board had spent £2,000 in presenting its case. **Julian Jane** (Veteran C.C.) said the Dorking Speed Trial was exempt from this tax, as it was classed as a Scientific Exhibition. (Laughter.) Under-inflated tyres between "sections" during trials were cited by **Onslow Bartlett** as dangerous, but the R.A.C., so apt at framing rules when it suits them, thought nothing could be done without introducing tyre-gauge regulations! The same speaker rattled **Toulmin** when he said that *present-day* trials drivers should be on the Competitions Committee. **D. J. Scannell** (R.A.C.) was quick to point out that the framing of supplementary regulations is left to individual clubs, so that plenty of variety and practical control is possible.

The morning's session on racing and speed events went more smoothly. Crash-hats, goggles *versus* vizors, medical examinations, accidents, etc., came up for discussion and it became evident that crash hats will be compulsory this year, but that any sort can be worn providing organisers approve (unsatisfactory state of affairs) and that medical examinations are also compulsory for *all* speed events, even Club sprints. **Barnes** proposed a log-book for each racing car, to assist the work of scrutineers, and **Birkett** told of the dangers of welding, where a visual check is no guarantee of satisfactory penetration. The **Jersey** representative felt that it might be useful to circularise the findings of accident inspections in general terms. **Tony Rolt** (B.R.D.C.) made some very useful points. He called for closer inspection of the surfaces of race circuits, the provision of adequate practice periods, with a whole day devoted to practice and the cars divided into racing cars, sports cars and 500 c.c. cars, and felt that a National racing drivers' benevolent fund should be started. **Howe** warmly agreed, saying that failures of material could be traced to dangerous surfaces, that the drainage of airfield circuits was often faulty and that he knows of one course where changes of surface render it dangerous and of three airfields whose surfaces were doubtful. **A. E. Moss**, (Half-Litre Club) backed Rolt's desire for a Benevolent Fund. He later asked the R.A.C. to endeavour to get the £1 carnet fee charged on every spare racing engine that leaves the country rescinded, as this is quite an item for 500 c.c. competitors on long tours (laughter). He felt that Clubs asking for International fixtures should be required to prove that prizes worthy of an International meeting were available, as this might reduce the number of such fixtures.

The 1951 Meeting of the Clubs had been opened, so far as the Club delegates were concerned, by a speech by **H. Birkett** (750 Club), in which he said that, as the R.A.C. had been unable to assist him in obtaining a copyright for the Six-Hour Sports Car Relay Race he had organised for the 750 Club, he took this opportunity of putting his own plea for this while all the Club representatives were conveniently gathered together (laughter). We will conclude in the same strain by remarking that, vitally necessary as R.A.C. control is, it is *your* Sport they are controlling. The Clubs must be very wary of unnecessary restriction of their activities, while remaining aware of the widespread and no doubt costly good works set in motion by their National Controlling Body. (In 1951 the Competitions Committee met 12 times, its sub-committee 50 times. It issued 640 permits, 116 of which were for speed events. It organised the International Rally, British Grand Prix, British Hill-Climb Championship, T.T. and Veteran Car Run to Brighton. It recognises 170 Clubs (146 territorial, 9 non-territorial, 15 one-make), 12 time-keepers, 17 scrutineers, 11 assistant time-keepers and 8 assistant scrutineers.)

We would say to the Clubs, be very careful when organising your events not to inconvenience the public or cause grievance to police departments and the Home Office. Equally, make sure that you are not browbeaten by bureaucratic institutions.

CONGRATULATIONS, STIRLING!

Warm congratulations to Stirling Moss on winning the B.R.D.C. Gold Star for 1951, as he did in 1950. Other awards of this nature for the past season are listed on page 21.

1951 CHAMPIONSHIPS

Fangio secured the 1951 World Championship from Ascari, but the latter is 1951 Champion of Italy, where Cortese is declared Formula II Champion, Scotti the Sports Car Champion, and Stagnoli, Cabianca and Leonardi, respectively 2,000-c.c., 1,100-c.c., and 750-c.c. sports car champions. Rosier is Champion of France for the third successive year. Trintignant is the French Formula II Champion.

THE RACES OF 1951

GRANDES EPREUVES

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed, k.p.h.
May 27	Swiss G.P.—306 kms.	Berne	Fangio (Alfa-Romeo)	Taruffi (" 4.5 " Ferrari)	Farina (Alfa-Romeo)	143.405
,, 30	Indianapolis—805 kms.	Indianapolis	Wallard (Belanger Special)	Nazaruk (Robbins Special)	Agulo/McGrath (Hinkel Special)	203.126
June 17	Belgian G.P.—508 kms.	Spa	Farina (Alfa-Romeo)	Ascari (" 4.5 " Ferrari)	Villoresi (" 4.5 " Ferrari)	183.951
July 1	French G.P.—602 kms.	Reims	Fangio/Fagioli (Alfa-Romeo)	Ascari/Gonzalez (" 4.5 " Ferrari)	Villoresi (" 4.5 " Ferrari)	178.593
,, 14	British G.P.—434 kms.	Silverstone	Gonzalez (" 4.5 " Ferrari)	Fangio (Alfa-Romeo)	Villoresi (" 4.5 " Ferrari)	154.470
,, 29	German G.P.—456 kms.	Nurburgring	Ascari (" 4.5 " Ferrari)	Fangio (Alfa-Romeo)	Gonzalez (" 4.5 " Ferrari)	134.800
Sept. 16	Italian G.P.—504 kms.	Monza	Ascari (" 4.5 " Ferrari)	Gonzalez (" 4.5 " Ferrari)	Farina/Bonetto (Alfa-Romeo)	185.916
Oct. 28	Spanish G.P.—442 kms.	Barcelona	Fangio (Alfa-Romeo)	Gonzalez (" 4.5 " Ferrari)	Farina (Alfa-Romeo)	158.915

INTERNATIONAL FORMULA I RACES

Mar. 11	Syracuse G.P.—432 kms.... ...	Syracuse	Villoresi (" 4.5 " Ferrari)	Serafini (" 2.5 " Ferrari)	Fischer (" 2.5 " Ferrari)	146.003
,, 26	Pau G.P.—305 kms.	Pau	Villoresi (" 4.5 " Ferrari)	Rosier (Talbot)	Farina (Maserati)	92.456
April 15	San Remo G.P.—305 kms. ...	Ospedeletti	Ascari (" 4.5 " Ferrari)	Serafini (" 4.5 " Ferrari)	Fischer (" 2.5 " Ferrari)	103.039
,, 29	Bordeaux G.P.—302 kms. ...	Bordeaux	Rosier (Talbot)	Fischer (" 2.5 " Ferrari)	Whitehead (" 1.5 " Ferrari)	96.900
May 5	International Trophy—234 kms.	Silverstone	———	Abandoned	———	
,, 20	Paris G.P.—312 kms.	Bois de Boulogne	Farina (Maserati)	Gonzalez (Talbot)	Rosier (Talbot)	108.355
June 2	Ulster Trophy—328 kms. ...	Dundrod	Farina (Alfa-Romeo)	Parnell (" 4.5 " Ferrari)	Shawe-Taylor (E.R.A.)	146.330
July 22	Dutch G.P.—377 kms.	Zandvoort	Rosier (Talbot)	Etancelin (Talbot)	Moss (H.W.M.)	126.260
Aug. 5	Albi G.P.—303 kms.	Albi	Trintignant (Simca, s/c.)	Rosier (Talbot)	Chiron (Talbot)	163.020
,, 15	Pescara G.P.—310 kms.	Pescari	Gonzalez (" 4.5 " Ferrari)	Rosier (Talbot)	Etancelin (Talbot)	137.603
Sept. 2	Bari G.P.—360 kms.	Bari	Fangio (Alfa-Romeo)	Gonzalez (" 4.5 " Ferrari)	Taruffi (" 2.5 " Ferrari)	135.055

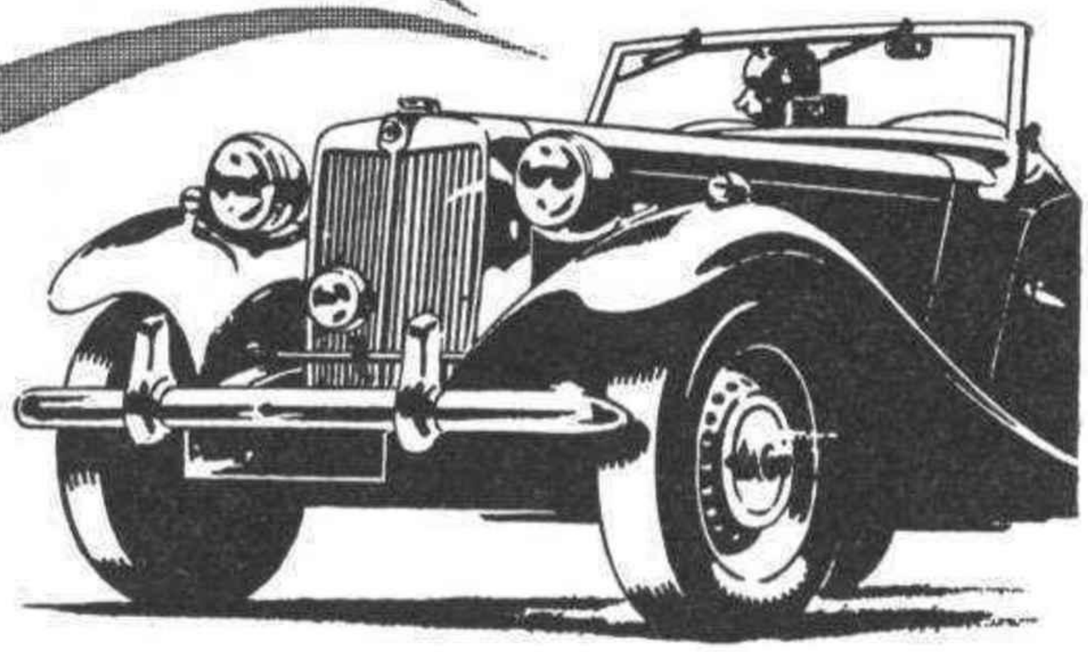
INTERNATIONAL FORMULA II RACES

April 8	Marseilles G.P.—240 kms. ...	Borély Park	Villoresi (Ferrari)	Trintignant (Simca)	Moss (H.W.M.)	115.537
May 13	Monza G.P.—315 kms.	Monza	Ascari (Ferrari)	Villoresi (Ferrari)	Moss (H.W.M.)	163.882
,, 13	Frontieres G.P.—216 kms. ...	Chimay	Claes (Simca)	Meyer (H.W.M.)	Masuy (Veritas)	132.886
,, 20	G.P. du Centenaire—289 kms. ...	Genoa	Villoresi (Ferrari)	Whitehead (Ferrari)	Macklin (H.W.M.)	120.942
June 3	Aix-le-Bain—172 kms.	Aix-le-Bain	Fischer (Ferrari)	Moss (H.W.M.)	Simon (Simca)	79.998
,, 3	Eifelrennen—160 kms.	Nurburgring	Pietsch (Veritas)	Reiss (A.F.M.)	Heeks (A.F.M.)	115.100
,, 10	Circuit of the Ramparts—155 kms.	Angouleme	Fischer (Ferrari)	Macklin (H.W.M.)	Arnaud (D.B.)	70.051
,, 10	Rome G.P.—206 kms.	Caracalla	Raffaelli (Ferrari)	Bianchetti (Ferrari)	Marzotto (Ferrari)	98.517
,, 24	Naples G.P.—246 kms.	Posillipo	Ascari (Ferrari)	Schell (H.W.M.)	Cortese (Ferrari)	100.471
July 1	Avus G.P.	Avus	Greifzu (D.A.M.W.)	Ulmen (Veritas)	Fischer (Ferrari)	181.159
,, 8	Rouen G.P.—306 kms.	Rouen	Marzotto (Ferrari)	Manzon (Simca)	Whitehead (Ferrari)	121.300
,, 15	Circuit of Mettet—340 kms. ...	Mettet	Manzon (Simca)	Simon (Simca)	Trintignant (Simca)	148.850
Aug. 12	Circuit of Erlen—163 kms. ...	Erlen	Whitehead (Ferrari)	Fischer (Ferrari)	Manzon (Simca)	116.276
Sept. 9	Grenzlandringrennen	Grenzlandring	Stuck (A.F.M.)	Righetti (Ferrari)	Ulmen (Veritas)	206.300
,, 23	Modena G.P.—251 kms.	Autodromo	Ascari (4-cyl. Ferrari)	Gonzalez (Ferrari)	Macklin (H.W.M.)	116.302

INTERNATIONAL FORMULA III RACES

Mar. 25	Pau—70 kms.	Pau	P. Schell (Cooper)	H. Schell (Cooper)	Charrington (Cooper)	85.233
May 3	Luxembourg G.P.—94 kms. ...	Luxembourg	Brown (Cooper)	Rippon (Copper)	Samuelson (Cooper)	111.200
,, 5	B.R.D.C. " Daily Express "—70 kms.	Silverstone	Brandon (Cooper)	Brown (Cooper)	Lones (Iota)	125.909
,, 12	" Daily Telegraph " Trophy—64.4 kms.	Brands Hatch	D. Gray (Cooper)	Brown (Cooper)	Emery (Emeryson)	105.362
,, 13	Fillipini Cup—138 kms.	Monza	Cooper (Cooper)	Hercolani (Giaur)	Carter (Cooper)	131.256
,, 14	International Trophy—57.9 kms.	Goodwood	Moss (Kieft)	Brown (Cooper)	Clarke (Cooper)	132.496
,, 20	G.P. du Centenaire—131 kms. ...	Genoa	Carter (Cooper)	Whitehouse (Cooper)	Wharton (Cooper)	110.821
June 3	Eifelrennen—136 kms.	Nurburgring	Burgess (Cooper)	Wharton (Cooper)	Whitehouse (Cooper)	102.802
,, 17	Circuit Draguignan	Toulon	Brown (Cooper)	Brandon (Cooper)	P. Schell (Cooper)	——
,, 23	" Daily Telegraph " Trophy—64.4 kms.	Brands Hatch	D. Gray (Cooper)	Cooper (Cooper)	Parker (J.B.S.)	102.238

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INTERNATIONAL FORMULA III RACES—*continued*

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed, k.p.h.
July 8	Circuit of Rouen—122 kms.	Essarts	Cooper (Cooper)	Whitehouse (Cooper)	Chaussat (D.B.)	108.172
,, 14	British G.P.—92 kms.	Silverstone	Moss (Kieft)	Wharton (Cooper)	Moor (Wasp)	132.109
,, 21	Dutch G.P.—71 kms.	Zandvoort	Moss (Kieft)	Leston (J.B.S.)	Habin (J.B.S.)	117.280
,, 29	German G.P.—136 kms.	Nurburgring	Brandon (Cooper)	Brown (Cooper)	Whitehouse (Cooper)	112.512
Aug. 6	"Daily Telegraph" Trophy—64.4 kms.	Brands Hatch	Whitehouse (Cooper)	Rogers (Cooper)	Pugh (Cooper)	80.918
Sept. 9	Grenzandring—89 kms.	Germany	Brown (Cooper)	Brandon (Cooper)	Patterson (Cooper)	154.600
Oct. 21	Circuit of Madrid—50 kms.	Retiro Park	Brandon (Cooper)	R. Frost (J.B.S.)	Gill (Cooper)	104.029

SPORTS CAR RACES

April 1	Circuit of Sicily—1,080 kms.	Sicily	V. Marzotto ("2.6" Ferrari)	Taruffi ("2.6" Ferrari)	Sighinolfi ("1.1" Stanguellini)	100.276
,, 15	Inter-Europa Cup—2 hours	Monza	Villoresi ("2.6" Ferrari)	Amendola ("2.3" Ferrari)	Chiron ("4.5" Delahaye)	143.968
,, 29	Mille Miglia—1,600 kms.	Italy	Villoresi ("4.1" Ferrari)	Bracco (Lancia)	Scotti (Ferrari)	121.822
May 5	B.R.D.C. Production Car Race—1 hour	Silverstone	Moss (Jaguar)	Dodson (Jaguar)	Crook (Frazer-Nash)	136.070
June 1/2	Bol d'Or—24 hours	St. Germain	Scaron ("1.5" Simca)	Le Jamtel (Dergi)	Michel (B.M.)	90,795
,, 14	British Empire Trophy—218 kms.	I.O.M.	Moss (Frazer-Nash)	Gerard (Frazer-Nash)	Reece (Cooper-M.G.)	108.325
,, 23/24	Le Mans—24 hours	Le Mans	Walker/Whitehead (Jaguar 120C)	Meyrat/Mairesse ("4.5" Talbot)	Macklin/Thompson (Aston-Martin)	150.465
Sept. 8	Targa Florio—576 kms.	Italy	Cortese (Frazer-Nash)	Bracco ("2.6" Ferrari)	Bernabei (Maserati)	76.613
,, 15	R.A.C. T.T.—500 kms.	Dundrod	Moss (Jaguar 120C)	Walker (Jaguar 120C)	Gerard (Frazer-Nash)	134.541

BRITISH RACES AND SPRINTS

Mar. 26	Chichester Cup—19.3 kms.	Goodwood	Parnell (Maserati)	Shawe-Taylor (E.R.A.)	Bira ("4.5" Osca)	133.526
,, 26	Richmond Trophy—46.3 kms.	Goodwood	Bira ("4.5" Osca)	Shawe-Taylor (E.R.A.)	Duncan-Hamilton (E.R.A.)	141.014
,, 26	Lavant Cup—19.3 kms.	Goodwood	Moss (H.W.M.)	Brandon ("1.1" Cooper)	Aston ("1.1" Cooper)	130.290
May 14	Festival of Britain Trophy—57.9 kms.	Goodwood	Parnell ("4.5" Ferrari)	Farina (Maserati)	Graffenried (Maserati)	147.568
June 2	Ulster Trophy Handicap—120 kms.	Dundrod	Hawthorne ("1.5" Riley)	Calder ("1.1" Riley)	Large ("1.25" M.G.)	124.653
,, 14	Castletown Trophy—110 kms.	I.O.M.	Parnell (Maserati)	Murray (Maserati)	—	112.786
,, 14	B.R.D.C. Manx Cup—110 kms.	I.O.M.	Dunham (Alvis)	Meyer (H.W.M.)	Webb 'Turner Special)	106.538
,, 23	Shelsley Walsh Hill-Climb	Worcester	Wharton (Cooper 1,000, s/c.)	Poore (Alfa-Romeo)	Butterworth (A.J.B.)	37.27 sec.
,, 30	Bo'ness Hill-Climb	Kinneil	Wharton (Cooper 1,000, s/c.)	Wharton (E.R.A.)	Allard (Allard)	34.60 sec.
July 7	Rest-and-be-Thankful Hill-Climb	Arrocher	Poore (Alfa-Romeo)	Wharton (Cooper 1,000, s/c.)	Wharton (E.R.A.)	56.32 sec.
,, 22	Leinster Trophy—215 kms.	Wicklow	Hawthorn (Riley)	Baird (Maserati)	McCaldin (M.G.)	125.909
,, 26	Bouley Bay Hill-Climb	Jersey	Wharton (Cooper 1,000, s/c.)	Poore (Alfa-Romeo)	Logan ("1.1" Cooper)	54.2 sec.
,, 11	Craigantlet Hill-Climb	Ulster	Allard (Allard)	Lindsey (E.R.A.)	Innis (Nufor Special)	1 min. 13 sec.
Sept. 1	Brighton Speed Trials	Madeira Drive	Butterworth (A.J.B.)	Allard (Allard-Cadillac)	Lycett (Bentley)	26.63 sec.
,, 8	Wakefield Trophy	Curragh	Moss (H.W.M.)	Duncan-Hamilton (H.W.M.)	Moore (H.W.M.)	130.773
,, 9	Prescott Hill-Climb	Cheltenham	Wharton (Cooper 1,000, s/c.)	Poore (Alfa-Romeo)	Allard (Allard)	43.81 sec.
,, 22	Shelsley Walsh Hill-Climb	Worcester	Wharton (Cooper 1,000, s/c.)	Wharton (E.R.A.)	Poore (Alfa-Romeo)	36.62 sec.
,, 29	Madgewick Cup—19.3 kms.	Goodwood	Moss (H.W.M.)	Macklin (H.W.M.)	Abecassis (H.W.M.)	136.600
,, 29	Woodcote Cup—19.3 kms.	Goodwood	Farina (Alfa-Romeo)	Parnell ("4.5" Ferrari)	Rolt (E.R.A./Delage)	152.705
,, 29	"Daily Graphic" Trophy—57.9 kms.	Goodwood	Farina (Alfa-Romeo)	Parnell ("4.5" Ferrari)	Rolt (E.R.A./Delage)	153.156

SOUTH AMERICAN RACES

Feb. 18	Peron Cup—157 kms.	Buenos Aires	Gonzalez ("2.5" Ferrari, s/c.)	Lang ("3.0" Mercedes-Benz)	Fangio ("3.0" Mercedes-Benz)	99.820
,, 25	Eva Peron Cup—157 kms.	Buenos Aires	Gonzalez ("2.5" Ferrari, s/c.)	Kling ("3.0" Mercedes-Benz)	Lang ("3.0" Mercedes-Benz)	100.337

CONTINENTAL HILL-CLIMBS

July 22	Susa-Mont Cenis	—	Daetwyler ("4.5" Alfa-Romeo)	Stuck (A.F.M.)	Wharton (E.R.A.)	14 min 20.00 sec.
,, 29	Grand St. Bernard	—	Stuck (A.F.M.)	Bracco (Ferrari)	Cortese (Ferrari)	24 min. 21.40 sec.
Aug. 6	Freiburg	—	Wharton (E.R.A.)	Fischer (Ferrari)	Pietsch (Veritas)	8 min. 5.33 sec
,, 19	Vue des Alpes	—	Wharton (E.R.A.)	H. Schell ("1.1" Cooper)	Charrington ("1.1" Cooper)	3 min. 57.80 sec.

N.B.—It will be noted that distances and average speeds are given in kilometres and k.p.h. instead of the British miles and m.p.h. This has been done in an attempt to begin some form of standardisation in motor-racing results. Kilometres are used as all other countries on the International Calendar are consistent in the use of this measurement for results, and we feel it is time Britain conformed to an accepted standard. Measurement of time is, of course, already international.

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1st :	**Nottingham S.C.C.,** Gamston, 26.3.51	1½-litre Sports	
2nd :	**Altcar Speed Trials,** 12.5.51	1½-litre Sports	
4th :	**Maidstone & Mid-Kent M.C.** Silverstone, 26.5.51	Sports, 2,500 c.c. Non-s/c., 1,500 c.c. S/c.	
1st :		Sports, 1,500 c.c. Non-s/c., 1,300 c.c. S/c.	
4th :		Racing Cars, 2,000 c.c. Non-s/c.	
4th :		Racing Cars, Unlimited.	
4th :		Members' Handicap.	
1st :	**Sheffield & Hallamshire,** Gamston, 21.7.51 ...	1½-litre Sports	
1st :	**West Hants International,** Ibsley, 4.8.51	1½-litre Sports	
3rd :		Racing Cars Handicap	
2nd :	**Goodwood,** 18.8.51	1½-litre Sports	
1st :		Handicap	
1st :	**S.U.N.B.A.C.,** Silverstone, 1.9.51	1½-litre Sports	
1st :		Handicap, Heat	
3rd :		Handicap, Final	
1st :	**Altcar Speed Trial,** 15.9.51	1½-litre Sports	
1st :		1½-litre Racing	
1st :	**Peterborough M.C.,** Silverstone, 22.9.51 ...	1½-litre Sports	
1st :	**Peterborough M.C.,** Silverstone, 22.9.51 ...	Handicap, Final	
		Winning President's Trophy	
1st :	**Nottingham S.C.C.,** Gamston, 6.10.51	1½-litre Sports	
1st :		Racing Car Handicap	
		Sports Car Handicap (half race completed in third gear; lever broken).	
1st :	**Berwick M.C.**	1½-litre Sports	
3rd :	**N. Staffs M.C.,** Prescott Hill-Climb, 20.5.51 ...	1½-litre Sports	
		Wet weather award	
2nd :		Handicap event for racing cars, all-comers	
1st :	**N. Staffs M.C.,** Peplow Speed Trials, 20.10.51 ...	1½-litre Sports	

Meetings attended but not placed :—

28.7.51 Aston-Martin, Silverstone Meeting. All races were Handicaps
9.9.51 International, Prescott. 4th in 1½-litre Sports Class
18.8.51 Goodwood. Bearing failure in practice.
29.9.51 Goodwood International. Clutch failure.

No other Meetings attended.

Acknowledgment and thanks are due to Mr. K. H. Downing for permission to publish this record.

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CARS I HAVE OWNED —



by J. J. Hall

J. J. Hall needs no explaining away to those who remember the old Brooklands days or are partial to vintage motor-cycles. During the war Jim Hall wrote an article about old motor-cycles which unearthed hundreds of the things, and virtually led to the formation of the present successful Vintage Motor-Cycle Club.

Another early essay in motor journalism was his delightful war-time writing in *Motor Cycling* "We Remember" and "We Remember Some More." At Brooklands Hall had many adventures, on two, three and four wheels. He now writes for us an amusing account of many cars he has nearly owned, modestly refraining from mentioning his recent long Continental and American tours in Austin and other cars.

In the picture above Jim Hall takes time off from motoring to study Andre Simon's authoritative book, "Drink." Suitable containers for carrying out research on this subject will be observed, and amongst the pictures of Hall's friends on the wall are those of such celebrities as J. A. Prestwich, Teddy Prestwich, J. B. Morton, Hilaire Belloc, D. B. Wyndham Lewis, Leslie Henson, Gordon Harker, Basil Radford, and the late Algernon Blackwood.—ED.

I DOUBTED if this article would ever appear because it is very short [short but very sweet, ED.]. I find when I try to look back over thirty years that my memory as to the motor cars I have owned seems to be especially dim . . . perhaps because during the first ten years of that period I was riding motor-cycles for pleasure and for a living, and cars played a very back-stage part in my life at that time.

Then again, the title "Cars I Have Owned" makes me scratch my bald head . . . it should be called "Cars I Have Nearly Owned." Reminding all and sundry that there is such a thing as "statute barred," I must confess that I doubt if I ever owned any. It was always some unsuspecting hire-purchase organisation who owned the cars I drove, and I think it is unlikely that one ever finally became my property, unless it was some piece of real nonsense which I had picked up for the odd £10.

However, I will do my best to remember what I can and see how it pans out. I remember my first four-wheeler, an A.V. Monocar . . . I had always wanted a Monocar because in my schoolboy desire for glamour I thought it would make me look like a "racer," and I went about in it, in particular up and down Brighton front, feeling like a racer and looking like a fool. It had a V-twin J.A.P. engine about eight inches away from the back of my head; the steering was worked by a piece of wire rope round a bobbin on the steering column and thence to each front wheel. I remember no other details about this vehicle except that a piston broke and I replaced the heavy cast-iron piston, which came out in pieces, with a light-alloy Ricardo . . . the only one I could find to fit. I did not know about balance in those days and in it went, and it wasn't long before the whole affair shook itself to pieces.

The next car was an open two-seater bull-nosed, brass-radiatored Morris-Cowley, about 1921-22, with, I believe, a Hotchkiss engine. A stout little job which went well for over a year with no trouble.

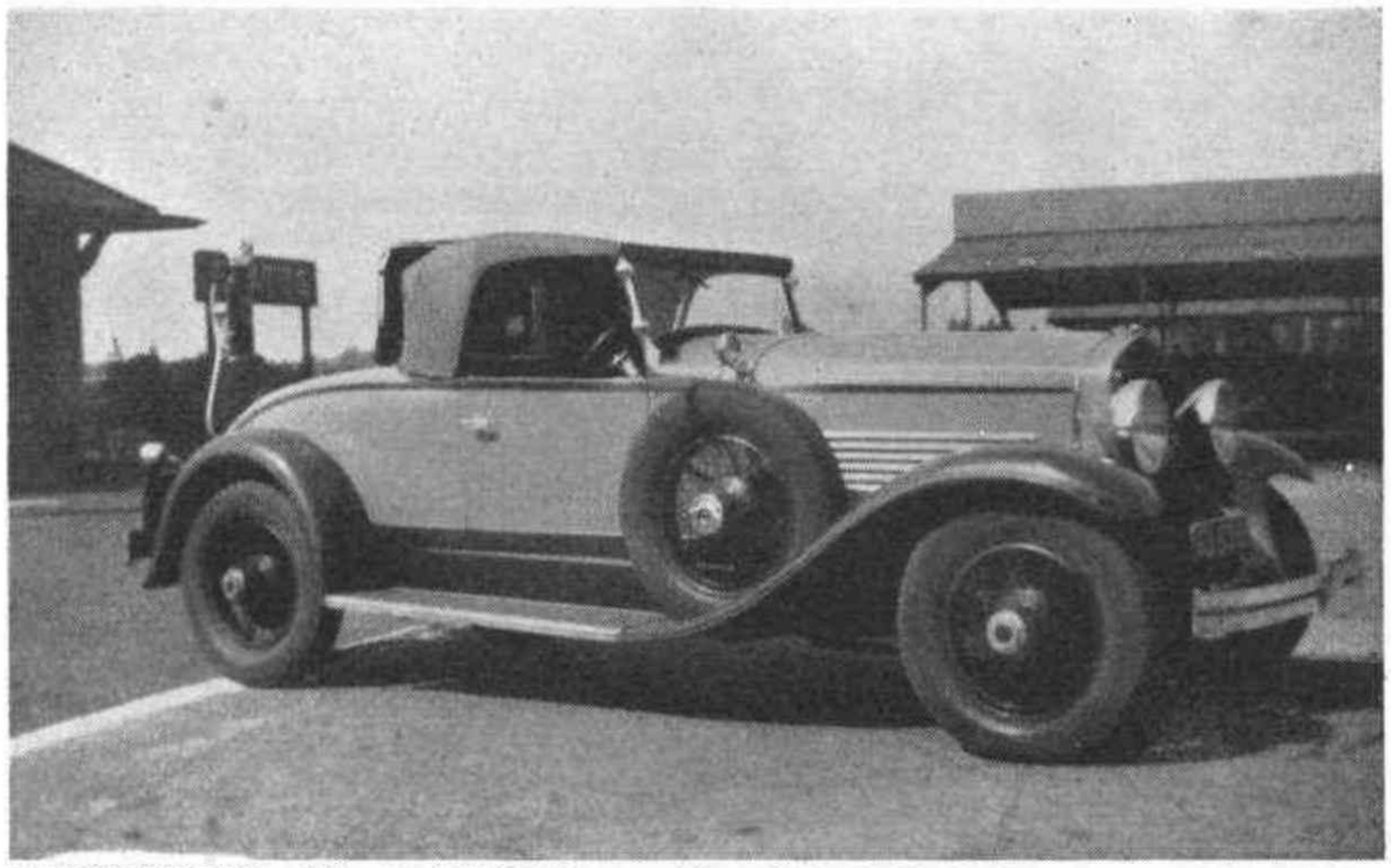
Then I acquired a model-T Ford. It was the model-T Ford on which I had learned to drive and which belonged to Hilaire Belloc. Always I shall remember the great man, in black oilskins and an old yachting cap, who used to sit perched up on high and rush about the lanes of Sussex with the greatest gusto. My particular Ford had some form of overdrive and went like a bomb. The method of stopping this vehicle was the one great thing that I remember about it. If you were in a hurry, you just pushed your foot pedal from top gear straight into bottom, and if that didn't stop it quickly enough, you pushed in reverse, and that certainly did the trick. What is amazing is that the remarkable Ford epicyclic gears stood up to this nonsense indefinitely.

A "dear old pal" in the motor trade, just to do me a good turn, persuaded me to exchange the Ford for a smart-looking Scripps-Booth two-seater, but he did not tell me that the welded crown-wheel would only keep in one piece for about ten miles . . . that is all it did. I never saw my old pal again . . . scoundrel!

Somewhere around the year 1924 I acquired a real vintage specimen, a 1912 Rothwell. The engine went beautifully, the half-shaft would not go at all. It was either lent to me or sold to me by Teddy Prestwich, of J.A.P. (the present managing director). He says he cannot remember which, but as he neither got the car back nor ever had the money for it, the result was the same. I believe it finished up at Shanks' Garage, Weybridge, who probably kept it in payment for months of garage space while I was trying to find some bits so that I could get it going.

I have suddenly remembered a car which I did actually own and pay for, and, what is more, paid for in one lump. It was one of the first *Petit Sport* Amilcars which Vernon Balls imported when he was operating from Putney. A favourite aunt had left me some money, £500 I believe, and I bought it new for £310, and I shall always remember my astonishment when Vernon accepted my cheque and let me take it away on the spot. It took about three months to spend the balance on riotous living and I had to sell the car.

There was, of course, the big wedding present. I remember getting married in 1926 (who wouldn't!) . . . we went into Henrietta Street Registry Office with the taxi-driver who took us there, rang up my old pal J. B. Morton, "Beachcomber" of the *Daily Express*, told him to hop round a bit quick and bring a bottle of fizz in his overcoat pocket, which he did. The whole thing took about five minutes . . . we drank the champagne and charged off to Victoria Station, where said wife jumped on a train and disappeared to Italy. In the interval between her disappearing and her return, I thought a big gesture should be made on her arrival and acquired a brand-new Morris-Cowley coupé, which I took to Smiths in Great Portland Street and had equipped with almost every gadget known to the world of motoring. I remember also my wife's brother who, among other things, manufactured magnificent leather overcoats, and I had one made in blue to



MOONSHINE.—The straight-8 Moon with which J. J. Hall unsuccessfully tried to average 80 m.p.h. for 12 hours at Brooklands.

match the car. All of this I had lined up on the quayside at Southampton—somehow she came back by boat—and with a sweep of the hand presented her with the goods as a wedding present, with a gesture the Aga Khan might have used to tip the hall porter five shillings. The gesture, unfortunately, did not last very long—I'd had to pay £50 down and £13 a month. I managed to pay the £50 down somehow and I think perhaps the first two months' instalments, but the sad day came when the car had to go back, and as for the leather coat, there has been a strained atmosphere between me and my brother-in-law ever since.

At this time my brother had acquired a Lancia Lambda, and I was fascinated with the way this car held the road and by some means or other acquired one myself, which I ran for a year of happy motoring. The one peculiarity this car had was that each morning it was necessary to take out all the plugs, just run a knife-blade across the points, which appeared to remove some iron-hard carbon, and the car would start immediately. If this operation was not carried out, nothing would induce it to operate at all. The technical boys will give the answer to that one!

One of the most remarkable cars I used for some months was a two-seater 32-h.p. Moon, which had a straight-eight Continental engine. I obtained this car by the simple process of reading all about it in an American catalogue and writing off to the company in the U.S.A., saying I thought it would be a good idea if they sent me one of these two-seaters. I pointed out that if what they said in the catalogue was true, it would be good publicity if I put up a timed run at Brooklands and tried to average 80 miles an hour for 12 hours. They thought it was a good idea too. The car was duly delivered through the good offices of their concessionaires at that time, whose name, I think, was North-West Motors, and who operated from Liverpool. Various troubles occurred which were responsible for the run not taking place . . . not all of them were to do with the car, although I remember having considerable trouble in obtaining fuel feed at continued high speeds. Its chief feature was its astonishing acceleration. It had, when tested by the *Motor*, the best acceleration figures from, I believe, 0 to 70 miles an hour of any car of any type tested that year, which I believe was the year that Mike Couper won the 2-litre class of the Double 12-Hour Race in a Lagonda—I was running his pit at the time. I remember on many occasions we would start off up the straight together and for the first few hundred yards I always got great glee out of swishing away from him in his racing Lagonda as if he were suffering from paralysis. Mark you, I only say for the first few hundred yards.

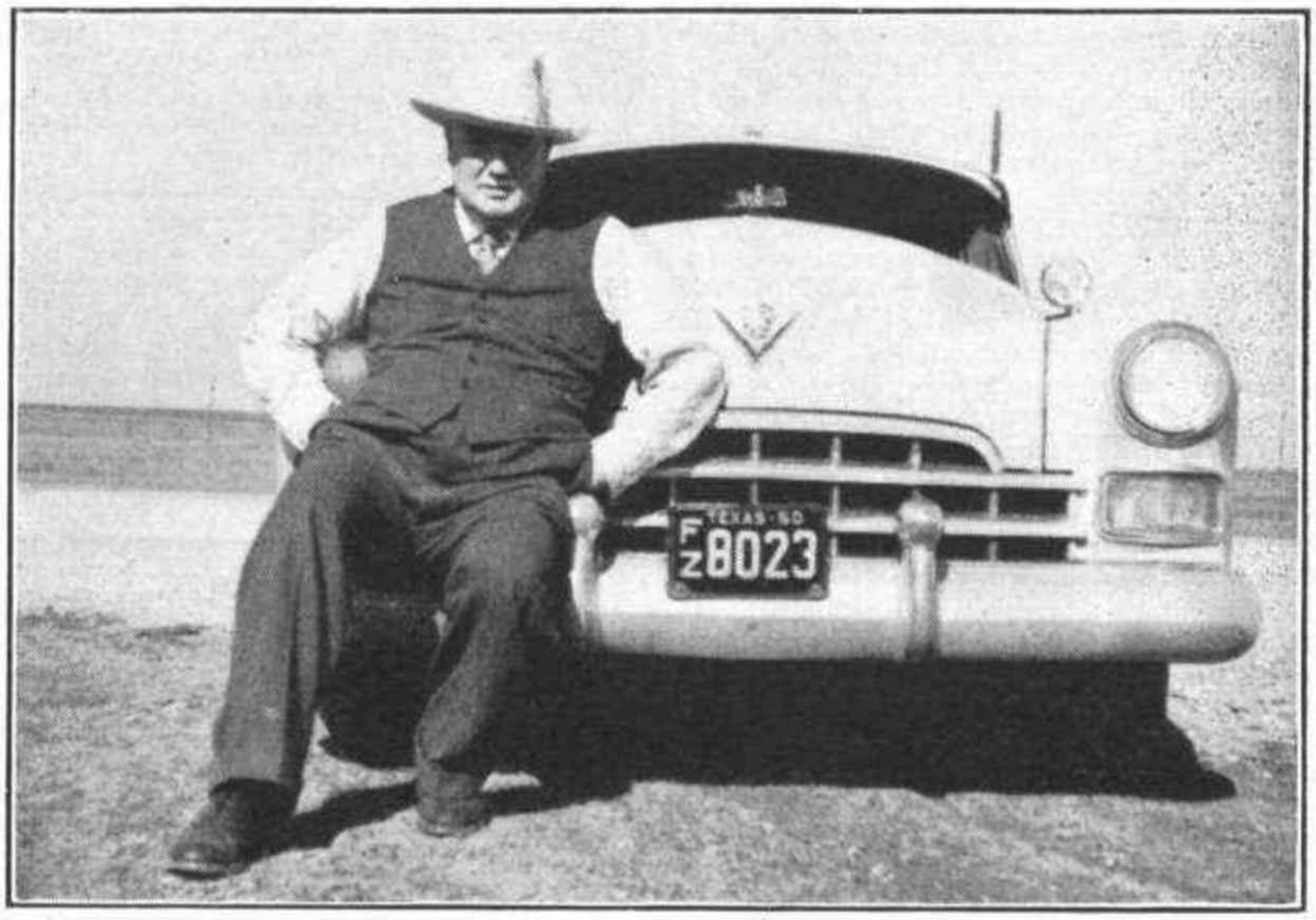
Another car that I had for a time was a show model Galloway coupé, in bright yellow and black, and fitted out with every possible device in the way of interior decoration. This I remember driving in the London-Land's End Trial in 1920-something, with Mike Couper as a passenger. I remember striking a large rock trying to round the first hairpin at Blue Hills Mine and finishing up with a silver medal . . . that also was eventually returned to the makers (the *car* not the medal).

Somewhere squashed in between, or in front, or behind, was a brand new Austin Seven, which, as everyone knows, was a magnificent little car; an Austin "12/6" which everyone knows was not; a Wolseley of some eight or nine horsepower, of which the chief thing that I remember was that to start it you just pressed the accelerator; an old Austin "12/4" which I bought for £15 and which was so large that if the question arose of one not having the price of a hotel bill, it was quite easy to sleep in the back.

Somewhere in this welter of four-wheelers there was much coming and going with vehicles only possessing three. This commenced with an Omega with an 8-h.p. J.A.P. engine, which proved a reliable vehicle on the road and which I subsequently took on to the track and broke a certain number of records.

I then got hold of an H.P. three-wheeler, an astonishing little vehicle which had a 350-c.c., two-port J.A.P. engine and which was built at Byfleet in Surrey. Apart from the fact that it had a completely unsprung back wheel, which was all right if you were tough, it went remarkably well—well enough when we'd done a bit of work on the engine to take out on to the track, where it obtained between 20 and 30 records in the 350-c.c. three-wheeler class.

I then graduated to a Beart Morgan, to which Teddy Prestwich fitted a special



1950.—*The author with a Cadillac in Texas.*

750-c.c. o.h.v. twin. This functioned extremely well and, again with a few modifications, we took it out on to the track for records and did quite well till the famous day, after having just broken records from one to three hours and 50 kilometres to 200 miles, the back tyre burst and it somersaulted several times on the railway straight at about 80 miles an hour, with somewhat disastrous results to my head, to my backside, and to my ankles and my legs and my elbows, and if you want to know what happened to my poor passenger, call on my old friend V. W. Derrington, at his famous establishment at the bottom of Kingston Hill, and he will tell you all about it . . . he was the passenger.

I also had a Jowett two-seater. The foot-brake, operated by a band that went round the prop.-shaft, would stop the car with great violence at any moment you required to do so. It was a delightful brake—I could fit a new brake shoe in about five minutes. All you did was to pull out two split pins, throw the old brake band over the nearest hedge, put the new one on, replace the split pins, and away you went.

I eventually got a sports model of this car on the road and finally took it to Brooklands and, driving with A. H. Grimley, who is O.C. their Development Department, broke the 12-hour record in the 1,100-c.c. Class, which at that time was held by Marendaz and Kaye Don in an Amilcar. If I remember rightly, it averaged over 52 or 54 for the 12 hours, which, considering we changed three cylinder-head gaskets in that time, was not too bad.

The next car I can remember was one of the very first of the Fiat 500s which were put on the market, and I remember on this occasion the transaction was organised by Conway West Motors, of Woking, Conway West having put up with my troublesome transactions for many years. It was, I think, the first Fiat 500 ever to be seen in the Isle of Wight, which island I darted round for some weeks in this astonishing little car with its beautiful roadholding and brakes' and gears on which you could play tunes.

I swopped the Fiat for a "Le Mans" Singer which I got through the good offices of Jack Holbeach, who at that time was with Thomson and Taylor, of Brooklands, and maybe he still is. My chief complaint about this car was that its performance did not live up to its looks. It had a large tank with quick-filler cap behind your head and an exhaust pipe which allowed the engine to make a noise which had high hopes of something really quick, which it wasn't—perhaps it was never meant to be—but it was a reliable, pleasant car to drive and one in which you got plenty of fresh air and a fine view of the countryside.

Another thing I remember about this car was that I omitted to inform the hire-purchase organisation through which I got the Fiat that I had changed the Fiat for a Singer. This created quite an uproar, but they were extremely civil about it and, having signed all the necessary documents which made them the legal owners of the Singer, we disposed of it to clear the matter up.

At this point I thought it was time I called a halt to this sort of thing . . . got a proper job with a firm who supplied their travellers with cars, and have never owned, or tried to own, a car since, and have lived in comparative peace.

This "brief encounter" may sound very disgraceful, but remember most of it took place when one was very young and wild and foolish. There were a good many of us down at Brooklands who were in much the same boat in the early 'twenties, and it was all done in a very light-hearted way and received in the same spirit by the victims.

I would now announce in a loud, clear voice, that for the last 20 years I have been a pillar of respectability (who the hell said, "Oh Yeah"?).

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NUFFIELD SOUP—

continued from page 37

It will be seen that the Stage II showed only a small improvement over the normal "TD" and was a shade slower than the "TC." It must be remembered, however, that its engine did not rev. so willingly as that of the "TC" and that it had higher gear ratios than the standard "TD." Where the Stage II did show up well was in its easier cruising at speed, while it would see off the normal "TD" quite comfortably up to 40 or 50 m.p.h. from a standstill, even when starting in arrears. The "TDs" were slower up to 50 m.p.h. than the "TC" because it was necessary to go into third gear, whereas the "TC" just got there in second gear.

The Stage II "TD" had no thermometer but it boiled after the acceleration tests, probably because two-thirds of the radiator was blanked off. It oiled up No. 4 plug towards the end of the test. Both cars showed about 40 lb./sq. in. oil pressure (Mr. Bradford uses Esso 30 oil), and the normal "TD" ran at 70 deg. C. water temperature. Mr. Walters averages about 27 m.p.g. with his Stage II "TD," and Mr. Bradford gets about 35 m.p.g. in ordinary motoring with his "TC," considerably less from his "TD."

As dusk came down and the cold increased, the two "TDs" were returned to their owners, after a final run over twisty cross-country roads. We had covered a total of about 195 miles in the three M.G.s, sufficient to compare "TD" with "TC" and a Stage II "TD" with a standard "TD." The acceleration figures were the real object of the exercise and very interesting they are.—W. B.

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HISPANO-SUIZA MEETING

An informal gathering of Hispano-Suizas and their owners took place at "The Anglesea," South Kensington, on November 4th last. Approximately forty invitations were issued but unfortunately only five cars and eight owners were able to appear.

The cars, in order of appearance, were: Morin Scott's 37.2-h.p., 6½-litre chassis, at present undergoing an extensive rebuild which will culminate in the appearance of an enormous two-seater. Dr. Paling's lovely Saoutchik-bodied 37.2-h.p., 5½-litre coupé. This machine was imported from Spain in 1948 and hence is on the £10 tax. The engine is apparently not quite standard since some liners supplied by Mr. Briand for this model had to be altered in order to fit. Dr. Barlow's 37.2-h.p., 6½-litre tourer; this machine is, I understand, on the market for family reasons. Dr. Harley's 37.2-h.p., 5½-litre limousine, in immaculate condition both inside and out, having just returned from an overhaul in Paris. Last, and by no means least, we were honoured with the presence of Mr. Fraser's fabulous 75-h.p., 9½-litre V12 coupé, which, not surprisingly, arrived on trade plates!

Among the owners present without their motors were Mrs. Bailward (27-h.p. Barcelona), who also had some photographs of her previous machine, a 45-h.p. Boulogne coupé; Mr. Cuthell, whose Alfonso was in the course of having the clutch rebuilt, and Mr. Moss, who owns the remains of Count Zborowski's "Monza" and a 37.2-h.p. limousine which he purchased recently for £25.

The object of the gathering was to provide the basis for forming a small but select club for owners of these incomparable motors, for which at least two names have been suggested—"Les Hommes a l'Hispano" and "Le Club Anglais Hispano-Suiza." Any owner who did not receive an invitation and who is interested should write to Morin Scott, 16, Kensington Park Gardens, London, W.11.

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PARTIES

MOTOR SPORT held a party at its offices last November, attended by many notabilities from the motor trade and sporting world, for the purpose of showing the Esso films. These included a full-length film of Le Mans, 1951, in which the only thing lacking were shots of the dramatic night-session (don't Esso's cameras work after dark?), and some amusing and topical "shots," in album form, of motor and motor-cycle racing, gymkhanas, the Dorking veteran car speed trial, etc.

* * *

On December 6th, the W. Essex C.C. held its fourth annual dinner and dance (the dancing to Howard Baker and his band), with Tommy Bird as Toastmaster and M.C. Eric Findon, Trevor Jones, Tommy Anderson and Charles Fothergill spoke, Mrs. T. Anderson presented the prizes and the evening went with a decided swing.

* * *

The Hants & Berks M.C. had a buffet supper at its presentation of awards at the Grove Hall Hotel, Twyford, on December 12th, followed by dancing and party-games devised by J. Lowrey, B.Sc. The guest-speakers were Sir Algernon Guinness, Bt., and Laurence Pomeroy, M.S.A.E., and Lady Guinness presented the many prizes. The Club is noted for its stiff Night Navigation trials and it was felt that the fog which confronted the revellers as they attained their cars in the a.m. had been specially laid-on by the Club on this occasion.

CHAIN CHATTER

by "CARROZZINO"

ONCE a year people like myself, who spend their time voicing opinions on motor-cycling matters, are given a chance to compete in an event held especially for the Press. Wisely, this event takes the form of a mud-plug trial, as a road race or speed hill-climb would probably result in a massacre. The idea of the event is to see whether the writing types are capable of riding, and I am pleased to report that this scribe justified himself by winning the sidecar class. It was one of those frightful, but efficient, trials horrors of an outfit with a 33 in. track and a centre of gravity a long way from the ground, but even so I managed to keep the number of inversions down to one.

* * *

It is only January and the mud-pluggers are in full swing, but news comes of the 1952 racing season. The calendar contains more International Road Race Meetings than ever before, and it is interesting that the "Circus" events can be grouped in two, a concentration of Belgian and German racing, or French, Italian and Swiss racing. If all the events take place the regular riders will be in the happy position of being able to choose events instead of the usual business of riding in everything. As far as the coming World Championship Series is concerned a further event has been added, it being the German Grand Prix on the excellent Solitude Circuit near Stuttgart. It was here last year that I witnessed my largest crowd, 450,000 spectators round a seven-mile circuit, and the organisation by the A.D.A.C. was beyond criticism and showed that the Germans are mor than capable of putting on a great International event. The addition of this race is balanced by the dropping of the French Grand Prix, not because it was a bad event, far from it, but one of French internal policy. Another change that will have far-reaching effects is the moving of the Spanish Grand Prix from the month of April to the month of October. In other words the Spanish race, round the twisty but fascinating Montjuich circuit, will include the 1952 Championship series and in all probability will prove to be a decisive meeting in the final results. In some ways this is a pity, for up to now Monza has always concluded the series and to my way of thinking the Italian event was most suitable. Monza is a circuit that calls for sheer speed above anything else, and as the various "works" teams spend the whole season getting faster and faster it seems fitting that the season should wind up with a glorious "blind" where the faster bicycle can prove itself. Surely one of the main points of racing is the development of the fastest machine, and the Monza "win-or-bust" spirit that always prevails seemed most appropriate every September. Now I fear that Monza will be treated with a certain amount of reserve with Barcelona following on, and as the Spanish circuit is very slow it will come as an anti-climax and the season will fizzle out instead of going out on a blaze of glory and ultra-high speed. The F.I.M. motto is "*pro virtute et scientia*" and after each Monza meeting I have always felt that the racing fraternity were upholding this saying in a most noble manner.

This delaying of the Spanish race was brought about by the inability of the British manufacturers to be ready in time for an event as early as April. The Spaniards' only alternative was a date late in the season, but I feel it is not too late to change the date of October 5th for one early in September and put the Italian race more towards the end of September. Doubtless there are numerous internal matters in each country which would make such a change difficult, but I still think it would be nice to view International racing from a strictly purist point of view.

* * *

Regarding riders who will be riding for the "works" teams, it is interesting to see that Reg. Armstrong, the young Irish rider, has been signed up by Nortons along with Kavannagh, the Australian, Bennett and, it goes without saying, Geoff Duke. A.J.S. retain Bill Doran as a very sound number one rider, backed up by the New Zealand rider, Rod Coleman, who showed such brilliant form during 1951. The third recognised British racing team, Velocette, are in a very sorry condition and appear quite incapable of making any definite plans for the near future. In the sidecar races Eric Oliver will again have the backing of Nortons, as he fully deserves, but it is said that this year he will be up against a team of three four-cylinder Gileras, ridden by Albino Milani, who won the last Monza sidecar race, Frigerio and Ernesto Merlo. Whether Eric will be able to deal with such a powerful trio is not known, but it would be nice to think that he was going to be backed up by, say, Cyril Smith and Peter Harris mounted on works machines for the Grand Prix events.

* * *

An interesting state of affairs has arisen in Florida where the annual 200-mile Daytona races are held. Over the past few years this American race, which has received rather a lot of unjustified publicity in this country, has been dominated by Norton machines, and every year difficult regulations are framed with the idea of keeping the Bracebridge products out of the race, but every year Nortons comply with the regulations and win. For the forthcoming races, which would obviously have been dominated by the latest "Featherbed" frame Manx Nortons, the regulations have been so worded as to bar this type of Norton completely, but allowing earlier models. Many people attach great importance to this event, but as it is purely an American National race and a cross between a road race and a scramble and very much a one-off event I see little reason for worry. Undoubtedly the Americans have provided Nortons with the finest free advertisement possible, for what is better than to hear someone say, "you cannot bring your machines as they are far too good."

* * *

The last spate of record breaking by N.S.U. during 1951 resulted in a magnificent run by Hermann Bohm to clock 154 m.p.h. for the flying kilometre sidecar record. This was done on a solo "rekord-maschine" with an outrigger wheel encased in a spat, and it caused rather a stir as many people did not consider it to to be a true sidecar. As the regulations stand at present it was a sidecar, but as the ballast and necessary frontal area was contained in the wheel cover, it was difficult to look upon it as a sidecar that could carry a passenger. I do not blame N.S.U. for producing such a machine, rather do I blame the F.I.M. for wording its regulations in such a manner that this sort of thing can happen. I see no real reason why record machines should not carry a human passenger, over 18 years old and weighing a minimum of 60 kilogrammes, as specified for the World Championship races. If it was set down that an adult passenger had to be carried and that he must be situated in the triangle formed by the wheels and not above the highest point of the wheels, it would cause reasonable sidecars to be used for records and, also, would prevent the absurdity of carrying the passenger as a pillionist in an endeavour to cheat the wind. The thought of being passenger on a two-hour Montlhèry run is rather harrowing, but the thought of being a static passenger at over 160 m.p.h. for the next World's Record I find most intriguing, and would be only too pleased to put my name at the top of the waiting list. Just why a machine for a World's Record in the sidecar class was ever allowed to run without a proper passenger is beyond me. It seems as absurd as racing without a passenger, and the F.I.M. are already in agreement with that viewpoint.

SUNBEAM REGISTER

It was a happy thought on the part of the Sunbeam Register to invite representatives of other one-make organisations to its dinner and social at St. Albans on December 1st. P. Sims of the Aston-Martin O.C., J. Green of the Bentley D.C., Mr. and Mrs. N. Freedman of the Lancia M.C., Mr. and Mrs. Jeddere Fisher of the Lagonda Club, P. Quiggin of the Alvis Register, and Lt. and Mrs. A. B. Demans of the Humber Register accepted and a good time was had by all. Mrs. Boddy had arranged an advertisement identification contest, a quiz and a series of driving tests in foot-propelled SR1, a special built in a few weeks for the purpose by R. C. Carter with far less fuss than is associated with the B.R.M.! Pictures from the Register's Events Records were on view. N. Freedman won the quiz, T. K. Wheeler the advertisement contest and f.t.d. in the SR1 "dice" was established by Mr. Webb, while Mrs. Fisher clocked best ladies' time. The season's prizes were presented by Mrs. S. Darbishire, and a pleasant party broke up around midnight. The Sunbeam Register (Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hants.) now has over 300 owners of Wolverhampton Sunbeams on its books and publishes a printed magazine bi-monthly.

VINTAGE VEERINGS

The V.S.C.C. again held its Southport week-end towards the close of last season, with John Bolster as the Guest of Honour. On the Sunday morning divers tests of men and machines were arranged and won as follows :—

EASY-STARTING TEST.—A. Brooke (4½-litre Bentley).
WIDTH-JUDGING CONTEST—D. Lloyd (3-litre Bentley).
TEN FEET WIND-ON-HANDLE TEST.—D. Lloyd (3-litre Bentley).
UNDER-BONNET CONDITION.—(Tie) K. Lee (Bugatti) and K. E. Ellis (Renault 45).
FIRST-PRIZE, AGGREGATE RESULTS.—D. Phillips "12/50" Alvis).
QUIZ CONTEST.—(Tie) J. Bolster and P. Wyke.

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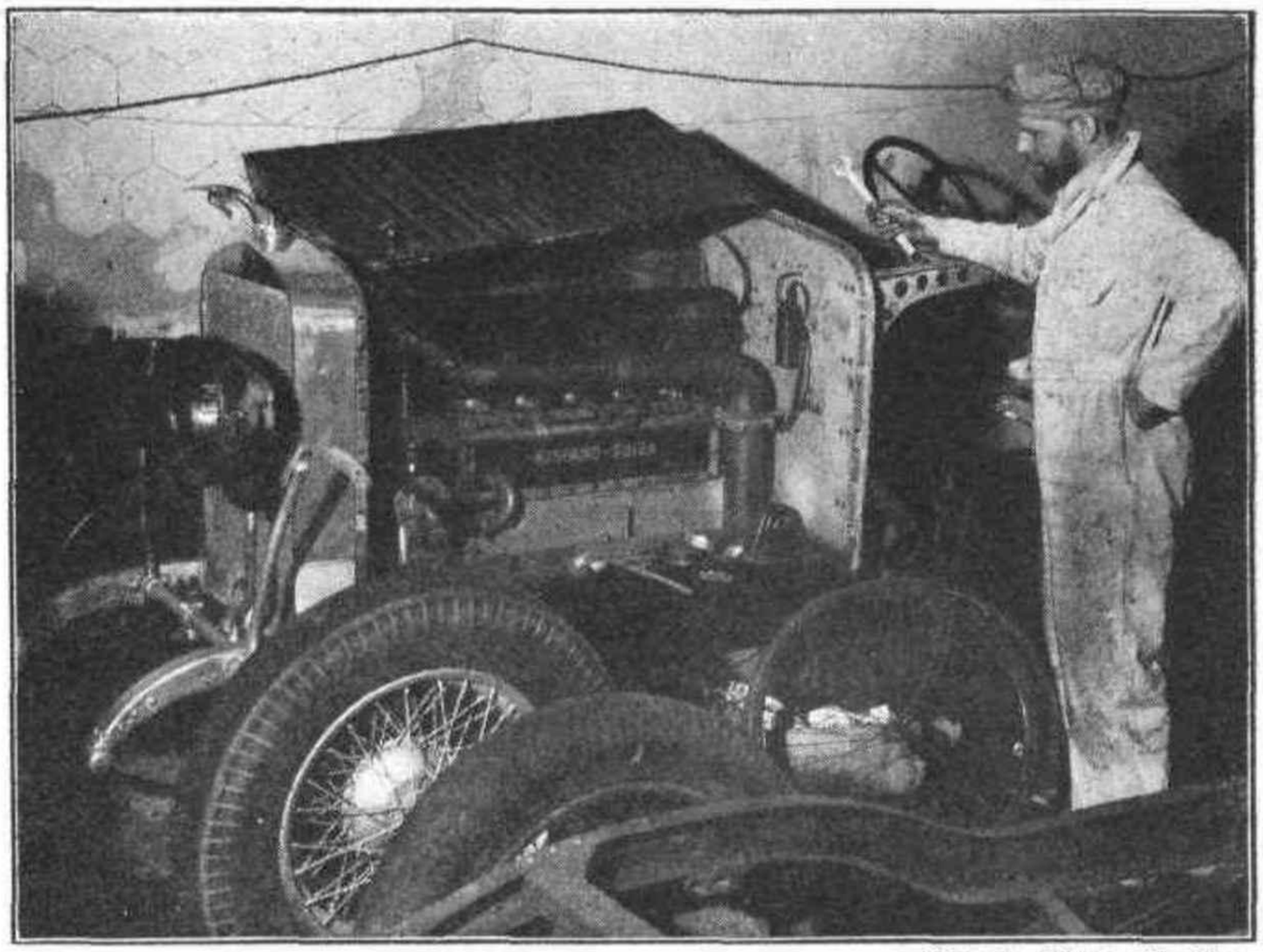
Whereas 26 cars entered for Southport, 99 nominated for the annual Bisley Rally of the V.S.C.C. on December 2nd. This time a new venue was used, the undulating approach to which caused apprehension to at least one Type 57 Bugatti driver. The weather was cold but fine and the assemblage of vintage machinery beneath the blue sky flanked by tall pines was a stimulating sight. Norman Routledge had brought his 1924 Morris Cowley all the way from Leeds. W. D. Hart also had a Morris Cowley (a 1924 two-seater) and a girl friend as well, possessions we always wanted when we were young but never achieved, at any rate not both at the same time. Barker was out in his charming if smoky Type 38 two-seater Bugatti, while Archer brought a quite perfect "30/98" Vauxhall Velox, absolutely original, even to kidney-box f.w.b. Clutterbuck's Avon Standard bore a tiny plate proclaiming it to be No. 3 of this breed—it has the 1,281-c.c. engine—and Murray-Austin's bright red cut-and-shut 1929 Lancia Lambda possessed built-in radiator shutters and a container incorporated in the spare wheel which, people went about saying, held methylated spirit. Julian Jane also had a cut-and-shut Lambda but Murray-Austin's was the clean one.

The Edwardians and even a veteran joined in, C. J. Bendall's 1911 Rolls-Royce limousine, found in good order in Cumberland, being a very fine specimen indeed. The veteran was R. G. Forster's 1903 de Dion, which had consumed three inlet valves on the journey to Bisley but which started first pull-up in the Le Mans quick-starting test. Later it stalled during the blindfold frolic, but its driver nobly descended and, groping, found the starting handle—no doubt evidence of breakdowns on black nights! We do not know if D. F. Gahagan is seriously short-sighted, but certainly he drove his 1926 Type 37 G.P. Bugatti at speed through the blindfold driving test as if he wasn't blindfolded at all. Mrs. Jeddere Fisher earned applause for her handling of the 1924 "11.9" Lagonda coupé in this test. This car was occupied by the Fishers' motoring children, with father in front to ensure that they didn't turn off the petrol.

The sinister, sandy-surfaced hill used for the hill-test defeated most of the moderns that tried to climb it and a few vintage cars which were asked as well to stop-and-restart on it. Archer's "30/98" was excellent, the Frazer-Nashes of Leigh and Brown were high geared for re-starting but went grandly thereafter, but Butcher's 1934 Riley Nine and Sanders' 1933 A.C. only just got over the summit and P. G. Bartlett, carrying his number card in his mouth, failed to restart in his 1927 2-litre Lagonda tourer—however, he didn't swallow his number card.

Very neat in the wiggle-woggle were N. Arnold-Foster (1925 Anzani Frazer-Nash), F. H. Whitely (1923 Gwynne Eight with four-speed Wolseley gearbox), R. A. Kellow (1924 "40/50" Rolls-Royce saloon), C. J. Bendall (1911 "40/50" Rolls-Royce motor carriage), Dr. Pinkerton (1931 Ulster Austin) and J. H. Leigh, whose 1933 Frazer-Nash emitted squeaks of alarm from within. Of Stanley Sedgewick (4½-litre Bentley) in the Le Mans quick-starting test it could be sung: "You should see my coat tails flying . . ." We noticed how very readily almost all the cars got going.

Perhaps a walk round the car park at Bisley is more entertaining even than the tests. We were absorbed by such as John Hay's 1929 3-litre Bentley with stately Harrison saloon body, R. Briggs' very clean Austin Seven Chummy, claimed to be 1923 but "modded" in its illuminatory arrangements—these Austin Sevens do run so much more smoothly than contemporary small cars of other makes and may well be termed the most revolutionary event in motoring since the war, although Briggs, and Davies, who brought a 1929 Chummy, would ask: "Which war?"—and G. F. Power's 1924 Swift Ten two-seater with artillery rear wheels on oversize tyres in contrast to disc front wheels shod with very beaded-edge boots. Croysdill handled a 1925 Austin Twenty, quoted rather vaguely as of "3,000 c.c.," and Ahearn ran his sedate 1927 3-litre Invicta tourer which is doubtless a flotilla-leader or something. Capt. Castle seemed intent on bursting his immaculate 1926 Rolls-Royce Twenty in repeated unofficial onslaughts on the gradient, for which a non-competing "33/180" Mercédès tourer also showed a decided weakness. Other interesting spectators' vehicles included an Edwardian Renault shooting brake (T. J. Boughton had a 1912 2½-litre Renault two-seater but this *competed*), a Morgan three-wheeler built round a Ford Ten engine, a very clean example of the original Triumph Super Seven tourer and an early Chrysler of de Soto lineage. Sunbeams were represented by Densham's special "14/40," wearing a Sunbeam Register badge, Dove's immaculate Sixteen tourer and a very fine "20/60" coupé. Altogether, a *good* Bisley.



[*Photo by Nicholas Hardinge*

Worthy of Restoration!

Results:

VINTAGE CARS UP TO 1½-LITRES.—1st: N. Arnold-Forster (1925 Anzani Frazer-Nash); 2nd: D. F. Gahagan (1926 Type 37 Bugatti); 3rd: H. Spence (1930 Lea-Francis).
VINTAGE CARS OVER 1½-LITRES.—1st: P. J. E. Binns (1924 "30/98" Vauxhall); 2nd: J. Jane (1925 Lancia Lambda Special); 3rd: G. D. Firkins (1914 2-litre Darracq).
POST-VINTAGE CARS.—1st: T. C. Sanders (1933 A.C. saloon); 2nd (tie): B. E. Brown (1934 Frazer-Nash) and Dr. G. E. Pinkerton (1931 Austin Seven).
BEST VINTAGE LIGHT CAR.—D. H. S. Wood (1923 Riley Eleven).

* * *

Mr. G. E. Beharrell, President of the S.M.M.T., on the occasion of his speech at the Society's annual dinner: "Of every five cars on the roads more than one is over 15 years of age and *should have ended its career.*" The italics are ours, but it is only fair to add that Mr. Beharrel continued, ". . . ironically, the owners of these hardy annuals, suffering under a weight of bills for repair and maintenance, are obliged to pay 25s. per unit of horsepower instead of the flat rate of £10."

Book Reviews

"RALLIES AND TRIALS," *by S. C. H. Davis* (184 *pp.*, 15*s.* *Iliffe and Sons, Ltd., Dorset House, Stamford Street, S.E.*1).

The subject-matter of this book is self-explanatory from the title. It is written in Sammy Davis' inimitable style made familiar through his earlier, classic volume, "Motor Racing." It deals with pre- and post-war Monte Carlo Rallies, the very tough Austin Sixteen demonstration of 1947 when seven capitals were visited in seven days of extremely severe weather (the cars were afterwards *given* to the movie men, Reuter's correspondent and photographer who accompanied the run, with a brand new one for Davis!), Alpine Trials, the unique Rallye Gastronomique and the Veteran Runs to Brighton. There is also a chapter on rally preparation; and adequate illustrations.

So many motoring books are pouring off the presses these days that it is inevitable that there is over-lapping. Thus, the bulk of Davis' book deals with the Monte Carlo Rally which was the subject of a classic by H. E. Symons before the war (now out of print, however) and another little book since. And Alan Hess wrote up the Austin Sixteen adventure long ago. But for all that this book is of great importance. Davis gets in a concise history of the Monte Carlo Rally and packs in a fund of delightful anecdotes and incidents. Just at present intending rally competitors will want to read everything about the "Monte" on which they can lay hands and, long after it is over, Sammy's book will be in demand by newcomers to the sport and friends of existing competitors who want to learn, without seeming to be absorbing a lesson, what rallies and trials are all about—just as, in fact, his "Motor Racing" is read every year by new disciples.—W. B.

"CONTROLLING A RACING CAR TEAM," *by S. C. H. Davis* (119 *pp.*, 15*s.*, *Foulis Ltd.*, 7, *Milford Lane, Strand, W.C.*2).

When C. G. Grey retired from editing *The Aeroplane* he wrote a number of books; S. C. H. Davis, having retired from the post of Sports Editor of *The Autocar*, is doing likewise. This latest from Foulis is typically Sammy and imparts a wealth of useful information and suggestion about the fascinating task of the racing Team Chief. He covers very seriously, but with a continual leavening of humour, every conceivable aspect of a task he knows intimately. If the book is read at one sitting the reader feels a trifle overwhelmed, but there is no doubt at all but that Davis writes of how a racing team *should* be run; his book will be of interest to all who hope to manage teams in this year's races and will doubtless be referred to frequently hereafter—especially its chapters on pit equipment, signals, chart-keeping and time-keeping.

It is good to see that amongst the many illustrations obviously inspired by Sammy—Bentley at Brooklands, Aston-Martin at Le Mans, for example—are many up-to-date pictures, such as a signal being given to a Lago-Talbot driver, Joan Gerard spotting in her husband's pit, etc. Also photographs are included of pit equipment. A *useful* book, painstakingly detailed, although Sammy doesn't seem to bother to read proofs, otherwise he could never have let the surname of his friend, the great Kensington Moir, go by as Moore!—W. B.

"SPEED TRIUMPHANT," *by Pierre Fisson* (188 *pp.*, 12*s.* 6*d.*, *Putnam and Co., Ltd.*, 42, *Great Putnam Street, W.C.*).

We wrote some time ago, when reviewing another book, that perhaps a great motor racing novel has yet to be written. That was before "Speed Triumphant," a translation by M. P. Moseley of a book the French know as "Les Princes du Tumulte," came into our hands. At last a great writer has described the scene, the background, of motor racing. This documentary by Pierre Fisson has no particular plot, not over-much romantic interest (though what there is of this is delightfully done) and is really a cross-section of how the Simca-Gordini team tackles races at Monaco, Aix and Berne. The "hero" is Jean-Pierre L'Archange, wealthy amateur turned professional, and you will live with him to the last word on the last page. The other drivers live too, and are real characters—Fangio, Gonzalez, Farina, Ascari, Chiron, Rosier, Claes, Moss, Heath, "Bira," Branca . . . And, of course, the Simca drivers Manzon, Gordini, Trintignant.

The book is written in the modern vogue of slightly dramatised descriptive style, but loses nothing thereby, which emphasises the author's ability, for, overdone, there is no style we like less. Motor racing, when the author knows his subject *and* can handle it, benefits by such an approach. "Speed Triumphant" is above all readable. It also provides a splendid insight into all those little things that go with racing, so that the reader sees a driver "behind scenes," as an actor seen in dressing-room as well as before the footlights.

Technical details of the Gordini team are revealed, the race accounts are accurate save for the inclusion of the additional mythical Simca driven by L'Archange, and Gordini, patron of the team, is delightfully portrayed. But it is the behind the scenes sketches that make this a great book.

If any criticism is merited it is that errors in translation have crept in (Moss and Heath drive E.R.A.s, for instance, where H.W.M.s are obviously intended), that there is a tendency for the hero, victim, it is true, of a bad crash at Madrid, to dwell overmuch on the morbid before his races, and that the climax when he dead-heats with Farina at Berne is a thought overwhelming. But this book is so very clever, so admirably conceived and written, that such points do not detract from it very much and it remains the first really great account of motor racing in the form of a novel that we have encountered. We learn from the dust jacket that Pierre Fisson won the Prix Renaudot in 1948 for his novel "Voyage aux Horizons," and are not surprised. Certainly he must have lived with the Simca team to have written "Princes du Tumulte," conferred perhaps with the late Raymond Sommer to get some of his "cockpit aspects" right, must certainly know and love good motor cars. Moreover, the illustrations are excellent photographs of real races, from the Maurice Louis Rosenthal collection.

W. B.

"WHEEL PATTER," *by Dudley Colley* (173 *pp.*, 10*s.* 6*d.*, *The Talbot Press, Ltd.*, 89, *Talbot Street, Dublin*).

Amongst a welter of motoring books this ranks as a very good one. The author tells of his motoring career, from ownership of early Ivy and Calthorpe two-stroke motor-cycles to successful racing of a "chain-gang" Frazer-Nash at Phoenix Park and Cork. The scene takes place in Ireland, and trials, rallies, speed hill-climbs and merely adventurous runs figure in this refreshing book, a 1930 Austin Seven Chummy being the author's companion on many of these exploits. He deals, too, with a G.N. (it cost £2; the price of old cars in those days will come as a shock to many!) and the "Ulster" Austin he raced.

Veteran cars and midget racing come within Colley's experiences, and his style of penmanship presents a very clear and entertaining picture. The book is intended for the layman as well as the enthusiast, for considerable pains have been taken to make clear just what are trials, sprints, etc. This is no bad thing, for many young men and women are likely to be attracted to the Sport by Colley's book, although insurance brokers would be ill-advised to study it! We enjoyed every minute of it.—W. B.

"BRITISH MOTOR CYCLES OF THE YEAR 1952" (160 *pp.*, 3*s.* 6*d.*, *Stone and Cox, Ltd.*, 44, *Fleet Street, E.C.*4).

This "annual" is a most attractive publication, invaluable to motorists who wish to get the two and three-wheeler world into clearer perspective. It covers the British machines of 1952 in sections devoted to bicycle power-units, autocycles and lightweights under 200 c.c., touring motor-cycles over 200 c.c., and competition models. Each different model is illustrated (over 110 photographs altogether), the art paper used throughout enhancing the photographs, and a detailed specification, with dimensions and performance figures faces each picture. There is a supplement of extra up-to-date information and an attractive detail touch is the reproduction of maker's badges, these appearing even for the bicycle power-unit manufacturers.

In addition a dealers' directory, an index, and articles on the Motor Cycle Show, T.T. races, the R.A.C.-A.C.U. Learner-Driver Scheme, and the A.C.U. are included. Warm praise indeed for a very well-conceived reference work.

"MOTOR CYCLE SPORT IN PICTURES" (64 *pp.*, 3*s.* 6*d.* *Iliffe & Sons, Ltd., Dorset House, Stamford Street, S.E.*1).

Everyone likes looking at pictures and when these are of every aspect of the Sport on two wheels, beautifully produced, the value of this book, at 3s. 6d., is clearly evident.

Club News

WE HEAR

Those Schuco toy cars that intrigued us in our youth, including the brisk Schuco Mercédès, are available, from Harrod's, although the price of the latter has risen from about 5s. pre-war to 27s. 6d. Eric Oliver, Sidecar Champion of the World, was to have tried the Kieft 500, the original Moss car, at Goodwood on December 1st, but Eric Brandon went out first and had irreparable engine trouble. A very early Panhard dog-cart has been unearthed in Kidderminster and we hear of a pre-1914 Calcott light car near London. Lockhart has a solid-tyred Trojan which he hopes to drive in the next Land's End Trial.

N. Riddell, Bryn Maelgwyn, Cwlach Road, Llandudno, seeks an "8.3" Renault clover-leaf. G. Wilson, L.D.S., has the Alfa-Romeo in which G. E. T. Eyston took long-distance Class E records in 1930 at speeds exceeding 95 m.p.h.

T. H. Legget owns one of the ex-works T.T. Singer Nines and one of the ex-Barnes team cars is believed to be in London. The diesel-car speed record is claimed by J. Jackson (Cummins Diesel Special) at 165.23 m.p.h. A reader whose telephone number is Uxbridge 1108 wishes to contact the owner of the smartly turned-out green Rover Meteor two-seater which negotiated Uxbridge roundabout on Western Avenue, going East, some weeks ago. He apparently has two of these cars.

A well-restored 1907 Adams "pedals-to-push" tourer and a large Edwardian de Dion Bouton were lying in the open at a garage in a Hampshire village. The *Sporting Record* again asks people to vote for the "Sportsman of the Year," for which it presents an annual cup. Last year over 244,000 votes were received and Reg. Harris got the cup. Here is a chance to do racing motorists or motor-cyclists some good—send your vote, with name and address, to 184/5, Fleet Street, E.C.4. Clive Windsor Richards, well known at Brooklands before the war, is now managing director of the Galibier Eng. Co., Ltd., Farnham, which applies electrolytical polishing of metal by the Electropol electro-chemical process. R. G. Bracewell, 19a, Great Victoria Street, Belfast, has a 1937 2½-litre Jaguar with 3½-litre engine. He wants to know how to tune it for speed and also needs an instruction book. A 501 Fiat with utility body was for sale in Essex for £25. The new address of Fina Petroleum Products Ltd. is 25, Victoria Street, S.W.1. Newman Neame, publishers of Alan Hess' latest book "Wheels Round the World," arranged for copies to go to Cape Town by road. They were taken by two young men and an 18-year-old girl who left England on November 20th to travel, *via* France, Spain, Algiers, the Sahara and Nairobi, in a 15-cwt. Chevrolet truck.

G. Tweedie Walker is motoring in a 1929 Rhode Hawk saloon, and seeks some rear brake shoes for it. E. George Bergius is anxious to discover whether anyone knows of a Kelvin car. About 13 were built and a dozen sold between 1904–6, by the Bergius Car and Engine Co., Glasgow, founded by Mr. Bergius' father. The cars were four-cylinder, l.t. ignition, live-axle jobs and at least one went to London while another competed successfully in the 1,000 mile Scottish Reliability Trial of 1905. If anyone has any information, please send it to "Firbank," 250a, Nithsdale Road, Glasgow, S.1. H. H. Archer is running *East African Speedway Special* out in Kenya. He uses a Mk V Jaguar as a family car and speaks highly of it and does his sports motoring in a 1¾-litre Gran Sport Alfa-Romeo.

Congratulations to Barclay Inglis on his engagement to Miss Margaret Willis, and to Charles Bulmer, Sec. of the Hants and Berks M.C., on his engagement to Miss Heather Williams. And to Gillie Tyrer on his marriage to Miss Peggy McKay.

In Australia Alex Mildren has been racing one of the long-tailed aluminium-bodied 2-litre Dixon Rileys.

FIXTURES FOR JANUARY

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

5th.—Vintage S.C.C. Rally, Measham. *C.I.*
20th.—E. Anglian M.C. Rally, East Anglia. *C.I.*
Torbay M.C. Production Car Run, Dartmoor. *R.*
26th.—United Hosps. & U.L.M.C. Night Navigation Trial, Hants & Berks. *C.I.*
26th/27th.—Morgan 4/4 Club. Rally, Midlands. *C.I.*
27th.—N. Devon M.C. Memorial Trial, N. Devon. *C.I.*

R.A.C. COMPETITIONS COMMITTEE

The following statement has been issued by the R.A.C. about the Committee which controls the Sport in this country.

The Competitions Committee is currently composed of the following members :—

Maj. L. A. Baddeley, M.C.
John Cobb
S. C. Davis
D. G. Flather
E. Giles
Sir Algernon Guinness, Bart.
The Rt. Hon. Earl Howe, P.C., C.B.E., V.R.D., R.N.V.R. (*Chairman*)
Maj.-Gen. A. H. Loughborough, C.B., O.B.E.
H. J. Morgan
His Grace The Duke of Richmond and Gordon
D. J. Scannell
A. K. Stevenson, O.B.E.
J. M. Toulmin
R. L. de Burgh Walkerley

Lord Howe, is not only a past winner of the British Racing Drivers' Club Gold Star, but is now president of that Club. The deputy Chairman, Sir Algernon Guinness, was one of the leading drivers of the early years of motor racing and has never lost his enthusiasm for the sport. John Cobb is still holder of the world's Land Speed record, and the Duke of Richmond and Gordon not only has successful racing experience, but is responsible for the Goodwood Circuit. Desmond Scannell is Secretary of the British Racing Drivers' Club, and John Morgan is Secretary of the British Automobile Racing Club. J. M. Toulmin is Chairman of the British Trials Drivers' Association of which D. G. Flather is Hon. Secretary. A. K. Stevenson has a long record of competition organisation as Secretary of the Royal Scottish Automobile Club, whilst E. Giles, now President of the Bugatti Owners' Club, was responsible for Prescott. R. Hughes is Chairman of the Midland Automobile Club's Competitions Committee, and Major-General Loughborough has been an official Timekeeper for many years. Major Baddeley, now President of the Motor Cycling Club, was the moving spirit behind its years of growth. S. C. H. Davis was Sports Editor of *The Autocar* for a quarter of a century, and Rodney Walkerley is currently Sports Editor of the *Motor*.

In addition, the Committee is strengthened by the attendance of The Marquess Camden, a Vice-Chairman of the R.A.C. with a long and active knowledge of the sport as a Competitor and an Official; Major-General Davidson who is Chairman of the R.A.C. Technical Committee; and by an official of the A.C.U. to act as liaison between the two forms of Motor Sport.

Thus the Committee assembles experience of all types of competitions from major International races to ordinary Club events.

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BRITISH INTERNATIONAL EVENTS

British events inscribed on the 1952 International Calendar are :

Mar. 31 to April 5		Rally of Great Britain.
April	12	*Castle Combe Race Meeting.
,,	14	Australian Grand Prix.
,,	14	Goodwood Race Meeting.
,,	14	*Brands Hatch Race Meeting.
,,	26	Shelsley Walsh Hill Climb.
May	10	Silverstone Race Meeting.
,,	14	*Brands Hatch Race Meeting.
,,	29	Isle of Man Race Meeting.
June	2	Goodwood Race Meeting.
,,	7	Dundrod Race Meeting.
,,	14	Boreham Race Meeting.
,,	21	Gamston Race Meeting.
,,	28	Bo'ness Hill Climb.
July	5	Rest-and-Be-Thankful Hill Climb.
,,	12	St. Helier Race Meeting.
,,	12	Leinster Trophy Race.
,,	12	*Goodwood Race Meeting.
,,	19	British Grand Prix.
,,	24	Bouley Bay Hill Climb.
,,	27	*Prescott Hill Climb.
Aug.	2	Boreham Race Meeting.
,,	4	*Brands Hatch Race Meeting.
,,	4	Gamston Race Meeting.
,,	16	Goodwood Race Meeting.
,,	30	Shelsley Walsh Hill Climb.
Sept.	6	Brighton Speed Trials.
,,	6	Wakefield Trophy Race.
,,	13	Tourist Trophy Race.
,,	14	Prescott Hill Climb.
,,	27	Goodwood Race Meeting.

* Formula III event.

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HOT STUFF

The following story appeared in an Adelaide evening paper recently. The car was a 6C Maserati :—

"Racing car driver Eldred Norman had two purposes in mind as he hurtled round Woodside course in the first event yesterday.

"One was to win the race, the other to get his lunch ready.

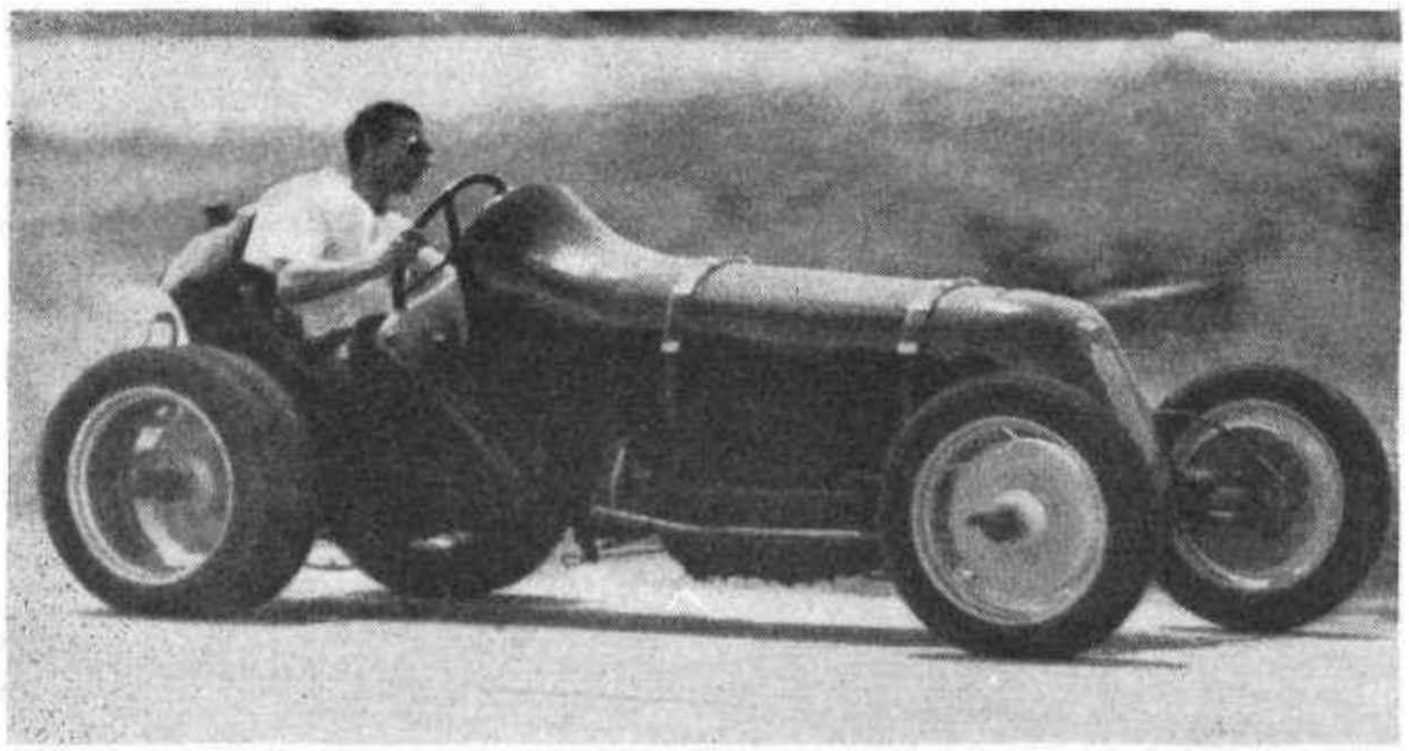
"Strapped to the exhaust pipe of his Maserati as it sped round the circuit were two cans of pork and beans—piping hot for lunch as soon as the race ended."

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DECEMBER QUIZ

Last month we decided to make the Quiz picture comparatively easy and in consequence were swamped with "entries." Nearly everyone knew the car was an Alvis, many giving type and date, which adds to the fun but was not called for. In actual fact the car was once owned by the present Editor of Motor Sport, which was when the photograph was taken.

The car possibly started life as a side-valve "12/40," a few of which were turned out with the "duck's-back" polished aluminium body, *circa* 1923. But when Boddy bought the car it had



BRITISHER ABROAD.—Lt.-Col. Peter Vaughan, D.S.O., of the Royal Hong Kong Defence Force, making fastest car-time at the Singapore M.C. Gap Hill Climb last October. The ex-Fane Frazer-Nash, now shortened, clocked 51.03 sec., a new car record, on Vaughan's first run up the hill; the clutch withdrawal mechanism had disintregated and Vaughan missed his practice drives. He started slowly and considers he could knock 2 sec. off this time, which beat the old Cooper 500 record by 2.77 sec. F.T.D. went to Trevor (998-c.c. Vincent H.R.D.) in 51.0 sec.

an o.h.v. "12/50" engine, and in this form he ran it for a time. It weighed only 17 cwt., had a chassis flexible for an Alvis (the engine was on a sub-frame), and performed very well.

One reader thought a strip should be torn off because the rather crude blade wings were mounted on the brake back-plates, but we can assure him that they were mounted on the side-members, front and back. Someone else said he knew it was an Alvis—why you could even see the hare mascot on the radiator cap—actually this is a tin of metal polish sitting on the scuttle. Some readers drew very nice Alvis badges!

Correct solutions: A. J. D. Brown (Bromley), A. J. Langdon (Bath), W. E. Bishop (Bromyard), A. R. Wilson (Burton-on-Trent), J. S. Duncan (Enfield), D. A. R. Richmond (Potters Bar), D. Brown (Barnes), G. Howie (Aberdeen), A. Matthews (Halstead), Lt. T. D. A. Kennedy, R.N. (Stretton), F. Hooper (Aldershot), W. Eaves (Blackpool), J. B. Rooper (Infield), A. Battersby (Winnington), L. W. Wier (Clifton), E. R. Robinson (Netherton), H. P. Jobling (Felixstowe), Sq.-Ldr. Pemberton-Pigott (Reading), W. H. Charnock (High Salvington), G. Brown (W. Kensington), R. Truscott (Aldingbourne), D. Reid (Ilkeston), D. G. Nairn (Edinburgh), A. A. Gold (Highgate), C. Alexander (Edinburgh), E. C. Wilson (Newlands), P. N. Grove (Marlborough), —. Baines (Glemsford), G. Purser (Birmingham), A. F. Van Becker and R. C. Bowen (Henlow), G. Burgoyne (Marston Green), R. R. Guest (Southport), R. Smith (Leicester), J. Bingham (Horsell), B. Burgess (Mattfield), R. C. Quick (Hailsham), R. Walker (Manchester), P. Grant (Colwyn Bay), L. L. Beavis (Wheathampstead), W. I. Brown (Cambridge), C. MacNeill (Phoenix Park), R. W. Dewe (Uxbridge), G. R. Walker (Huddersfield), H. J. Price (Harrow), P. L. K. Bird (London, N.W.3), F. L. Davenport (Leek), J. G. E. Salmon (Shepshed), Mrs. J. Semning (Takeley), J. R. Peart (Farnborough), Sgt. R. H. Wright (Woodbridge), D. J. Fairhurst (Shobdon), A. J. Brennan (Byfleet), A. W. Garner (Ealing), W. A. Neale (Aylesbury), Capt. M. L. Morgan-Giles (Bishopsteignton), J. G. Hitchings (Eastbourne), J. C. Kavanagh (Chingford), J. Maurice (Newcastle-on-Tyne), D. G. Watts (Wadebridge), R. M. Powell (Horley), H. Crowe (Southsea), F. R. Whitt (Redruth), D. J. Blackburn (Teddington), G. E. Harrison (Thetford), —. Smart (Tangmere), G. Buckingham (Witney), P. B. Royle (Greenford), G. Winckles (Shoreditch), W. H. Blunt (Bangor), T. P. Horne, W. R. Pritchard (Birkenhead), A. Bedson (Jesmond), E. R. Winter (Thames Ditton), R. H. F. Morton (Worcester Park), E. J. Berriman (Cheltenham), E. J. Vardon (London, W.1), E. C. Hounslow (Witney), R. S. O. Flymer (Co. Cork), H. S. Graves (Bromley), A. R. Boult (London, N.1), T. S. Withnell (Eccleston), A. Griffiths (Coventry), L. S. Lovell (London, S.W.5), N. Gatey (Windermere), M. Mackin (Moseley), J. W. Redding (Taunton), J. Harvey (Luton), D. G. Preston (Harrow), C. Morris (Oswestry), K. Clarke (Coventry), D. D. Lennie (Cardigan), D. S. McIntyre (New Milton), J. H. C. Harris-Edge (Awbrighton), W. Lines (Hove), B. Murphy (Ingleton), J. A. Broadhead (Barnoldswick), E. B. Watson-Smyth (Welshpool), D. Price (Camberley), E. G. May (Maidenhead), D. G. Jayer (Marlborough), B. Paine (Thornton), H. Rye (Kettering), M. H. James (Old Shoreham), G. D. Scott (Edinburgh), J. A. W. Mackinnon (Eskbank), C. Jones (Ruyton-XI-Towns), H. E. Ratcliffe (Rock Ferry), F/Lt. C. G. Clarke (Barry), L. A. Cowcill (Nicthwaite), J. Young (Kilsyth), G. W. Skeates (London), A. Mabon (Chimside), A. Weightman (Newcastle-on-Tyne), R. A. Iddon (Bexley Heath), B. H. Budgett (Reigate), B. Donovan (Sheffield), W. S. Gordon (Midlothian), E. R. Atkins (Kington), E. Cartlidge (Tipton), J. G. Hay (Maidenhead), I. S. Maxwell (Wembley), J. C. Parker (Plymouth), A. G. Needham (Wallington) and M. F. Hambrook (London, W.11).

All right, wait until next time!

There were some incorrect solutions and these covered Jowett, A.B.C., Arab, M.G., Hillman, Palladium, Bayliss-Thomas, H.E., Windsor, Rover, Lea-Francis, B.S.A., Rhode, A.C., and even G.N.

CLUB AFFAIRS

The Cornwall Vintage C.C. held its Annual Dinner at the Western Hotel, Newquay, on December 1st, when some 50 members and their friends were present. The Chairman, Lt.-Col. G. R. Dewey, presided, and after the dinner, the season's competition awards were presented by Major H. B. Austin, a member of the council of B.A.R.C. and Chairman of the Disabled Drivers' Club.

The Williamson Challenge Trophy was presented to John Martin-Lewis (H.R.G.) for the best performance in the season's events in a non-vintage car, whilst the Dewey Challenge Cup for the best performance with a vintage car went to J. W. H. Pritchard (2-litre Lagonda).

After the presentation of awards, those present had the treat of a really delightful impromptu after-dinner speech from Major Austin, who will long be remembered as a successful exponent of the "Brescia" Bugatti in the middle 'twenties at Brooklands and elsewhere.

The toast of "The Guests" was proposed by the Hon. Sec., and Mr. G. H. Turnbull (Plymouth M.C.) responded.

* * *

At the Third Annual General Meeting of the Windsor C.C., held at the Castle Hotel recently, an encouraging report was given of the progress of the Club which is now firmly established and growing steadily. The following elections took place: Vice-President, Mr. Stirling Moss; Chairman, Mr. Colin G. Brightman; Vice-Chairman and Competitions Secretary, Mr. M. Vaughan; Hon. General Secretary, Mr. E. Norton; Hon. Treasurer, Mr. K. Brown; Hon. Solicitor, Mr. I. M. Hezlett; Committee: Miss N. G. Gordon, Miss E. M. Nash, Messrs. J. M. Davis, G. Day, S. Screen, C. F. Smith, and Capt. H. Tarran-Jones. New members are still welcome and the address of the Hon. Secretary is Mr. E. Norton, 21, Westlands Avenue, Slough, Bucks.

* * *

The Midland Centre of the Riley M.C. held its Annual Dinner on November 30th, at the Regency Club, Shirley. There was a record attendance and enthusiasm ran high. The President and Mrs. Victor Riley were supported by Mr. F. L. Robinson, retiring Chairman, and Mrs. Robinson, Mr. P. R. Allen, deputy Chairman, and Mrs. Allen, and the members of the Committee and their ladies. A silver salver was presented to Mr. Robinson on his retirement from the Chairmanship of the Centre, when it was mentioned that he had served the Centre in various capacities for more than eighteen years. A silver salver was also presented to Mr. Arnold Farrar, Honorary General Secretary and Treasurer, to mark the occasion of his marriage.

* * *

The Alvis O.C. has a Scottish Section. No entry fee is payable to join, only the normal subscription. Hon. Sec.: D. M. Gillies, 17, Dudley Gardens, Edinburgh, 6.

* * *

The Herefordshire M.C. now has R.A.C. affiliation.

* * *

On November 15th at the first of the North West London M.C.'s regular monthly meetings at the "Mason's Arms," Maddox Street, W.1, a large crowd turned out to attend the inaugural quiz contest against the Kentish Border C.C. They report as follows:-

We were all very sorry that our Quiz-Master (Eric Findon) was unfortunately indisposed, but at the last moment a great sacrifice was made by the North West London M.C. in allowing their pet quiz "brain" Philip Turner, to step into the breach, which he did with his usual aplomb. It was also rather shattering to find Sydney Allard—President of North West London M.C.—captaining the opposing team and it was even more shattering to learn that he is also President of Kentish Border C.C.

After a long hard-fought battle, punctuated by loud "noises off," the Kentish Border C.C. proved the victors on the last question of the evening, after having been led all the way up till then.

RUMBLINGS

1951 Awards

On the Editorial pages we pay tribute to 22-year old Stirling Moss for again winning the B.R.D.C. Gold Star, which is awarded for his successes in road racing type events at the wheel of Jaguar, H.W.M., Kieft and Frazer-Nash cars. Stirling gained 111 points to 56 taken by Alan Brown, 50 by Eric Brandon, 48 by Peter Whitehead and 47 by Reg. Parnell. Moss also takes the Seaman Trophy for the best aggregate performance by a British driver in races abroad.

The E.R.A. Club Trophy, awarded to British drivers for the most meritorious performance in an International event goes jointly to Peter Whitehead and Peter Walker for their victory with the XK 120C Jaguar at Le Mans—so very well deserved.

Jaguar certainly are in the picture, and rightly so. The R.A.C. Dewar Trophy for the most outstanding engineering and technical achievement of 1951 has been awarded to them. The history of the Dewar Trophy is as follows :—

1906	*Dennis Bros., Ltd.*	4,000 *mile run with* 20-h.p. Dennis car.
1907	Rolls-Royce, Ltd.	15,000 mile run with 40/50-h.p. Rolls-Royce car.
1908	The Anglo-American Motor Co., Ltd.	Standardisation test with three 10-h.p. Cadillac cars.
1909	The Daimler Co., Ltd.	132 hour bench run and 2,000 miles at Brooklands with a 22.8 and a 34.4-h.p. sleeve-valve engine.
1910	S. F. Edge	London–Edinburgh–London in top gear with 60-h.p. Napier car.
1911	The Thomas Transmission, Ltd. ...	2,000 mile run with lorry and London–Edinburgh–London with car, both using Parry Thomas transmission.
1912	Not awarded.	
1913	F. S. Bennett, Ltd.	Run with 1914 model 32.2-h.p. Cadillac car.
1914	The National Steam Car Co., Ltd.	Consumption tests of National coke fuel for motor lorries.
1920	The National Benzole Co., Ltd. ...	10,000 mile run with National Benzole fuel.
1921	John I. Thornycroft, Ltd.	Run with B.T.-type Thornycroft lorry.
1922	Armstrong-Siddeley Motors, Ltd. ...	10,000 mile run with Armstrong-Siddeley car.
1923	The Rapson Tyre and Jack Co., Ltd.	40,000 mile run with Rapson Cord tyres.
1924	Not awarded.	
1925	The Rover Car Co., Ltd.	50 ascents and descents of Bwlch-y-Groes with " 14/45 " Rover car.
1926	Miss Violette Cordery	5,000 mile run with Invicta car.
1927	Not awarded.	
1928	C. B. Wardman	Consumption trial and run with Merc dès-Benz heavy oil lorry.
1929	Miss Violette Cordery	30,000 mile run at Brooklands with Invicta car.
1930–31	Not awarded.	
1950	The Rover Co., Ltd.	Production and performance of gas-turbine Rover car.
1951	Jaguar Cars, Ltd.	Racing and record-breaking with XK 120 and XK 120C Jaguar cars.

Other annual awards won during 1951 include :

R.A.C. Hill-Climb Championship, Ken Wharton (s/c Cooper 1,000)
R.A.C. Trials Championship : Walter Waring (Dellow).
MOTOR SPORT Brooklands Memorial Trophy (Sports cars at Goodwood) : Michael Hawthorn (Riley).
MOTOR SPORT Clubs Trophy (Sports cars at Silverstone) : D. J. R. Chapman (Bentley).
Autosport 500-c.c. Trophy : Eric Brandon (Cooper).
Light Car 500-c.c. Championship Trophy : Alan Brown (Cooper-Norton).
B.T.D.A. *Trials Gold Star* : R. W. Faulkner (*Paul Special*).
B.T.D.A. Rally Silver Star : D. Scott (M.G.).
Lycett Trophy (Vintage cars) : Peter Binns (" 30/98 " Vauxhall).

Incidentally, the *Motor* is presenting two trophies in connection with the great 24-hour race at Le Mans, one for the first car to average 100 m.p.h., shared by entrants and drivers, the other for the best performance by British drivers in a British car.

* * *

In the Home

In our October issue last year we asked for ideas for introducing an element of motoring enthusiasm into the home. The following letter from Robert B. Gegen, of Miami, outlines a particularly attractive way of so doing :—

Dear Mr. Boddy,

In your October, 1951, issue you ran an interesting few paragraphs on motoring items " In the Home." Perhaps this Rolls-Royce radiator-shell cabinet idea has been used before, especially in your country, but at least I have never known of it over here. It hangs in a corner of my living-room.

Each mascot bears a full size, or miniature, badge for purposes of identification. The exceptions to this are the two on the right end of the lower shelf, for which I had engraved brass plates made. These two makes seemed to have no suitable badge for my purpose.



Robert Gegen's mascot cabinet.

As eight out of the ten mascots shown are American, and just in case someone stubs one's toe on recognising them, here they are, left to right : Top shelf : Lincoln, Pierce Arrow, Cadillac, Stutz, Duesenberg. Lower shelf : Packard, Ford (1931 Model A), Mercédès Benz, Franklin, Hispano-Suiza.

My " most wanted " mascot is the Minerva goddess. Such an item is really difficult to locate over here.

I have been a reader of MOTOR SPORT since 1945, and consider it the best magazine in the world. Please keep it ever a magazine for the enthusiast.

Yours sincerely,
ROBERT B. GEGEN.

Miami, U.S.A.

* * *

Plans

Plans for the 1952 racing season are being finalised and include the following :

Mercédès-Benz may run a revamped version of the sensational 1939 1½-litre V8 in Formula I races, and are likely to have Lang, Caracciola and Kling as their team drivers at Le Mans and elsewhere.

H.W.M. have new tubular-chassis de Dion cars, still Alta engined, for Formula II.

Coopers with 2-litre Bristol engines may run as a team in the hands of Brandon, Brown and Peter Collins in Formula II races.

Lancia are interested in sports car racing, with three entries for *Le Mans*. So are *Fiat*, but more likely to back private owners than race their new V8 2 litre. *Porsche* and *Pegaso*, also, have their eyes on sports car honours.

Alfa-Romeo are rumoured likely to be absentees from G.P. racing, but to have a new V8 chassis with de Dion back-end for sports car events.

Maserati have a new Formula II 2-litre, six-cylinder tubular chassis car, said to poke out 165 b.h.p. at 6,400 r.p.m., using triple twin Webers.

Ferrari has the four-cylinder Formula II car of like power and 2.6-litre 200 b.h.p. aerodynamic chassis-less sports models for the Mille Miglia and Le Mans, plus an experimental 3-litre.

Yet another Formula II contender is *Osca*, with a six-cylinder 160 b.h.p. car, using a tubular chassis and de Dion axle, the first for Rol. They will persevere with 1,100 c.c., 1,300 c.c. and 4,500 c.c. racing engines, too.

Then *Gordini* is said to be dropping his blown 1,400-c.c. Simcas to concentrate on unblown twin-cam 2-litres for Formula II—this Formula has come right into its own for 1952.

Indeed, *Rosier* and *Trintignant* are said to have two four-cylinder Formula II Ferraris, besides a V12 de Dion Formula II job, a 4.1 Ferrari for Le Mans and a Formula I 4½-litre Ferrari. Moreover, six production single-seater *Connaughts* will soon be ready. One will be driven by Ken Downing, Michael Hawthorn is interested and Moss was to try one for Ken Wharton. Oh yes, and Germany is thought to be fielding a team of racing *D.A.M.W.s*, using fairly conventional suspension and 1½ or 2-litre versions of the 328 B.M.W. engine. Finally, *H. A. Richards* has a Formula II job on the stocks, and *Peter Whitehead* will race his Ferrari in 1½ and 2-litre forms.

* * *

In view of our plea, made in an article on the new Austin Seven in MOTOR SPORT last November, for far smaller engines in economy cars, we learn with interest that Fiat are likely to introduce a 350-c.c. baby in the near future.



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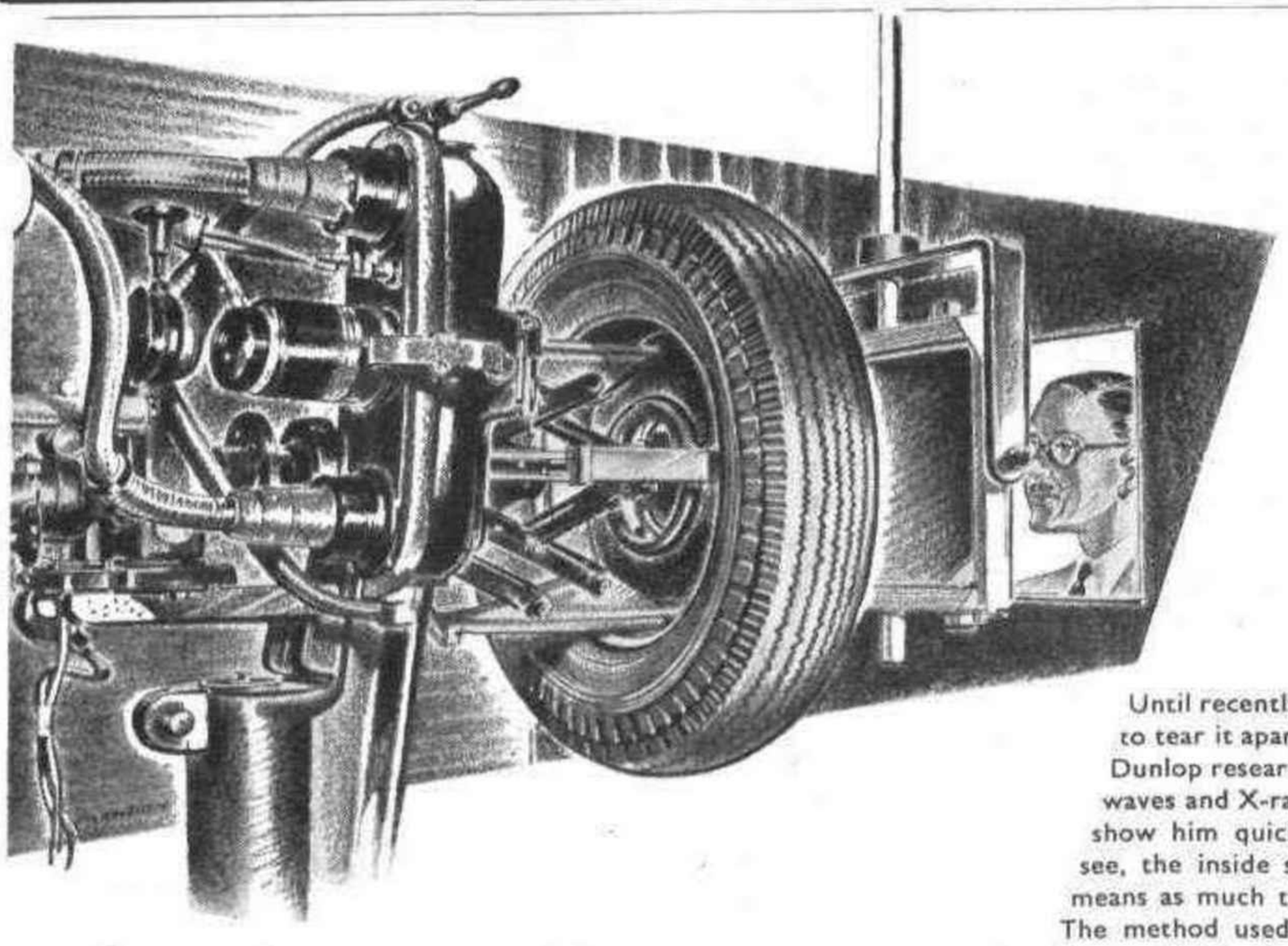
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THE INSIDE STORY

Until recently, the only way to examine a tyre's "inside" was to tear it apart. This was destructive and not always reliable. Dunlop research workers have therefore harnessed ultrasonic waves and X-rays into the service of the tyre examiner. These show him quickly and accurately what his own eyes cannot see, the inside structure of a tyre. X-ray examination now means as much to the tyre-scientist as it does to the surgeon. The method used at Fort Dunlop provides a clear and detailed picture of the structure without any need to damage the tyre. Studying these pictures is a valuable addition to normal inspection. Where a permanent record is needed, or for research, the picture is photographed. For direct inspection it can be thrown on a fluorescent screen, as shown above. X-ray viewing, another advance made possible by the Dunlop Research Centre's work, is typical of many tests introduced by Dunlop to secure and safeguard the high quality of your tyres.

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Reports of Recent Events

PAN-AMERICAN ROAD RACE, MEXICO

1st: Taruffi and Chinetti (Ferrari), 1,931 miles at 88.04 m.p.h.
2nd: Ascari and Villoresi (Ferrari).
3rd: Sterling (Chrysler).

KENTISH BORDER C.C. SPORTING TRIAL (Nov. 11th)

THE VISITORS' CUP (best visitor).—C. E. Crump (1,172-c.c. Marden).
THE ALEXANDER BRONZE (best K.B.C.C. member).—J. H. Appleton (1,486-c.c. Appleton).
THE ALEXANDER TROPHY (best up to 1,100 c.c.).—D. W. Price (1,080-c.c. Clayton Special).
THE COMMITTEE CUP (best 1,101 to 2,000 c.c.).—E. G. Spence (1,172-c.c. Spence V).
THE HARVEY CUP (best over 2,001 c.c.).—R. Chappell (1,172-c.c. Dellow, s/c.).
THE SHACKEL CUP (best K.B.C.C. member who had not previously won an award in a November sporting trial).—S. R. Seelly (1,172-c.c. Alpine).
FIRST-CLASS AWARDS.—W. H. Durling (750-c.c. Austin), G. Pentony (1,442-c.c. Cyclops), A. E. Rumfitt (1,172-c.c. Cotton II), P. A. Barden (1,172-c.c. Dellow, s/c.).
SECOND-CLASS AWARDS.—C. H. Harris (933-c.c. M. and H. Special), A. A. Baring (1,172-c.c. Cotton Special), Miss P. Price (1,172-c.c. Price Special, s/c.).
TEAM AWARD.—Chappell, Appleton, Rumfitt.

HARROW C.C. COTTINGHAM TROPHY TRIAL (Nov. 17th)

COTTINGHAM TROPHY (BEST PERFORMANCE).—R. W. Faulkner (1,172-c.c. Paul Special), 2 marks lost.
C.L.J. CUP (BEST VISITOR).—G. P. Mosby (1,172-c.c. Ford), 7 marks lost.
COMMITTEE CUP (BEST PERFORMANCE BY CLUB MEMBER).—A. G. Imhof (1,250-c.c. Imhof Special), 8 marks lost.
FIRST-CLASS AWARDS.—Nil.
SECOND-CLASS AWARD.—H. S. Sweeney (1,442-c.c. Special, s/c.), 8 marks lost.
SOUVENIR AWARDS.—G. Pentony (1,442-c.c. Cyclops), 12 marks lost; G. E. Crump (1,172-c.c. Marden), 13 marks lost.
TEAM AWARD.—Harrow Car Club Team (Faulkner, Crump and Waring (1,196-c.c. W.H.W.1), 35 marks lost.

NOTTINGHAM S.C.C. NIGHT TRIAL (Nov. 24/25th)

BEST OUTRIGHT PERFORMANCE.—D. F. Ryder (1½-litre M.G. saloon).
CLASS 1.—D. Smith (M.G.).
CLASS 2.—Merged with Class 4.
CLASS 3.—A. Kerr (Morris Eight saloon).
CLASS 4.—C. J. Churchman (Armstrong-Siddeley saloon).

N.W.L.M.C. GLOUCESTER TRIAL (Dec. 1st)

GLOUCESTER CHALLENGE CUP (for best performance).—T. C. Harrison (1,172-c.c. Harford 2), 64 marks gained.
THOMAS CHALLENGE CUP (for best performance in the remaining class).—W. H. Waring (1,196-c.c. W.H.W.-Dellow, s/c.), 64 marks gained.
TEAM AWARD.—Westriders Team (T. C. Harrison, E. Harrison (1,172-c.c. Harford 1) and G. P. Mosby (1,172-c.c. Ford, s/c.); total marks gained 180.
FIRST-CLASS AWARDS.—R. W. Faulkner (1,172-c.c. Paul Special), 64; G. P. Mosby (1,172-c.c. Ford, s/c.), 63; R. W. Phillips (1,486-c.c. Austin), 62; D. W. Price (1,172-c.c. Price Special, s/c.), 58; A. G. Imhof (1,250-c.c. Imhof Special, s/c.), 57; K. Burgess (Allard, s/c.), 57; P. A. Atkinson (1,225-c.c. Atkinson), 55; E. Harrison (1,172-c.c. Harford 1), 53; E. G. Spence (1,172-c.c. Spence 5), 52.
SECOND-CLASS AWARDS.—H. Hopkinson (1,172-c.c. Ausford, s/c.), 57; A. W. Lilley (1,172-c.c. Clegg s/c.), 55; C. Corbishley (1,442-c.c. C.C.S.), 53; Mrs. E. Wilde (1,172-c.c. Ford, s/c.), 53; Dr. J. T. Spare (1,172-c.c. Whiteford Special), 51; I. D. L. Lewis (1,172-c.c. Ford), 50; J. W. Fleetwood (1,172-c.c. G.R.H.), 48; L. J. Oliver (1,172-c.c. Oliver), 46.
THIRD-CLASS AWARDS.—J. Readings (1,781-c.c. Regent), 53; J. Pentony (1,442-c.c. Cyclops), 51; H. Sinclair-Sweeney (1,442-c.c. Jezebel Special, s/c.), 48; R. B. Lowe (1,172-c.c. Dellow), 48; A. A. Baring (1,172-c.c. Cotton), 45; Miss P. Price (1,080-c.c. Clayton Special), 45; W. C. Cuff (1,172-c.c. Cuff Special), 44.
GLOUCESTER GOBLET (for competitors who gained a first-class award or individual trophy in the Gloucester Trials for 1949, 1950 and 1951).—T. C. Harrison, G. P. Mosby, K. Burgess and R. W. Phillips.

CHILTERN C.C. TRIAL (Dec. 2nd)

CHILTERN HILLS TROPHY (best performance).—A. E. Rumfitt (1,172-c.c. Cotton II).
FIRST-CLASS AWARDS.—J. C. Smith (1,172-c.c. J.C.S.), H. Sinclair-Sweeney (1,442-c.c. Jezebel, s/c.), E. J. Chandler (1,172-c.c. Chandler Special, s/c.).
SECOND-CLASS AWARDS.—P. A. Barden (1,172-c.c. Dellow, s/c.), A. G. Curwen (747-c.c. Austin).
CHILTERN AWARD (best performance by member of promoting club).—V. S. A. Biggs (1,172-c.c. Ford, s/c.).
TEAM AWARD.—A. E. Rumfitt and H. Sinclair-Sweeney.

PLYMOUTH M.C. MARINA SPORTS-CAR TRIAL AND TURNBULL SALOON CAR TRIAL (Dec. 2nd)

MARINA TROPHY AND REPLICA.—A. L. Chard (Ford Ten saloon).
RUNNER-UP, P.M.C. CUP.—P. H. Read (M.G.).
CLASS 2 AWARD.—Mrs. O. E. Ellis (B.M.W.).
SPECIAL P.M.C. AWARD, NON-TRADE DRIVER.—L. B. Fredman (Singer).
TURNBULL TROPHY.—A. L. Chard (Ford Ten).
RUNNER-UP, P.M.C. CUP.—G. H. Turnbull (Vauxhall Wyvern).
CLASS 2 AWARD AND SPECIAL P.M.C. AWARD FOR NON-TRADE DRIVER.—J. R. Tarr (Opel).

NORTH MIDLAND M.C. AUTUMN SPORTING TRIAL (Dec. 2nd)

MEMBERS' TROPHY.—R. W. Phillips (Austin Special), 12 marks.
COMMITTEE CUP.—G. Mosby (Ford Special), 18 marks.
CLUB CUP.—K. R. Bailey (Bailey Special), 24 marks.
SOUVENIR AWARDS.—W. Underwood (Underwood), 25 marks; J. W. Fleetwood (G.R.H.), 28 marks; A. M. Beardshaw (Wharton), 30 marks; P. Clay (Phoenix), 34 marks.
NORTON TEAM TROPHY.—Red Rose Team (J. Clegg, K. R. Bailey and W. Underwood).

FEDDEN FIASCO

The classic Roy Fedden Trophy Trial of the Bristol M.C. and L.C.C. went astray this year. The organisers decided to toughen-up the event by discarding the former route in favour of a group of hills beside Colerne aerodrome. Toughen it up they most certainly did. Aided by one of the wettest Novembers on record, the near-vertical gradients, that aviators have to avoid if they are to land safely at Colerne, caused the 1951 Fedden to be abandoned. At this point some 35 cars were bogged down in the valley awaiting the services of a diesel caterpillar tractor and, on higher terrain, a Nuffield tractor to assist them in getting out. A lorry waited for a Dellow that had wrecked its transmission and many of the others were in various troubles after attempting "sections" of which only 7 out of the 11 selected were deemed suitable and, of these, only three were attempted. Two tractors had been employed during the damp noon in getting the competitors from the second to the third hill along a level sea of mud and only four cars out of 49 entries had climbed this second "section"!

It is easy to be wise after an event and the Bristol Club is not deserving of harsh criticism. But the need to abandon a trial after three hills because the drivers have called an impromptu protest meeting and refuse to go on, should carry a lesson. It would seem to be that, just as trials cars have been getting fantastically specialised, so routes have been getting too tough, especially in this age of small engines and no competition tyres. It should be obvious to organisers, but apparently isn't, that more fun and value-for-entry-fee will be had by a driver if he gets a reasonable distance up a "section" before failing, particularly if he does not know what is in store round the next corner, than if he is faced with a straight gradient lined with closely-spaced "score-points" and very little chance of persuading his car out of the first of them. Even the very skilled, who scores the sole "clean climb," cannot find the lack of any near competition very enthralling.

Grouped hills on private ground have merits, among them the important ones of not inconveniencing the public, and of being economical of petrol and time. But we prefer "real" trials hills, lanes bearing a semblance of "going somewhere" and with twists, turns and changes of gradient and surface to keep drivers ever guessing until, if they *are* successful, the "Non-stop Ends" notice is passed. We hope that such routes will not be neglected in favour of the perhaps easier to find freak acclivities—and if they are, that someone will try the latter on a wet day before letting an entire trial lose at them!

Nevertheless, congratulations to R. W. Phillips, whose strange but effective Fairley proved the most effective combination short of a caterpillar-track vehicle under the severe conditions prevailing, and to Parker's Parker, Imhof's Imhof and Sweeney's blown Jezebel Special for also climbing the notorious "section 2." Sleeman's blown Ford Ten-Sleeman was runner-up to Phillips by reason of being only 0.6 sec. slower in the special test, although giving best to this "section."

Results:

ROY FEDDEN TROPHY AND SOUVENIR (for best performance).—R. W. Phillips (1,486-c.c. Austin), 110 marks gained; special test time, 24.2 sec.
ALEXANDER DUCKHAM CUP AND SOUVENIR (for runner-up).—J. D. Sleeman (1,172-c.c. Sleeman, s/c.), 110 marks gained; special test time, 24.8 sec.
BASIL BARBER MEMORIAL TROPHY AND SOUVENIR (for third-best performance).—L. Parker (Parker), 100 marks gained.
DAPHNE TROPHY AND SOUVENIR (for fourth-best performance).—M. Wilde (Ford), 95.
CLUB CUP AND SOUVENIR (for otherwise best performance by a member of the promoting club).—A. G. Imhof (1,250-c.c. Imhof Special, s/c.), 80.
JAMES RUSSELL SHIELD (for best team).—R. W. Phillips, J. D. Sleeman and L. Onslow-Bartlett (993-c.c. Ford, s/c.), total marks gained, 270.
FIRST-CLASS AWARDS.—H. Sinclair-Sweeney (1,442-c.c. Jezebel Special, s/c.), 95 marks gained; A. W. Lilley (1,172-c.c. Clegg, s/c.), 75; E. Harrison (1,172-c.c. Harford 1), 55; W. C. Cuff (1,172-c.c. Cuff Special), 50.
SECOND-CLASS AWARDS.—E. J. Chandler (1,172-c.c. Chandler Special, s/c.), 50; B. Fitzwater (1,087-c.c. Riley Special), 50; A. B. Napper (1,172-c.c. Ford), 50; C. Corbishley (1,446-c.c. C.C.S.), 50.

PICTORIAL REVIEW

N.W.L.M.C. GLOUCESTER TRIAL AND R.A.C. FOURTH CHAMPIONSHIP TRIAL

Top : CHAMPIONSHIP TRIAL IN PROGRESS.—J. D. Sleeman's 1,172-c.c. supercharged Sleeman Special in the slimy starting area of Farm, last hill in the R.A.C. Trials Championship. The starter, with flag (not a Union Jack !) exchanges a few words with the driver before he endeavours to leave the slime for the fierce gullies up top. Note the elaborate name board at the beginning of the "section."

Bottom : TRICKY.—R. W. Faulkner, 1951 B.T.D.A. Gold Star winner, takes his 1,196-c.c. Paul Special up the grassy slope of the Mountain, first hill on the South Circuit in the R.A.C. Trials Championship.





RUNNER-UP to the winner in the Trials Championship, A. E. Rumfitt and his lady passenger look well pleased with how their 1,172-c.c. Cotton II finished up on the Hairpin, whose bank no one climbed.

HAIRPIN AGAIN.—J. W. Fleetwood's 1,172-c.c. G.R.H. gives best to the notorious bank.

THE WHARTON of A. M. Beardshaw approaching the corner of Hairpin on the North Circuit of the R.A.C. Trials Championship.

CUTTING IT FINE on Hairpin still did not get A. W. Francis' H.R.G.-Mercury over the bank. This car broke a universal joint on its second ascent of Farm Hill, and retired. It was towed in by Guy Warburton's Ford V8 saloon.



MUDDIER NOW.—Beardshaw's Wharton tackles the slime and gullies of Farm Hill. Compare it with its appearance at the Hairpin in the picture on the left.



1951 *TRIALS CHAMPIONSHIP.—Walter H. Wari here seen climbing the lower slopes of Farm, hence th turned*

ALMOST UP.—E. J. Chandler copes with violent wheelspin as his 1,172-c.c. supercharged Chandler Special tackles the rough stuff at the top of Farm.





NEAT AND STEADY described Gerry Pentony's ascent of the notorious Farm Hill in his 1,442-c.c. Cyclops during the R.A.C. Trial. How long have you had that hat, sir?



ng in the winning 1,196-c.c. supercharged W.H.W. Dellow. It is e Champion's expression of concentration, which, however, never to consternation.

GLOUCESTER.— J. C. Smith in his Austin Special looks confident as he rounds a tight corner during the N.W.L.M.C. Gloucester Trial.

CLOSE-COUPLED.— G. D. Walkey and his passenger in close company during the Gloucester Trial.

WEIGHT WHERE YOU WANT IT!— As demonstrated by D. W. Price's supercharged 1,172-c.c. Price Special during the Gloucester Trial. He gained a First-Class award.

COMPETITORS waiting their turn to tackle a section during the Gloucester Trial, which was won by T. C. Harrison's 1,172-c.c. Harford II. H. Sinclair Sweeney's car is immediately the other side of the stream.

AND THAT WAS THAT.—A tube pulls out of the near-side rear tyre of K. R. Bailey's 1,442-c.c. Bailey as it was ascending Farm in the R.A.C. Trial. He was hauled to the top by tractor—and, alas, he carried no spare.





CHAMPIONSHIP TRIAL, BY JUPITER!

THE above heading is not intended to signify that the Fourth R.A.C. Trials Championship, contested in Wales on December 15th, was particularly sensational, interesting as were the "sections" and skilful the driving; it merely signifies that we went up to Meifod to see it in the MOTOR SPORT Jowett Jupiter.

That journey, hampered at first by fog, which cleared before we passed the turning in Worcester that takes you to Shelsley Walsh and headed for the excitingly new country beyond, was accomplished with the lack of effort we have grown accustomed to in the Jupiter. Going home, the average speed at night for the route Shrewsbury, Ludlow, Leominster, Bromyard, Worcester, Chipping Norton, Oxford, Henley and much cross-country running thereafter, was appreciably better than 45 m.p.h., in spite of one stop for petrol and Castrol and another while a 61-truck goods train steamed leisurely along the single track line which crosses A34 near Oxford *via* a level crossing with manually-operated gates. We stayed the night before the trial at the Queen's Hotel, Welshpool, where washstands serve in lieu of running water, but where we were welcomed at 11.30 p.m., found hot-water bottles in the beds and had an excellent breakfast. One way and another we motored about 750 miles that week end. Incidentally, the Jupiter climbed Fish Hill out of Broadway in top gear at 35-40 m.p.h.

To revert to what this article is really about, 35 drivers qualified for the 1951 R.A.C. Trials Championship; to do so is in itself a high honour so we will list them in full:—

NORTH: J. W. Fleetwood, J. Clegg, A. M. Beardshaw, W. L. T. Winder, T. C. Harrison, E. Harrison, J. D. Sleeman, A. W. Francis, C. Corbishley, C. R. Hardman, J. R. Preston, A. W. Lilley, K. R. Bailey, A. J. Lilley, G. P. Mosby, M. Wilde, R. W. Phillips.

SOUTH: A. G. Imhof, K. E. O. Burgess, H. Hopkinson, R. W. Faulkner, H. Sinclair-Sweeney, G. Pentony, C. E. Crump, W. H. Waring, R. G. Spence, D. W. Price, A. E. Rumfitt, E. J. Chandler, M. H. Lawson, A. A. Baring.

SCOTLAND: W. K. Stewart, W. J. Lamb, J. E. Wilson, P. M. Goodall.

As the rather weird "specials" were scrutinised at Meifod, and the freedom of their differentials checked on the elaborate "braked rollers," which, as someone observed, the Competitions Department of the R.A.C. has been able to afford from all the Competition Licence fees (!), we made a check on the rear tyres favoured by these experienced slime-stormers. Although we scored seven Michelin, six Dunlop, four Goodyear, three Firestone, two Dominion and one Pirelli out of 23 cars observed, some of these and others besides had Oxborrow retreads, and it can safely be said that Oxborrow had a field day and that this tread is very popular with trialsmen. As to engines, Francis alone trod the former glory of lots of litres, with a Mercury in his H.R.G., 26 of the others choosing Ford Ten engines, two Javelin, one an Austin A40 and one an M.G. power unit.

Col. Barnes arrived in his Vauxhall, Dean Delamont in a Land Rover, J. W. Brown in a Dellow, while Ken Wharton, "Jackie" Masters and Sir Algernon Guinness were present as Stewards, and Jack Woodhouse timed the Special Test.

Each "section" had to be taken twice, even numbers doing the south circuit first, followed by the north and vice versa. Mountain was a steep climb up the side of a grass grown field, approached from the road through a gate and round a loop at the bottom of the field. It was divided into six sub-sections but a hump between sub-sections 3 and 4 brought everyone to rest. Wilson's Austin, with very exposed track rod, hit the bank at the gate and didn't even see the section. Lawson's Lotus I did not get very far, and Sinclair-Sweeney's Jezebel had a front wheel slide which spoilt the climb. Very good amongst the first attempts by the even numbers were Beardshaw's Wharton, tyres on negative pressure, E. Harrison, who made a brilliant attempt in the Harford I, Sleeman, whose blown Sleeman Special got as high as any, Lamb's Dellow, also very high up, and Corbishley's C.C.S.; all these got into sub-section 5. On the second circuit, after the marker cards had been rearranged at Ken Wharton's suggestion because the field was now a quagmire, Walter Waring got furthest up in his blown W.H.W. Dellow and was well on his way to winning the Championship. There followed fun and games in a wood, where a fallen tree had blocked the approach to one section (leaving only four in all in a route of 21 miles). The north circuit had the remaining two sections and the cross roads Special Test, where cars were timed doing most "illegal manoeuvres" on a public road!

Hairpin was a mud lane leading to a hairpin bend where every competitor was stopped by a bank so steep that only a tank could have climbed it. We saw E. Harrison (Harford I) make a bold bid to breast this bank. Waring tied with him and Rumfitt's Cotton II was outstanding, while Lawson (Lotus I) also got into sub-section 2. Lamb drove smartly into a tree and as smartly reversed out. Waring got furthest on the second circuit.

The last hill, Farm, was perhaps the best value, for it was long, very steep, and if you got past an extra hump which defeated most of the Dellows, some alarming gullies had to be negotiated, which threw cars broadside and racked alike chassis frames and passengers' demeanours. E. Harrison hit the bank but continued, Sinclair-Sweeney surmounted another bank unabashed in Jezebel, and Imhof climbed fast. Winder's Morris, T. C. Harrison's Harford II, Spence's Spence V, Chandler's Chandler Special, Wilde's Ford, Faulkner's Paul Special, Lilley's A.W. Special and Sleeman's Sleeman Special failed on the first circuit.

Water running down the course helped the cars to wear away the banks of the gullies and things were easier for the second circuit. Outstanding climbs were made by T. C. Harrison, Imhof, Mosby's Ford, Fleetwood, who picked his way neatly in the G.R.H., Lilley and Rumfitt, whose engine pinked loudly. Burgess' Burgess smelt hot but came up well, Pentony was complete master of his Cyclops on a neat ascent, and Preston, his passenger in a "knees up Mother Brown" attitude, held a bad slide but his Austin, with blown Ford Ten engine, performed very well. Waring had a rough passage but blipped up confidently; the Spence V went over at alarming angles on a fast climb; Wilde was the most "dicey" yet, and very effective, while of cars which appeared to drive their drivers, the Chandler Special showed noticeable lack of front-wheel adhesion. Baring found it bumpy but his Cotton Special never faltered and his charming passenger smiled happily throughout—which on Farm was the exception rather than the rule! Hopkinson had some exciting moments but mastered his Aus/Ford well; Beardshaw's Wharton was o.k. in spite of a fluffing plug; the Paul Special flung mud and the Harford I took it steadily. The C.C.S. boiled, faltered, but got up; Jezebel was steady; Phillips' effective Austin/Javelin built up well after slowing; likewise the Sleeman, after gigantic skids had slowed it. There were two incidents on Farm—the Bailey canted at frightening angles, then pulled off its near-side back tyre (no spare!), and Francis also needed the tractor when his H.R.G.-Mercury broke a universal joint. Those not mentioned above failed to get near the top, while Lawson and Price did not arrive at this hill; Crump's Marden and Wilson's Austin had retired earlier.

The R.A.C. got out the results in Shrewsbury, where the B.T.D.A. had its party, many hours later, as follows:—

THE R.A.C. CHAMPIONSHIP TROPHY (best performance): W. H. Waring (1,196-c.c. s/c. W.H.W. Dellow), 86 marks lost.

SPECIAL AWARD (for the second best performance): A. E. Rumfitt (1,172-c.c. Cottin II), 96 marks lost.

SPECIAL AWARD (for the third best performance): A. G. Imhof (1,250-c.c. s/c. Imhof Special), 110 marks lost.

SOUVENIR AWARDS (for the seven next best performances): C. C. Corbishley, R. W. Faulkner, J. D. Sleeman, H. Hopkinson, E. G. Spence, G. P. Mosby and C. R. Hariman.

SPECIAL AREA AWARDS (for the best performance by a competitor from each of the following areas: North England, C. Corbishley; South England, W. H. Waring; Scotland, W. J. Lamb; Northern Ireland, no entry.

BEST TIME IN SPECIAL TEST: Tie between C. R. Hardman (Dellow s/c.) and G. P. Mosby (Ford Ten s/c.), in 28.8 sec.

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The Humber Register is holding a rally with test and scavenge hunt, at Aylesbury on January 13th. Details from J. J. Woodcock, 3, Byron Villas, London, N.W.3. Sunbeam Register members driving any make of pre-1931 car are invited.

* * *

The recently-formed Vintage Aeroplane Club hopes to hold a flying week-end at Denham on January 19th/20th. It will open at 10.45 a.m. with a time of arrival contest, followed by spot-landing, aerobatics, concours, flour-bombing, slow-flying, etc. In the evening there is to be a talk. Sunday will be for general flying, or Saturday's programme if postponed. V.S.C.C. members welcome; a small public enclosure will be open. Details from D. F. Ogilvy, 9, Imperial Road, Windsor, Berks.

Emphasis on Sports Cars—

The Editor Encounters a Hot-Rod

LAST September P. F. Payne made fastest sports-car time of the day at the Gosport Speed Trials in his Ford, clocking 15.92 sec. for the s.s. quarter-mile. During December he wrote to MOTOR SPORT, asking would I like to meet a real Hot-Rod ?

I did not give a great deal of thought to this kind invitation, expecting to encounter a home-built Ford Special, but I did make an appointment to meet Mr. Payne on Sunday in the spacious car-park of the Royal Huts Hotel at Hindhead.

To this rendezvous I drove the Editorial Morgan Plus Four in a bitingly cold wind.

Arriving before the appointed time I went for a brief walk to enjoy the magnificent view over the Devil's Punchbowl and when I returned to the car-park, lo, there was the Hot-Rod and two cold mortals, parked beside the Plus-Four. I confess I was surprised at what I saw—for here was no attempt at amateur English special-building but a true Californian Hot-Rod.

Mr. Payne had owned the car for three years, having been employed by International Motors, Inc. of Hollywood, where he was closely associated with such a diversity of quick automobiles as Lago-Talbots, Offy-Midgets and these American Hot-Rods, of which his own car—FTP 348—is a typical example. He ran it in hill-climbs and races out there and brought it over with him when he returned to England some time ago.

I was told that in the States this potent Ford, with its spartan two-seater body and long, slim aluminium bonnet topped by a large air-scoop, would be known as an AV8, *i.e.*, an A or B-type Ford chassis housing a Ford V8 motor.

The frame is, in fact, that of a 1932 14.9-h.p. Ford. The original cross-members have been removed and two tubular ones substituted, one by the clutch housing, the other adjacent to the leading edge of the seat, so that this seat can be slung inside the side-members. The frame has not been shortened, but the wheelbase is shorter because the 1939-48 type Ford axles are fitted which fall into new locations, bringing the wheelbase to 8 ft. 7 in. The front axle is hung on 4½ in. shackles to lower the chassis and is located by a standard Ford truck bar acting as a Panhard rod. The front radius arms are separated and carried to the sides of the chassis and flexible transverse Ford springs front and back are damped by vane-type Ford shock-absorbers. The back-axle is stock Ford, with its torque-tube cut and welded.

To provide better directional stability than the transverse steering drag-link a fore-and-aft drag link is used. The wheels are steel discs, dynamically balanced, which is normal practice in the States. The front ones carry 5.50-16 tyres, those at the back 7.00-16 on Lincoln wheels, which gives a wider track at the rear ; 6.00-16 front tyres are preferred, but the cycle wings have insufficient clearance. All tyres are inflated to 35 lb./sq. in.

I was interested to learn that inexpensive American tyres, Firestone for example, mainly of synthetic rubber, have proved safe up to 130 m.p.h. in the 120° shade-temperature of the Californian desert ; also that in America a set of four costs less than a week's wages ! The brakes on this Ford are normal 1939-48 Ford Lockheed, which are quite useful on a 30 cwt. stock saloon and consequently are deemed adequate for a hot-rod weighing under 18 cwt. Incidentally, differential 1⅛ in. by 1 in. cylinders operate the front shoes.

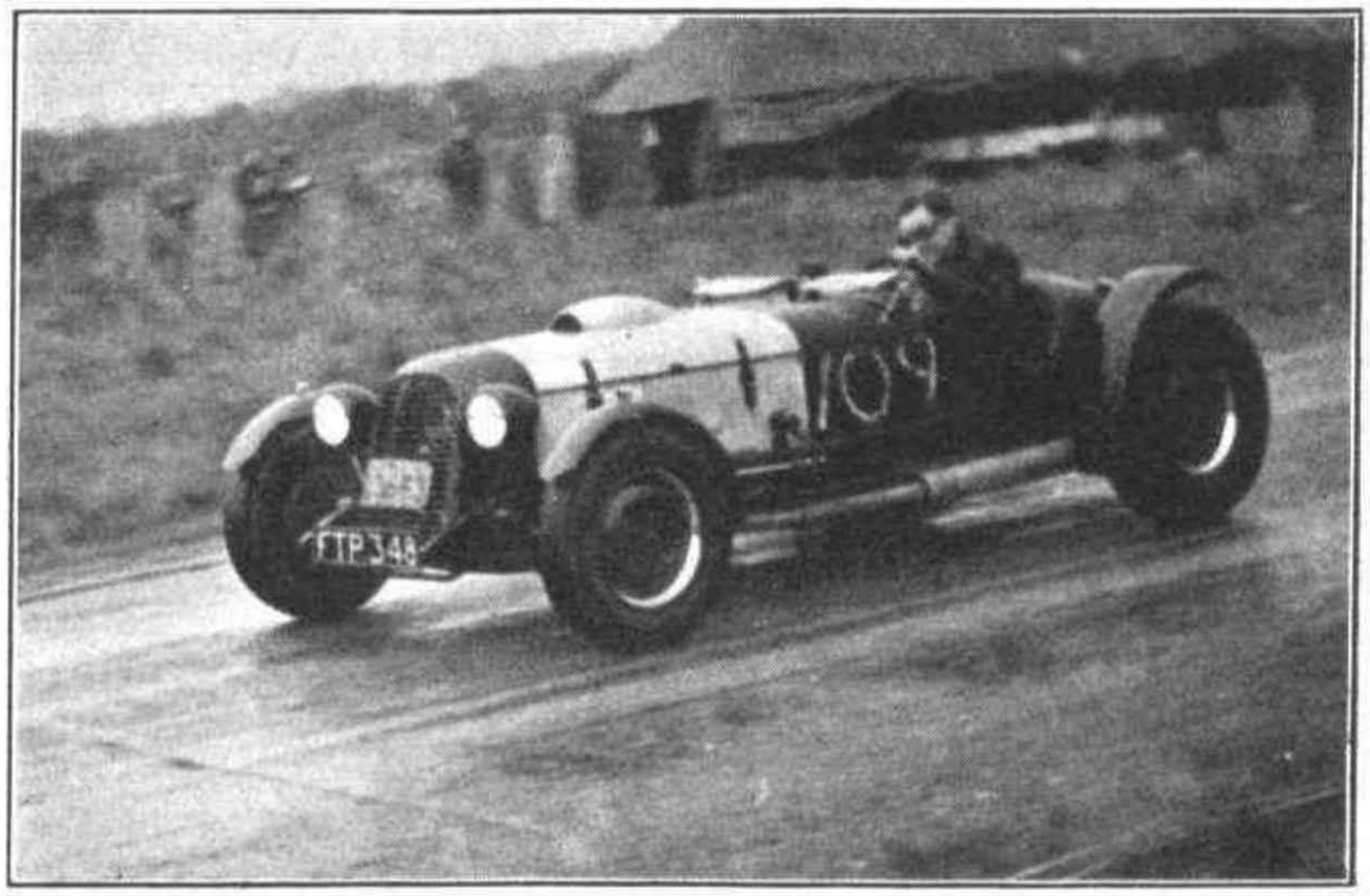
As the illustrations show, the appearance of the Ford is typical of the Californian Hot-Rod. The cowl covers a split-centre Ford radiator mounted just behind the track-rod and its grille consists of curved lengths of welding wire. The bonnet is very light, of about 20 gauge alloy, and the air-scoop came from a North American aircraft. A tiny door in the near-side bonnet panel gives access to the dip-stick. The front cycle-type wings were made from spare-wheel-cover bands and are mounted on the brake back-plates.

The headlamps are sealed-beam Autolites and a refinement, usual in the States, is the provision of relays for the lamp and horn circuits, so that no heavy current passes the switches. The electrical system is 6-volt, with the battery under the driver's seat. Instead of the usual hot-rodders' preference for cut-down model-T or 1932 roadster bodies, the body was built up largely from sections of mudguards, the spare wheel recessed in a short tail. Two large flat-pane aero-screens, made from window channelling, pivot on neat outrigger mountings and really do deflect the atmosphere when you are doing around "the ton." The seat buckets are built-in as a bulkhead, which is American race-car practice, the rather hard cushions being held by snap fasteners. The fuel tank holds about 12 gallons and is pressurised by a Stewart Warner electric pump beneath it. The neat instrument panel is from an Auburn, set in an alloy dash.

A surprising item of equipment for so stark an automobile is a Stewart-Warner "South Wind" combustion heater by the foot-ramp, which picks up fuel from the carburetters and returns the products of combustion to the induction manifold.

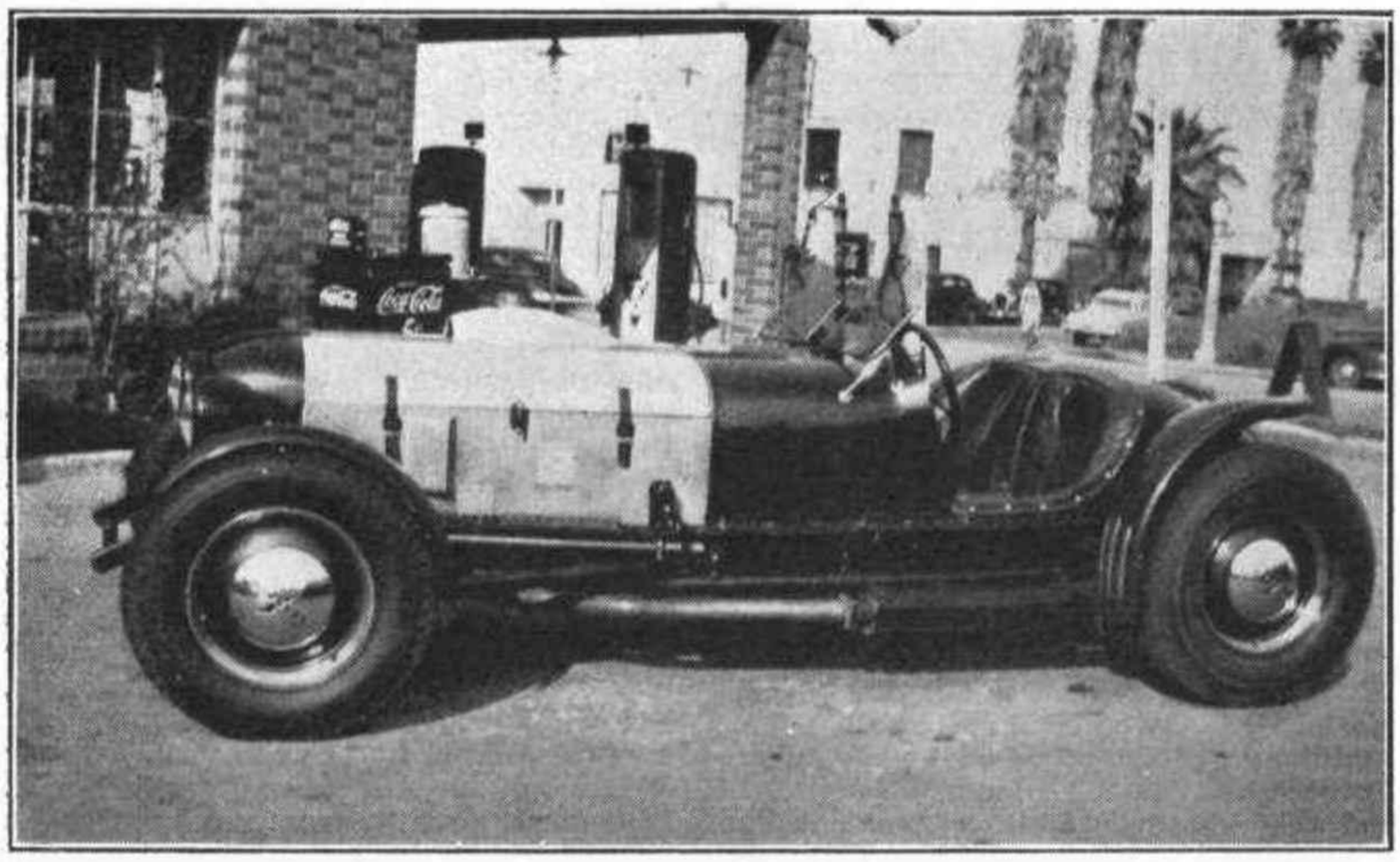
I am apt to be sceptical of hot-rods, but Mr. Payne invited me to go for a ride and I returned highly impressed. The car has left-hand drive and it was quite an experience to be wafted down the Portsmouth Road in the right-hand passenger's seat against on-coming traffic ! Wafted is an adequate word, for this Ford does perform ! 70 m.p.h. comes up on the speedometer in bottom cog, and then in no time an indicated 100 m.p.h. shows up in the middle ratio ! The top speed is not known, but certainly in a very brief space the speedometer needle had gone beyond its maximum calibration of 100 m.p.h.

What is so outstanding is the way the car goes up to these 100 m.p.h. gaits in



[Photo by E. Stewart

HOT-ROD IN ENGLAND !—P. F. Payne's 4.4-litre Ford Hot-Rod running in the Gosport Speed Trials, where it made fastest sports-car time, clocking 15.92 sec. for the s.s. ¼-mile.



HOT-ROD AT HOME.—Mr. Payne's Ford Hot-Rod, which the Editor of MOTOR SPORT *drove last month, seen at home in California. It originally had a side-valve Cadillac engine.*

about a quarter of a mile, very smoothly, with no audible V8 beat from the exhausts and no noise whatsoever on the over-run.

Taking over, I found the clutch and brake pedals high up to the left of a treadle-type accelerator which has a very light movement and a long-travel, but which appears to have been scientifically linked to the triple throttles. The gear lever is a delightful little thing, coupled to the box by long, exposed rods, which nestles by one's right thigh. It works delightfully, too. Almost from the desire to go, you are up into the 80s and the clean, smooth acceleration goes on and on, the speed up and up, only traffic checks calling a halt. The steering is very light indeed, but positive and quite high geared, although I found the Bugatti-like 16 in. diameter, spring-spoke, rubber rimmed wheel from a midget racer startlingly small.

We made the run on Pool petrol, whereas the engine prefers 80-octane, but I recall no pinking, while this "souped" V8 would run easily at 800 r.p.m. in top gear. The rev-counter meant little, but I was told that 1,000 r.p.m. in top gear equals 25 m.p.h. and so we must have reached at least 4,500 r.p.m., without any roughness or anxiety intruding

I only regret that the cold and the approach of darkness cut short our playtime, for I would dearly love to try this Ford along winding roads. As it was, I sampled it only on the straight, when it seemed to use a good deal of highway at 100 m.p.h.—but then, there was a fiendish cross-wind blowing. The ride was reasonably comfortable, although the bonnet juddered about a bit.

That easy, punch-in-the-back acceleration will live long in my memory and it does, indeed, represent over 100 m.p.h. at the end of a quarter-mile, a distance the car covered at Gosport in 15.92 sec., only 0.77 sec. slower than J. Goodhew's P3 Alfa-Romeo which made fastest racing-car-time. (The course record, however, belongs to the A.J.B., in 12.69 sec.)

The Ford also ran in the Southsea Speed Trials at Goodwood, taking Woodcote at speed in the wet. Last summer Mr. Payne took it on a 1,150 mile tour of our West Country, when it amused itself and its crew by reaching 50 m.p.h. on the steepest part of the old Porlock Hill after rounding the first corner at a crawl. That was on Pool, and the consumption averaged 21 m.p.g. for the entire tour. No timed speeds have been recorded, but I am assured that with a standard engine giving 100 b.h.p. the car was capable of 102 m.p.h., and it is estimated that about 175 b.h.p. is now developed at over 5,000 r.p.m. The height of the car is a mere 3 ft., so something in the region of 130 m.p.h. is thought to be available. Mr. Payne points out that since he has been in England street-racing against other hot-rods hasn't been possible, nor are roller-dynamometers, exhaust gas analysers, carburetter-cleaning equipment or jet-flowmeters, etc., readily available. "Indeed," he remarks, "only one mechanic in a thousand would know the figures for contact-breaker spring tension or understand r.p.m./vacuum ignition-advance curves. All are widely known in the U.S.A."

You will guess that Mr. Payne is hot-rod conscious and you will be right! "The fastest Ford roadsters will hit 116 m.p.h. in a standing quarter-mile," he told me. "Most good Ford roadsters clock 120-125 m.p.h. with my brand of soup and I have less frontal area," he continued, adding that "a good V8 revs. to over 6,500, and 240 b.h.p. has been obtained with a.s.v. V8 on alcohol."

I can well believe that he is able to tour up Portsdown Hill at 90-100 m.p.h. and I agree that his car gives racing-car acceleration—I smelt the rubber burning during our get-aways. . . .

How is this performance obtained? The engine is a 24-stud s.v. V8 set back about 15 in. in the frame and over-bored 3/16 in., giving a capacity of 4.4-litres. This was done in the erroneous belief that there would be a 4½-litre class in England, otherwise it would have been stroked ⅜ in., giving a full 5-litres. As it is, the stroke/bore ratio is 3⅜ by 3¾ in. The block was ported and relieved, but the ports weren't polished, this being deemed a waste of time. Light three-ring solid-skirt pistons were fitted and the standard Ford crankshaft rebalanced to suit. Stock-size valves are used, but these were reshaped, the inlet seats cut at 30°. The flywheel was lightened and balanced. Evans 8 to 1 ribbed heads were fitted, these giving, with the overbore, an actual compression-ratio of 9 to 1. Evans triple inlet manifolds are used with three d.d. twin-choke Stomberg 97 carburetters of the type found on 1935-40 Fords. To ensure smooth running with the 90° crank the end carburetters are over the ports in the usual Ford criss-cross system, while the centre one fills in the large balance-pipes and comes in at over 3,500 r.p.m. Self-locking tappets and Zephyr single valve springs are employed. A single ignition distributor is fitted at present.

Much of the car's performance is attributed to a track-grind Iskenderian camshaft, which is a regrind of a standard Ford camshaft. Standard Ford cadmium-silver big-end bearings have proved satisfactory and Mr. Payne deems Shell oil best for them. Incidentally, he runs with the oil-gauge disconnected and says the oil must get very hot, as not much is carried, but that the bearings give no trouble. No fan is needed, and Champion H9 plugs, as found in truck engines, are quite happy. Separate exhaust "headers" exhaust into 2-in.-bore Servais silencers, which were made up specially and give remarkably quiet running.

The drive goes *via* a 10-in. Mercury clutch, modified so that it will free at high r.p.m., to a Ford Pilot gearbox which contains 1942-type Lincoln Zephyr gears giving ratios of 1.0, 1.4 and 2.12 to 1, or overall ratios of 3.54, 5.07 and 7.5 to 1.

The car weighs in road trim about 19 cwt. (18 cwt. 24 lb. stripped), with a distribution that is approximately 50/50.

Mr. Payne suggests that those who want an inexpensive racing car should build up a "full-race" V8 instead of spending a lot of money on cars of "classic" type which often do not motor very rapidly. His Ford Hot-Rod certainly gives him authority for this viewpoint and I shall be interested to watch it perform against British and Continental sports-cars in this year's speed events.—W. B.

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Craftsman Publications, 88, Regent Street, Leamington Spa, sell for 35s. a complete set of drawings and a detailed duplicated book of instructions for making utility bodywork on a conventional chassis. Although this data, which deals with design, materials and procedure, would have had its optimum usefulness during the "red petrol" era, nevertheless many people, particularly amongst the sporting fraternity, find that a utility body best suits their divers requirements. Moreover, old chassis, thus bodied, can represent an economical proposition. To such people this publication will be of interest, if on the expensive side.

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MORGAN "4/4" CLUB NIGHT RALLY (Dec. 1st/2nd)

1ST: A. E. Pollett (Daimler).
2ND: S. G. Dyke (Morgan).
3RD { A. C. Hobbs (Morgan).
3RD { G. Alis (Vauxhall).

WINNERS OF CONCOURS D'ELEGANCE:
OPEN CLASS.—A. E. Pollett (Daimler).
MORGAN CLASS.—B. M. Lee (Morgan).

SIDESLIPS

by

"BALADEUR"

A CORRESPONDENT in South Africa, who not only lived through the Augustan Age of motoring but also actually remembers what happened during it, unfolded to me not long ago a fascinating tale of the origin of the name E.N.V. and of the events which link up with the history of these, to me at any rate, hitherto cryptic initials. "I'd bet," he says, "someday someone solemnly writes that E.N.V. stands for three blokes who invented the first spiral bevel or some such tale!" In fact, as you have doubtless guessed, it stands for nothing of the sort, and this, according to my correspondent, is the true history of the matter.

In the Paris of 1907 there lived a Captain Ifah Williams, who, like many of his contemporaries who had hitherto been amateurs of the automobile, became greatly interested in flying. In Williams' case, this interest took the practical form of suggesting that what was urgently needed for aeronautical purposes was a light, powerful engine; and, thus inspired, he proceeded to design one. It took the form of a 60/80-h.p. V8, with electrolytically deposited copper water jackets, like those used on the famous 70-h.p. Panhard et Levassor racing car of 1902. This engine he at first named the "En V"; but later, perhaps when he came to talking about it to English friends whose French was not equal to the translation of this difficult phrase, he renamed it the "E.N.V." The engine was a success, and with the financial support of various friends, including Major Laycock, of Messrs. W. S. Laycock, Ltd., whose heavy engineering works were at Millhouses, near Sheffield, Williams proceeded to its manufacture in a small factory in the suburbs of Paris, next door to that operated by F. Charron, famous racing driver of the early days who had since turned manufacturer. Here in the next few years he made a number of aero engines and he even installed one of them in a car. "More to amuse himself than anything else," writes my correspondent, "he got a lot of chassis parts from Charron and made a chassis to take the 60/80-h.p. V8 E.N.V. engine. It was a nice car, for Ifah kept it light, and with such a light high-power engine it had a superb top speed performance." If it really disposed of anything like 80 h.p., I can well believe it; and if it has survived into this latter age, I wish someone would put me in touch with it!

A factory was acquired at Willesden so that the E.N.V. engine could be made in England, and then in 1911, just when everything seemed to be going swimmingly, Ifah Williams died. Robbed of his enthusiasm, the financial sponsors of the venture quickly lost faith in it. Rotary, rather than V, aero engines seemed to them to be the power units of the future, and eventually they turned the E.N.V. company over to making spiral bevels, which had recently been developed in America. As a curious postscript to the story, however, the link which had been forged by E.N.V. between Laycocks and Charron was not completely broken, and in 1919 it was announced that a car to be called a Charron-Laycock would be manufactured at Millhouses. It was, as far as I remember, a rather dull little car; and I think it would have been more interesting if its sponsors had decided to manufacture the 60/80-h.p. V8 of before the war.

At any rate that is the story of how a company making spiral bevels came to be called after an engine with its cylinders arranged "in a V"; and consideration of this cylinder arrangement leads one into some rather curious historical byways. The main highway, I suppose, takes one to Gottlieb Daimler's narrow V-twin engine of 1889 which was fitted to the Panhard and Peugeot cars that took part in the Paris–Rouen Trials of 1894. This was in many ways a complicated and ingenious engine, which combined the use of the four-stroke cycle with crankcase compression, but it would not seem that it was these features which suggested the arrangement of the two cylinders in a V, because, first, Daimler had already used them in an earlier engine with a single cylinder, and, secondly, the patent specification covering the V-twin provided, as alternatives, for "a double cylinder side-by-side engine, with one double parallel-legged connecting-rod, the big end of which was the width of the whole distance across the rods where they entered the two cylinders," and also for an opposed piston "flat-twin," with the cranks at 180 degrees. The attraction of the V-twin with its cylinders at an angle of only about 15 degrees, however, resided, I imagine, in its relative lightness. As in the side-by-side two-cylinder, the big ends of both connecting-rods were on the same crankpin, and in this case the inordinate length of the big end was avoided. The engine was so arranged, moreover, that induction was going on in one cylinder while the other was firing so that, for a given number of revolutions, one did get twice as many power strokes as in a single-cylinder engine. There was, however, no greater measure of balance, and it is perhaps significant that Levassor's first major modification to the Daimler engine was to replace it by the Phénix, with two vertical cylinders and the cranks at 180 degrees, so that while one cylinder was firing the other was compressing, and while the second was firing the first was exhausting.

In the meantime, during the 'nineties, Daimler had had an imitator in the shape of M. Tenting, who, as M. Louis Lockert is careful to point out, "though the name savours of German or English origin, belongs to a family that has been French for generations past." His great-great-grandfather had in fact come to France from the Grand Duchy of Baden in the eighteenth century, and this latest representative of the family built his first horseless carriage early in 1891. This machine had a single-cylinder engine, but, in his second effort, Tenting decided to use two cylinders, arranged in a rather narrow V, the angle between them, however, being more obtuse than in Daimler's engine, and measuring, I should say from the rather inadequate drawing in front of me, about 30 degrees. In contrast to the Daimler engine, moreover, in which the cylinders were nearly vertical, Tenting's cylinders were arranged at an acute angle to the horizontal; but, as in the Daimler engine, both connecting-rods were on the same crankpin, the only exception to this practice that I have come across in early V engines, in fact, being the Papillon, in which the two connecting-rods are said to have been mounted on two distinct cranks at about 36 degrees to each other—an arrangement which I should have thought might have produced some rather curious results. One advantage of the Tenting engine was said to be that it could "act either with gasoline, refined petroleum or lamp petroleum;" but unfortunately I am not acquainted with the exact nature of these fuels in the context of the 'nineties, and on the only occasion, so far as I can trace, when the Tenting made an appearance in public competition, which was in the Paris–Marseilles–Paris race of 1896, it retired on the first stage to Auxerre, and one is thus left wondering not only as to what exactly were the various fuels it could use, but how well it "acted" on any of them.

Be this as it may, in the Tenting, according to M. Lockert, "there is nothing . . . which has been borrowed from foreign inventors; this car is exclusively and entirely French." Any resemblance between its engine and Daimler's was doubtless, therefore, purely coincidental; but if one takes a longish stride forward into the future, to the two-cylinder racing Lion-Peugeot of 1909, one cannot but wonder whether some sort of subconscious folk-memory of Daimler's design helped to inspire this highly successful racing voiturette.

This machine, and its successor of 1910, have been described in some detail by Kent Karslake in his *Racing Voiturettes*, but the chief point which is of interest in the present context is that these long-stroke engines resembled the long-stroke Daimler engine of the nineteenth century in having the two cylinders arranged across the chassis in a narrow V, the included angle between them, which in the case of the Daimler engine is said to have been "about 15 degrees," amounting in the Lion-Peugeot to 16 degrees. Not content with a V-twin of 80 by 280 mm., moreover, their designer, M. Michaux, supplemented it in 1910 with a V-four, of 65 by 260 mm., which was in fact a pair of V-twins in tandem with the dimensions slightly altered; and a V-four of similar design, but with the bore and stroke modified to 78 by 156 mm. to suit new regulations, was used in the 1911 Coupe de *l'Auto*.

In 1912, however, the design of Peugeot racing engines underwent a fundamental change, in favour of vertical cylinder arrangement and inclined overhead valves operated by two overhead camshafts. The changeover from a V to a vertical engine merely repeated the change which had been made by Levassor when he designed the vertical Phénix engine

to take the place of the Daimler V-twin in 1895; but the new valve arrangement on the 1912 Peugeot, which was then entirely novel but which has been used on practically every racing engine ever since, has usually been associated with the name of E. Henry. Recently, however, an attempt has been made to belittle the contribution in the matter of this Swiss designer and to give the lion's share of the credit to the Peugeot drivers, Georges Boillot and Paul Zuccarelli. This is not a matter on which I feel for a moment competent to adjudicate; but it is at least permissible to remark that the new valve arrangement would have been, to say the least of it, awkward with a narrow V engine (unless, perhaps, the design had incorporated three camshafts instead of two), and it thus seems a fair deduction that whoever was responsible for the direct-operated inclined overhead valves was also responsible for the abandonment of the V engine in favour of a vertical cylinder arrangement.

It seems to have been an axiom of Peugeot policy at this time to prevent any influence from the racing department percolating through to the production side, and although the design of the 1912 racing engine soon set a fashion for all other racing engines, it is not a fashion that has ever been adopted for the engines of Peugeot touring cars. As a result, perhaps, the latter have been somewhat neglected by the students of racing engine design. It is, however, of interest to note that in 1913, a year, that is, after the success of the vertical racing engine had been established, there was introduced to the market a new 12-h.p. Lion-Peugeot, which, according to the *Autocar*, "owes its inception to the inventive genius of Boillot." The novel engine of this car, however, so far from being a vertical design with two overhead camshafts, comprised four cylinders, with a bore and stroke of 65 by 130 mm., arranged as two V-twins with an included angle between the cylinders of 20 degrees. It was in fact a slightly "wider" version of the V racing engine of 1910 and 1911, with, incidentally, the same bore as that used in 1910 and the same stroke-bore ratio as that used in 1911. Instead of a combination of horizontal and overhead valves as in the V racing designs, however, it had vertical side valves at the front and back of the engine, operated by two transverse camshafts, driven through skew-gears from two longitudinal half-time shafts one on each side of the crankcase.

The bore of this engine was shortly afterwards increased to 68 mm., but the production of the 12-h.p. Lion-Peugeot does not appear to have been resumed after the war, possibly because the death of Georges Boillot in an aerial battle removed the prime instigator in the affair. Curiously enough, however, his work on the narrow V engine was taken up by another famous racing driver turned designer, and in 1922 there appeared what was to become one of the most famous models of all time in the shape of the Lancia Lambda. As in the case of the Lion-Peugeot, the engine of this car had four cylinders arranged at an angle of 20 degrees, and the dimensions of 75 by 120 mm. were much as one might have expected if the 68 by 130 mm. Lion-Peugeot had continued to be developed while the long-stroke era was receding into the background. Unlike the Peugeot, which had its pairs of cylinders opposite each other and two connecting-rods on the same crankthrow, however, the Lancia engine had its cylinders staggered and a four-throw crankshaft; and instead of front and rear side valves, it had vertical overhead valves operated by an overhead camshaft. This basic design has been adhered to by Vincenzo Lancia and his heirs ever since; and it thus appears that when Emile Levassor designed his vertical engine, he did not relegate Daimler's narrow V arrangement to quite so obscure a limbo as has perhaps been sometimes supposed.

BLUE PETER

A very good party was experienced on November 29th last when W. J. Wood and Son, Ltd., took over most of the Queen's Hotel at Westcliff-on-Sea for the purpose of presenting the Blue Peter Sales Challenge Cup to Monty Wood of W. J. Wood and Son, Ltd. The winning of this cup signified that Mr. Wood had sold more Blue Peter retreads than any other dealer in the South. Some 2,000,000 tyres are retreaded in this country every year, and that we have great faith in the quality of Blue Peter retreads stems as much from a visit to their factory some time ago as from enjoyment of the dinner and slick cabaret show which they put on at the Queen's; although had you seen the revellers leaving this high-pressure party around 3 a.m., Blue Peter trade flag fluttering from the flag-mast above their parked cars, you might have been justified in thinking otherwise!

Tyres now constitute a very heavy item of motoring expenditure, especially to those who drive the faster cars and so consume more rubber. Retreads are a logical means of reducing this expenditure, and it is reassuring to find many instances of retreaded tyres being used satisfactorily in rallies and even in sprint events. Blue Peter have agents throughout the country and operate from Auto Tyre Services, Basingstoke (Basingstoke 404-5-6).

SUN, RAY AND BRITISH RACING MOTOR

Speaking at the Publicity Club of Wolverhampton Luncheon last November, Raymond Mays, Director of B.R.M., Ltd., made particular reference to the new Grand Prix Formula decided upon last October and to be introduced in 1954.

He said that the new Formula had been largely influenced by an Italian tyre firm; Alfa-Romeo themselves were opposed to it and it was indeed a great blow to the B.R.M. The new Formula meant that the present system of 1½-litre supercharged cars and 4½-litre non-supercharged would have to be scrapped.

Supporters of the new Formula, said Mays, had pointed out that Grand Prix Formula cars had reached such terrific speeds that engine capacities would have to be reduced; he personally thought that this was a retrograde step and that the answer was that engines and all accessories should be built to withstand those high speeds.

Mays dealt at some length with the troubles which had beset the B.R.M. and in particular difficulties they were experiencing due to rearmament, but said that "There is no better way of waving the flag for this country in the interest of British engineering and car sales than by producing a successful team of Grand Prix racing cars."

In admitting that possibly the B.R.M. took on too ambitious a job for the money and the time at their disposal, Mays said the project was still very dependent upon finances, which caused him considerable concern from the development point of view.

As an example of the hard luck bogey which seemed to dog the B.R.M., Mays said that they had recently returned from testing the car at Monza where they had achieved "terrific speeds" but had been forced to abandon the trials owing to the floods. The very day the B.R.M. returned to this country the weather changed and they had continuous sunshine in Italy; but there was nowhere in this country to continue the trials of the car at the high speeds necessary.

NEW CLASS E RECORD

Tony Crook re-attacked the Class E (2-litre) 200-mile record at Montlhéry on November 26th last year and raised it to 120.13 m.p.h., beating the previous record, held by Jack Dunfee's G.P. Sunbeam, by 2.46 m.p.h., which exceeds the new increase-margin for records now required by the F.C.I. Crook drove a "Le Mans Replica" Frazer-Nash stripped of sports equipment and averaged 123.55 m.p.h. for the s.s. hour run. Dunfee's record had stood for 21 years.

A.C. MODS.

A.C. Cars, Ltd., announce a change in specification on their six-cylinder engine, which has been continued with only minor alterations since its introduction in 1919.

A new-type damping device is now fitted to the front end of the crankshaft, this replacing the flywheel damper which has been in use for many years. This new design requires no attention, and will, therefore, reduce servicing requirements. This modification commences on engine No. UMB. 1802-W.

The braking system is also modified from chassis EH 1806, in that the Girling hydro-mechanical type is now replaced with Girling hydraulic brakes on all four wheels.

CALLING SEVEN OWNERS

Owners of pre-war Austin Sevens are requested to write to Alan Hess, P.R.O. The Austin Motor Co., Ltd., Longbridge, Birmingham, giving him details of their cars—so far we believe about 2,000 have done so. It seems that, having introduced a 1952 Seven, Austins are feeling paternal towards owners of the antiquated kind—so don't forget to write.

LETTERS from READERS

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

THOSE AUSTIN ROAD-TESTS

Sir,

As a fortunate owner of an Austin A90 Atlantic Sports saloon I would welcome the chance of "setting out as per knight with armour" to challenge a great deal of your comment on this fine car.

American handling qualities are intended for cars that are used more often with at least three passengers as well as driver—did MOTOR SPORT conduct the test with four up? I have proved that point—far too many English cars are sprung for far too light loads. The same comment goes for the 4.125 axle: with five up it is extremely flexible and all overtaking can be done in top, this ratio permitting bends to be taken with the foot down and complete control. There will always be those who want to play and peak in third to get the last ounce of b.h.p. *via* the gearbox—that is not progress. If we have not yet got automatic transmissions, in the meantime we deserve a minimum of effort—mechanical and personal!

This desire to "hurl it round corners" at full speed has gone far enough; in America approximately .01 per cent. and in England .1 per cent. of highways are in any way curved—why devote the entire character of a car to making it a menace to other users of the road on corners—especially blind ones!

Two points I agree with—the distortions caused by the style of windscreen sides are dangerous, and for the spare wheel to be in the locker—as an afterthought almost—is a disgrace to its 99 per cent. functional design.

Regarding the A70—those with us on the first post-war "Monte Carlo" will remember how Louis Chiron got a Hampshire up the hill-climb as quick as those with 1½ more litres—never missed a cog with the "very poor" gear-lever. When you in future take the fast car angle—get a fast driver to take it please.

Thank you for the B.R.M. remarks.

Austins seem to have forgotten the spare wheel again on the new Seven!

I am, Yours, etc.,

Wellington. TERRY HEATH.

[In spite of Mr. Terry Heath's plea for us to employ fast drivers during our road-tests, his letter suggests him to be one of those gentlemen of England for whom we agreed Austin cars are well suited. We had as many as seven bodies in the A90 and a full load in the A70 for part of these tests. The aspect of the gear-change we criticised concerned going from first to second, a change Chiron was hardly likely to have needed very often.—ED.]

* * *

SPORTS CAR RACING

Sir,

Figures, they say, can be made to prove anything. They certainly can produce the most extraordinary results when juggled in the manner adopted in your article in the November issue headed "Sports Car Races of 1951." To draw the conclusion, as you have done, that Frazer-Nash comes out "top dog" in 1951 sports car racing is simply grotesque. In the first place, your entire system of race selection and points marking is based on a fallacy, for how can one assess the relative performances of two different makes in a given race when one of the makes was not even entered? Thus, of the seven races you select, not a single Jaguar was entered in three of them if one legitimately excludes Biondetti's hybrid Ferrari-Jaguar from the Circuit of Sicily.

As for awarding the same number of points for winning Le Mans as winning a Production Car Race at Silverstone . . . come! come! let's try and maintain some sense of proportion. Also, it might be a good idea to get your arithmetic right, for applying your own system of point scoring, the Frazer-Nash comes out with 37 points and not 35.

In order to arrive at a conclusion obviously desired in advance, you have not scrupled to re-arrange the very organisation of the Silverstone Production Car Races by lumping together two entirely separate races, held at different times and under different weather conditions. The reason for this is plain to see, for in the over-2,000-c.c. race Jaguars filled the first five places, whereas in the up-to-2,000-c.c. class Frazer-Nashes filled the first three places. By your system of marking this would result in Jaguar collecting 20 points and Frazer-Nash 15 points—and that would never do, would it, because it would bring the final results, in all races, to Jaguar 40 points and Frazer-Nash 37 points.

Incidentally, couldn't you have spared a teeny weeny one mark bonus per car for successful teams of three cars? With two such team awards to their credit, Jaguar would have picked up a well-merited extra six marks, sufficient to make them what the majority of race followers know them to be—top dog.

I am, Yours, etc.,

Prescot. R. E. BERRY.

[There are endless ways of trying to assess the sports car of the year and not a few readers have been quick to point this out, while Mr. Aldington has been equally quick in quoting our remarks on the Frazer-Nash. If price, for example, comes into the picture, Jaguar assuredly scores over the Frazer-Nash, and its outstanding Le Mans win was the best thing in sports-car racing last year, earning unstinted prestige. We merely said Frazer-Nash was the most *consistently successful* sports/racing car.—ED.]

Sir,

I have just read the article "Sports Car Races of 1951," in the November issue. A cryptic sign "W. B." indicates authorship. I beg his pardon for saying he is talking a lot of nonsense.

First, he includes in his survey of 1951 racing a purely local event of doubtful significance and furthermore gives it equal prestige with an event 24 times as long over a more difficult course. Mass production baby cars lap the Silverstone circuit flat-out with considerable ease for one hour. I can't see how it compares with any of the events tabulated, in importance.

Second, the British Empire Trophy was a national event in which the winning car was outstandingly more potent and expensive in every way than any of its competitors; if it had failed to win easily it would have disgraced itself. This event was also given equal prestige with the gruelling Targa Florio where the world's best compete. This makes nonsense of his credit system.

Third, surely the most consistent car is that which wins more of the biggest races than any other? And surely places after third are of little importance in determining the most successful car.

Finally, he compares indirectly a 2-litre car designed specifically for racing, of very stark design with room for just two and of minimum weight, with a three-seater fast touring saloon of nearly double the weight and with a relatively low stressed 2.6-litre engine, in which comparison he finds the latter disappointingly unequal!

I am, Yours, etc.,

Ilkley. J. P. HARRISON.

[The Frazer-Nash had to beat a stiff handicap in the British Empire Trophy Race. The marking system sought to find the most consistently successful sports car in the leading sports-car races of 1951, not the best sports car.—ED.]

Sir,

Reading your analysis of the 1951 Sports Car races, I was surprised that you should include the One Hour Silverstone sprints on the same footing as Le Mans, the Mille Miglia, Giro di Sicilia, etc. Even this year's Empire Trophy, although on a hard course, cannot really compare with these Grande Epreuves of the sports car world.

I suggest that a fairer marking would be to give 4, 3, 2, 1, points down to fourth place for the Trophy, and 3, 2, 1 to third place at Silverstone, retaining 6, 5 . . . 1 for the others.

Then, in overall classification, Ferrari take first place with 31 points, Jaguar second (25), and Frazer-Nash third (23).

Perhaps this is a truer assessment of European sports car effectiveness.

I should like to add that I am not a Ferrari owner!

I am, Yours, etc.,

Bristol. DEREK TAULBUT.

Sir,

I'm afraid your correspondent, R. C. Wallace, has completely missed the point, when in last month's issue he compared the XK120 and the Frazer-Nash.

The F.-N. is a true sports-racing car which has been designed and bred to go fast, not only on the straight, but round corners—and that naturally costs money!

The Jaguar, on the other hand, is a two-seater tourer, which, because it can move fairly fast on its 3½ litres, has tempted a few brave souls to race it—and it has done quite well!

As for the XK120C! This alas is not for the home market, and when it is available, I don't think it will cost much short of that £3,000 you talk about, Mr. Wallace!

I am, Yours, etc.,
Hatfield. JOHN A. ANDERSON.

* * *

CITROEN FAN

Sir,

From some experience abroad of the Citroën 11 CV "Normale," I can fully endorse the view of your correspondent "L.A.S.C." that this commodious and economical model would have a wide popularity in this country as a family car. I must, however, disagree with his view (previously expressed by another writer in MOTOR SPORT who certainly ought to know how to drive) that "it is virtually impossible to change from second to first without the most distressing noises, and with the car almost stationary." This is complete nonsense. It is a perfectly normal double-declutch change demanding only a little more than the normal amount of skill and judgment. Somewhat more difficult is the similar change on the six-cylinder model, where the gap between ratios is the exceptional and inexcusable one of 5.6 to 13.2 to 1. Even here, perfectly silent changes can be effected at speeds up to 25 m.p.h.

It would be interesting to know why the "six" has this abysmally low bottom gear—substantially lower than the "four." The excellent low-speed torque would make a bottom gear of 9.5 to 1 perfectly practicable and there would then be no need of a fourth gear. At present, between 20 and 30 m.p.h., there is no correct ratio for maximum performance. For normal purposes, however, the 5.6 second is useful down to a walking speed, and the oddly assorted ratios do not prevent the six-cylinder Citroën from being, in my view, the finest fast tourer of all time.

I am, Yours, etc.,
London, S.W.1. CECIL CLUTTON.

* * *

MORGAN VIEWS

Sir,

I have no experience of the Morgan Plus Four, but to say that the 1938 models suffered with the same defects is absolutely untrue in my own experience. I own a 1939 model fitted with the said steering dampers which have done a mileage of 36,000 odd and they haven't broken yet. I have recently converted the front suspension to the latest type and fitted the old steering dampers back on again. Also the clutch withdrawal mechanism still works and is intact. As for Mr. Archer trying to keep the four wheels on the ground when being passed by family chariots this is the most ridiculous statement I have ever heard of, as I consider the Morgan one of the finest roadholding cars to be had.

The jacking system is quite adequate for changing a wheel and that's all manufacturers intend them to be used for in my opinion. Morgans were not the only people who used this type of jacking system and with the chassis frame nearly on the ground with any type of car this would be no picnic.

What about the "4/4" at Le Mans?

Criticise the Plus Four if you like, Mr. Archer, for having the aforesaid defects but not the 1938–39 models, thank you.

I am, Yours, etc.,
Shepshed. PHILIP H. JACQUES.

Sir,

On Saturday, December 1st, I read in MOTOR SPORT a letter from CV 1860 comparing his M-type M.G. with the Morgan Plus Four. On the following day we took our 1930 "Biarritz" Riley Nine to Bournemouth. The outward journey took 3 hours 40 minutes with a learner driver for half the run and a stoppage owing to condensation in the ignition. The return after dark took 3 hours 20 minutes with 10 minutes stop for a hot drink. The distance on the clock—109 miles. The petrol used—three gallons each way. The oil was not checked ("verb. sap"). The route was *via* Stockbridge and Romsey which involves some few tricky bits. The load was three people, none small.

Incidentally, the old lady has hardly been touched since putting up 10,000 miles during her 21st year apart from routine maintenance and a decoke 5,000 miles ago. In that distance she has cost £6 for a magneto overhaul.

With CV 1860, I wonder where is this progress?

I am, Yours, etc.,
Kenton. G. F. BODY.

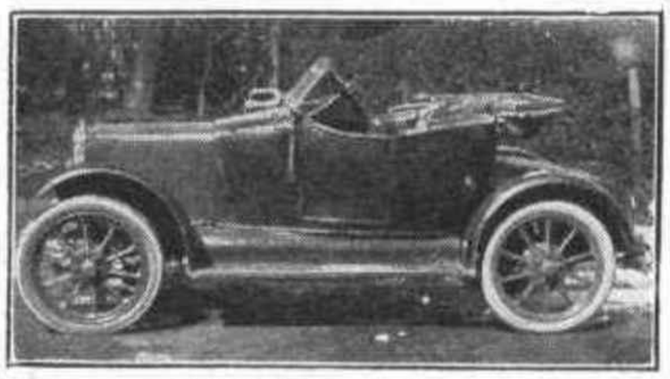
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REMINISCENCES

Sir,

I recently came across the plates of the enclosed prints which I had done on the off chance that they might be of interest to you.

I give such particulars as I can recollect:—



1914 *7-h.p. Perry:*

Vertical s.v. water-cooled twin.

Three-speed and reverse gearbox, quadrant change (r.h.): reverse, N., 1, 2, 3.

Open prop.-shaft.

Differential back axle. Internal expanding brakes. Rear fuel tank. Pressure feed by hand-pump and some sort of automatic exhaust arrangement, etc., pipe to which is shown on top of the exhaust manifold in the "engine room" print.

Oil side and rear lamps only supplied (not shown in photograph). The pressure gauge was the only instrument.

The Bowden M.C. lever on the steering wheel was an addition for operating a hand throttle.

I first drove this car at the tender age of 12 years and later was granted a licence at 16 years by the Leeds City Police after passing a driving test consisting of driving a member of the constabulary round the city for about half an hour. I have sometimes wondered whether this can have been the first car used for the first driving test in this country. The year and month: 1919, January.

I also wonder whether any samples of this marque have survived. I am under the impression that a later four-cylinder model was the direct ancestor of the Bean but this may not be correct. [Correct!—ED.]

I am, Yours, etc.,
G. C. ROPER.
Pannal.

Sir,

Regarding Mr. K. W. Toon's letter in your July 1951 issue, I owned a Coventry-Premier car during 1925/1926. I cannot remember whether I had it second or third hand, but when I bought it for £50 it had 715 by 115 Michelin balloon tyres on the rear wheels and globular wing lamps with bull's-eye glasses which gave almost as much driving light as the headlamps mounted at each side of the windscreen.

The two outstanding features were the starting handle and the gear-lever. The engine was a 50-deg. Vee-twin, water-cooled, 80 by 98 mm. I believe, and it revolved *backwards*, *i.e.*, anti-clockwise. The starting handle engaged a pinion meshing with the crankshaft timing pinion and was geared *up*. One complete turn of the starting handle turned the engine over *twice*, so that the provision of an exhaust valve lifter was a sheer necessity. The engine had plenty of punch at low revs. as I learned to my cost. Once, when teaching a girl to drive, after getting fed up with swinging the engine every time she stalled it, I impressed upon her the necessity of keeping the engine revs. steady by opening the throttle progressively as the clutch (Ferodo cone) took up the drive. At last, she determined she wasn't going to let the engine stall, so used more and more throttle as the clutch went in. Unfortunately, this time, she had forgotten to take the brake off and something had to happen. With much noise, the front propellor-shaft, a 1¼ in. tube, proceeded to buckle and twist itself in two.

The gear-lever worked in a central gate, and had an enormous travel. Second gear was right under the dash and top was right back almost touching the edge of the bench-type front seat. Without exaggeration the knob of the gear-lever moved through an arc of over two feet.

Maximum speed was about 55 to 58 m.p.h., whilst petrol consumption was over 40 m.p.g. The hood was a one-hand affair covered with shiny black leather-cloth. On warm summer days one had to drive with the doors fixed partly open to keep one's feet reasonably cool. Altogether it was a very reliable, willing and solid-feeling little car.

I am, Yours, etc.,
J. DAGLEY.
Pinner.

ONE FOR THE BOND!

Sir,

The letter of the vintage enthusiast who signs himself "CV 1860" was of considerable interest to me. He wonders what progress has been made and compares his vintage M.G. with your staff Plus Four.

I belong to the ultra-light motoring brigade and own a Bond Minicar which has been well and truly thrashed over more than 24,000 miles in the last 14 months. "CV 1860" did 100 miles in 3 hours 10 minutes recently. While appreciating that he probably met considerable London traffic, my own little Bond will put 100 miles into three hours on most occasions. Several times 260 miles have been covered in eight hours all on under three gallons of petrol.

The point about this letter is to attempt to show that some progress has been made when a 1950 2-h.p. car can achieve similar results to a 1930 8-h.p. car and at an economy that hardly bears comparison.

I am, Yours, etc.,

High Wycombe. M. G. BULL.

* * *

UNSPRUNG OLD 'UNS?

Sir,

I feel I must join issue with your correspondent, Mr. F. W. Bottomley (November issue) on behalf of some "modern machinery," when he says of the Riley Nine that "the steering was a delight and the whole car had that solid, safe feel on the road that is *completely absent* in modern machinery." Obviously he cannot have driven a modern Morris Minor.

No one admires vintage cars more than I, and as I have been motoring, man and boy, since 1900 and have personally owned 45 cars of all types, several of which were what are now known as "vintage sports cars," including two Rileys (1933 and 1935) I feel I am qualified to express an opinion as to the performance of ancient and modern cars.

I think it will be generally agreed that the older cars, particularly of the "sports" type, were invariably held down to the road by almost inflexible springs assisted by tight shock-absorbers (although why they were so-called I could never imagine) and while this desirable feature was usually satisfactorily achieved, the springs hardly fulfilled their true function, which is to insulate both car and occupants from road shocks. In course of time both steering and springing systems, and also shock-absorbers, have been so vastly improved that most examples of modern "tinware" (as your dyed-in-the-wool vintage enthusiast loves to call the modern car) not only steer and hold the road as well as, if not better than, most vintage cars, but also provide an exceptionally comfortable ride for the occupants. Admittedly the Morris Minor, with its torsion-bar front springing, is an outstanding example, but there are many modern cars with other springing systems which compare more than favourably with the best vintage cars in these respects, and certainly provide a far more comfortable ride.

While I share your correspondent's admiration for many of the good qualities of the old 'uns, it is, to my mind, not only unfair but slightly ridiculous to shut one's eyes to the enormous superiority of the modern car in many respects, not the least of which is its springing.

I am, Yours, etc.,

London, N.3. H. LENNBERT.

* * *

KELLY'S CARBURATION

Sir,

In an article entitled "Rumblings" in your December issue there is a statement that the "new-found speed" of Kelly's Alta is due to the fitting of a Weber carburetter.

I am sorry to have to contradict this statement in its entirety; in point of fact, Kelly's car has not any "new-found speed" but has probably returned to something approaching its original speed.

A Weber carburetter was tried in the North of Ireland, but was not taken out of the country by Kelly, and as you yourself are fully aware, the mere fitting of a carburetter is extremely unlikely to produce more speed on any vehicle, since the carburetter's main function is to adequately mix fuel and air in something like the correct proportions, and in sufficient quantity for the engine to consume.

What actually happened was that due to corrosion during the winter, and general stoppage in the fuel system, Kelly filed and otherwise modified the needles originally fitted by us to the two S.U. carburetters. Having found that this was approaching the problem from the wrong end, he asked my advice, and I told him to first of all get the whole system thoroughly cleaned, and fit a new fuel pump to replace one badly corroded.

Having done this, the carburation was, as one would expect, all over the place and excessively rich, and this was the original trouble at Silverstone. Not having the car available here, I asked Kelly to send me his carburetters complete, and I then put them on the test bench on another two-stage engine, and tuned them correctly, returning them to him in time for the Winfield Races, in which he competed and in which the "new-found speed" was alleged to have been found.

I am not claiming any recognition for myself, or for the firm for what is after all an ordinary piece of servicing for a racing car, but I do feel that the S.U. Company are entitled to this explanation.

In passing, I have carried out all the bench test work on carburation with both the Webers and the S.U. on the Alta engines as fitted to the H.W.M., and I can state, without fear of contradiction, that in all circumstances and conditions the S.U. carburetters can produce at least as good results as the Webers, and are in every way a very good instrument indeed.

I am, Yours, etc.,

GEOFFREY TAYLOR.

Surbiton.

[The fact remains that, in this country, H.W.M. and Aston-Martin have changed to Webers.—ED.]

◆◆

J. B. Millar has resigned his office as secretary of the Falkirk & District M.C., and communications should now be addressed to R. E. Traill, 21, Muirhall Road, Larbert, Stirlingshire.

CLUB AFFAIRS

The Harrow C.C. will hold its annual dinner at the "Tithe Farm," Harrow, on January 17th.

* * *

With a monthly event combining the social and sporting side of motoring in the pick of the nearby countryside, the discerning motorist living within reach of Croydon is well catered for by the Fifty-One Motor Club. The annual subscription is only 5s. and the hon. secretary is Mr. J. B. Mason, 19, Lake Road, Shirley, Croydon.

* * *

The new address of the Tenby M.C. is Lydstep House, Lydstep, near Tenby.

* * *

The Mid-Surrey A.C., so popular in pre-war days, has been re-formed, with Prof. A. M. Low as president, V. H. Tuson, of Fiat fame, as secretary. Club nights, open to non-members, take place at "The Queen Adelaide," Kingston Road, Ewell, Surrey, on first and third Fridays in each month. Details of membership from the Assistant Secretary, 101, Woodmansterne Road, Carshalton Beeches, Surrey.

* * *

Membership of 182, with the expectancy of shortly passing the 200 mark, was disclosed by Mr. Arthur H. M. Edney, the President, at the annual dinner of Berwick and District Motor Club, at which Reg. Parnell was chief guest.

In his speech, Reg. recalled his disappointment earlier this summer at not being able to bring a B.R.M. to a Winfield meeting but added: "Maybe you did not miss very much because we might never have got to the starting line. As I have said before, the B.R.M. is a miserable failure. We would all like to see the car beat the Italians, and the B.R.M. people have put everything possible into it to make it a world-beater, but there is something wrong."

Parnell said he was looking forward to the Scottish Grand Prix in 1952 and paid high tribute to the organisation of Winfield meetings, with which everyone was more than satisfied. The toast to "The Berwick Club" was proposed by Mr. Malcolm Smith, of the Lothian Club. Parnell presented club prizes won during the season to W. Stoddart, T. Fairbairn, J. T. Gray, A. Smith, H. Brown and J. H. McBain.

* * *

The Bugatti O.C. recently elected 35 new members, the Bentley D.C. another 35, as we are reminded from their excellent Club magazines. Many Morgan three-wheelers are encountered on the road these days, so it may be as well to again remind their owners that the Morgan Three-Wheeler Club is A.C.U. affiliated, publishes a monthly magazine and issued appropriate servicing data. The Secretary is F. L. Willis, 6, Courtland Avenue, Chingford, E.4. The club has now produced a manual comprising 86 quarto-sized pages of written matter with line drawings. It covers all models, with details of J.A.P., Matchless and Ford engines, and particulars are available from C. J. Mawbey, 27, Clifton Road, Finchley, London, N.W.3.

Menu

NUFFIELD SOUP ★

WE recently enjoyed a taste of Nuffield soup, in the form of a modified, or "souped-up," Morris Minor loaned for trial by V. W. Derrington of Kingston, a TD M.G., a Stage II TD, and a "souped-up" TC M.G.

Dealing first with the Minor, so superlatively safe and pleasant to drive is this modern Nuffield product that Mr. Derrington is to be congratulated on supplying more urge for it, the more so as the only major criticism levelled at these grand little cars concerns a lack of power.

This is a report on how the well-known Kingston-on-Thames purveyor of speed equipment has removed this valid objection. But we find it impossible to refrain from expressing warm appreciation of the Morris Minor itself, before dealing with the Derrington mods. Within the first few miles we were captivated by the excellence of the steering and roadholding. Clever proportioning of dimensions, weight distribution and suspension arrangements by Alec Issigonis, designer of the Minor, have endowed it with an ability to go round wet and slippery corners with an all but complete absence of sliding and with strictly controlled and very moderate roll. If the Minor *does* slide it is gradually outwards with all four wheels, in a manner which offers the maximum opportunity of winding it out before the accident is encountered. To this astonishing stability is wedded smooth, quick, light (but not *too* light) rack-and-pinion steering, suffering return motion only over really bad surfaces. The lock, too, is enormous.

The suspension is well damped, and gives an outstandingly comfortable ride and definite, reassuring, understeer. This brilliant combination of riding and handling characteristics renders the modern Morris Minor extremely pleasant to drive and so inspires a driver that he has no qualms about suddenly changing direction while cornering should it be expedient so to do.

After driving MMM 398, the two-door saloon provided for test by Mr. Derrington, we fully understood Stirling Moss' preference for one of these cars. Unquestionably the Minor is a capital car with which to practise motor racing while going about one's lawful occasions. It would, however, be incorrect to say that it handles like a G.P. car, but only because it has insufficient power to spin its wheels as has a racing car.

To the inbuilt virtues just declared for an 8-h.p. vehicle, the Minor adds a high degree of silence, spaciousness and luggage-carrying capacity. But, because the side-valve 919-c.c. engine which powered its predecessor, the Series E Morris Eight, had to be utilised, there certainly is an absence of power. This Derrington has rectified.

His first step was to fit double valve springs, for early valve-bounce limits r.p.m. on the standard engine. These are Terry "inners," retaining the ordinary outer springs. At the same time the standard exhaust valves were replaced by more durable Valkrom exhaust valves. The next mod. was to substitute for the normal c.i. head a "Silvertop" aluminium head, enabling the compression ratio to be raised from 6.5 to 7.2 to 1 with no more than muffled "pinking" at wide throttle openings, or none at all if the correct amount of Octol or benzole is laced with the "Pool." In this form the engine gained appreciable speed; it now called for harder plugs and Champion L10S proved eminently suitable. The standard gasket is retained.

Mr. Derrington found that the time required from a standstill to when the speedometer needle pointed to 50 m.p.h. (an actual speed of just over 40 m.p.h.) had been reduced by 6.8 sec. The addition of a Derrington deep-note exhaust system, to reduce back pressure, and of a Lucas sports coil, knocked another 1.6 sec. from this time. Finally, the existing Morris inlet manifold was adapted to take two semi-downdraught S.U. carburetters instead of one horizontal carburetter, whereupon a further 4.6 sec. was lopped off. In other words, the elapsed time for reaching a speed of over 40 m.p.h. from rest fell by 13 seconds.

When we took over the Minor it had all these mods., and also a Scintilla Vertex magneto. The pleasant gear change, with good synchromesh, was improved on account of a Derrington gear-lever extension, retaining the Morris knob.

In taking performance figures we departed from our usual practice of correcting the speedometer flatter, because not many Morris Minor owners are likely to have the opportunity or inclination to do this. Consequently, a fairer comparison is possible by quoting speedometer indicated speeds. Thus we went from 0 to 30 m.p.h. indicated in 8 seconds (second gear) and did 0–40 and 0–50 m.p.h., indicated, in 13.1 and 19 sec., respectively. A carburation flat spot did not help acceleration from rest, power coming in suddenly at 12 m.p.h. in bottom and 18 m.p.h. in second gear. (Stirling Moss' Minor also has twin carburetters and suffers in a similar manner.) But the 0–50 figure represents an improvement over those for the standard car of 13 seconds, although our best was 3.8 sec. inferior to the best time claimed by Mr. Derrington. Where the modified engine really scores is in the middle range of acceleration; for example, to go from a steady 30 m.p.h. to 50 m.p.h. (indicated speeds) occupied 11.6 sec. in third gear. A s.s. ¼ mile took 28 sec.

Over a ¼-mile where most sports cars reach what can be termed their "obtainable anywhere" maximum, as distinct from their "flat-out maximum," the Minor wouldn't clock more than 56.2 m.p.h. But this test does not flatter small cars which need a reasonable run to reach their normal maximum speed this was borne out by the speedometer, which read 65 m.p.h. at the finish but on many other occasions had worked up to over 70 m.p.h. and, throttles eased back, been held there as the cruising gait. On one occasion we got an indicated 78 m.p.h. and pretty obviously the "Silvertop" Minor is good for comfortably over sixty. Here again, the main point of the mods. is that this speed can be held up main road gradients or at all events quickly regained, where the standard Minor goes noticeably "flat." The double valve springs, too, enable nearly 6,000 r.p.m. to be reached. Indicated speeds of 24, 40 and 60 m.p.h., respectively, are possible in the lower gears, after which valve bounce, not unexpectedly, returns.

Altogether, Derrington has gilded the lily, or, as Pomeroy prefers it, gilded refined gold. Does the Minor stand up to such treatment? We can only say that in nearly 650 miles no trouble was experienced. The engine was a bit difficult to start from cold but was flexible from 20 m.p.h. in top gear and never protested at being asked to run at 6,000 r.p.m. for considerable periods. Fuel consumption was better than 30 m.p.g., hard driving and the timed runs included. Oil pressure sat at a truly reassuring 70 lb./sq. in. and Mr. Derrington was using Price's Energol as best able to stand up to prolonged high-temperature operation.

If you enjoy your Morris Minor but desire it to go more briskly, Derrington's "extras" are well worth investigating, in combination or separately. They are priced as follows:—

Twin carburetters, approximately £20
Scintilla Vertex magneto, £17 10s.
"Silvertop" aluminium head, £7 15s.
Terry inner valve springs, 6s. per set
Valkrom exhaust valves, 7s. 6d. each
Deep-note exhaust system, £4
Gear-lever extension, 5s. 6d.

Mr. Derrington, 159, London Road, Kingston-on-Thames (Tel.: 5621–2), is able to prepare the engine for these modifications; for example, decarbonising, fitting the "Silvertop" head, double valve springs and harder plugs, can be done at an inclusive charge of £18 10s.

In stating that we returned MMM 398 reluctantly we have never written truer words—how happy the writer would be if those letters stood for "My Morris Minor"! For, souped-up or not, the Minor really is a remarkably fine car, its spacious interior, with plenty of stowage space within the body and its good-sized luggage boot with spare wheel stowed separately being practical features additional to the advantages conferred by basically sound design. Nuffield has set a high standard in small car technique which others will find it hard or impossible to equal—after all, what's good enough for Stirling Moss should satisfy most of us!

The next helping of Nuffield soup was cold, but palatable. We arranged to try three different M.G.s on the same day, and although it was freezing hard at least we just escaped the fog which clamped down that evening.

These M.G.s comprised a tuned "TC" and a normal "TD" belonging to private-owner and red-hot enthusiast, H. C. Bradford, and a Stage 2 "TD," loaned by Jarvis, of Wimbledon. Mr. Bradford's immaculate "TC" was non-standard in that it had had the head milled to raise the compression-ratio to 8.6 to 1, the ports polished, and stronger valve springs fitted, together with a Delco oil-coil and Servais silencer. The car had been bought secondhand after 10,000 miles, overhauled and tuned, and had now run about 19,000 miles.

We sallied forth first in this trim "TC" and were very favourably impressed. The engine, we were assured, had a standard bottom-end, but its surprising appetite for revs. was matched by outstandingly smooth running—indeed, the whole car had a pleasantly taut feel. The exhaust note above 4,000 r.p.m., or about 60 m.p.h., was quite inspiring, in a harsh, metallic sort of way. The power came in at about the same engine speed and thereafter the revs. would just go up and up, with no trace of roughness or other anxiety. Indeed, taking acceleration figures, we essayed, just once, to stay in second gear to a genuine 50 m.p.h. The needle of the rev.-counter went right off the calibrated scale and finished up across the inset clock, yet no valve bounce or protest intruded. Subsequent calculation showed that we had exceeded 5,900 r.p.m.

The "TC" settles down happily to an indicated cruising speed of just over 70 m.p.h., probably clear of a genuine mile a minute, and 5,000 r.p.m. comes up as a matter of course in the lower gears. The remote gear-change is quite delightful, the clutch works well, and the Lockheed brakes are excellent. The "cart-spring" suspension makes itself felt, but it can be said that we know of other cars in current production, one with i.f.s., that give a still harder ride.

Altogether this "TC" impressed as a very well-kept, attractive little car, and one that would get its occupants about the place with genuine speed. The old-style suspension pays dividends in respect of minimising roll on corners, and Mr. Bradford was warm in his praise of tyre longevity. The Goodyears (a make over which he enthuses) on the front wheels showed a deep tread pattern in spite of having run 8,000 miles, mainly in races at club Silverstone meetings and M.C.C. trials.

The steering is the least attractive aspect of this fine little car. It feels "dead" and there is too-pronounced oversteer, so that conscious steering is necessary along straight roads. The wheel, too, is rather too close to the driver, although the gearing is reasonably high, asking 1⅝ turns, lock-to-lock.

Distinctly intrigued by the engine's willing flow of power, we took the "TC" to a measured quarter-mile. Here we were able to ascertain that when the speedometer read 60 m.p.h. we were doing 53, and at an indicated 30 m.p.h. the true speed was just over 28½ m.p.h. In taking acceleration figures we were somewhat hampered by the fact that there was no benzole in the fuel and by a tendency to "flick" on the part of the Jaeger rev.-counter and speedometer needles.



[*Photo by D. S. J.*

ABINGDON TRIO.—The three M.G.s referred to in this article, outside H. C. Bradford's garage. From left to right they are: the Jarvis Stage II TD, OPC 270, Mr. Bradford's standard TD, LLR 493 and Mr. Bradford's tuned TC, UMG 13.

However, a standing quarter-mile was covered in 21 sec. and a genuine 50 m.p.h. reached from rest in 12 sec. (first and second gears). The engine showed no distress during these somewhat brutal tests, oil pressure remaining at 50 lb./sq. in., oil temperature at 50 deg. C., water temperature at 70 deg. C.

After lunch the Jarvis Stage II "TD" and the standard "TD" turned up and, after photographing all three M.G.s outside Mr. Bradford's charming house at Virginia Water, we set off in the "TDs" to see if Nuffield have made any improvement in their current M.G. over the earlier "TC." The subsequent verdict was that they certainly have!

Mr. Bradford's "TC" had run 5,000 miles and was perfectly standard. It was in generally good tune, although the tappets were thought to be a bit noisy. The Jarvis "TD," P. M. Walters' personal car, was in Stage II trim, with 9.3 to 1 compression ratio and relevant Stage II mods. It had run nearly 15,000 miles in all, 5,000 miles (without decarbonising) since conversion from standard. It possessed the 4.55 to 1 axle ratio, whereas Mr. Bradford's car had the lower 5.125 to 1 ratio. There was a manual ignition control on the steering column, which only slightly subdued pinking when accelerating; as the petrol contained 16 per cent. of Octol, this suggests that the combustion chambers contained much carbon. The fan blades and thermostat had been removed. In this form the car covered the Brighton s.s. kilometre in 39.45 sec. The mixture was weak, resulting in a reluctance to start, and No. 4 plug oiled up.

Naturally, with such an opportunity for interesting comparisons, we took both cars straight to the measured quarter-mile. On the way the superior roadholding and steering of a "TD" over a "TC" became very apparent. Cruising speed is probably a little higher, but the "TDs" felt more stable and rode really comfortably, due to the noticeably long-travel suspension. On corners they showed improvement both on account of their understeer and because they could be placed more accurately, especially over a bumpy approach, due to i.f.s. Cornered fast, however, rolling intrudes and rear-end breakaway occurs, which, under racing conditions, might put the car into a spin.

The steering js lower geared, 2⅔ turns lock-to-lock. The gear-change, while still very pleasant, isn't quite so enjoyable as that of the "TC," and it is possible to catch up on the gate if rapid shifts from second to third are clumsily promoted. All these M.G. boxes are notably quiet. The clutch of the standard "TD" slipped when making rapid getaways from rest and neither "TD" engine had the smoothness or the ability to rev. of the "TC." On the whole, however, the "TD" is an infinitely better, although heavier, car than the "TC," particularly when judged on steering and roadholding. The brakes, too, are better, humoured by wheels that are on the ground more frequently.

The speedometers of the "TDs" were more accurate, that of the standard "TD" reading 60 at a true 56 m.p.h., and that of the Stage II being dead-accurate at 60 m.p.h. The acceleration times (screens erect, two up) were instructive:—

	S.S. ¼-Mile	*0–50 m.p.h. (speedo corrected)*
Normal "TD" ...	22.0 sec.	14.8 sec.
Stage II "TD" ...	21.2 sec.	13.5 sec.
Tuned "TC" ...	21.0 sec.	12.0 sec.

Continued on page 15



[*Photo by F. J. Brymer*

HOT-ROD AT GOODWOOD.—P. F. Payne's Ford V8 Californian Hot-Rod cornering at Goodwood during the Southsea M.C. Speed Trial. The car is described on page 29.

MORE LETTERS from READERS

SAN FRANCISCO VIEWS

Sir,

Having recently discovered your excellent journal I lost little time in subscribing to it, and anticipate a great deal of pleasure from it in the future. I have acquired a scattering of late back issues and have found some of the discussions most entertaining.

Your editorial comments, and the subsequent letters, concerning the amazing performances of American "hot-rods" seem (at least in the issues I have seen) to have omitted any mention of a vital factor, namely the use of "liquid dynamite" or fuel additives which require no atmospheric oxygen for combustion—this in effect appears to increase the volumetric efficiency, and I believe is referred to as the "poor man's supercharger" in the forthcoming issue of *Hot Rod Magazine*. Of course, there is a great deal of hyperbole about these cars, for example the suggestion that the Xydias-Batchellor might attempt the World's Land Speed Record, but their performance is really not to be questioned.

As to the relative merits of Cadillac-Allards and Jaguars, I have an idea that the XK 120C may make Christians of some of the unbelievers. We hope to see a few of these new models in action here before long. It has been pointed out already that many of the Cadillac (and now Chrysler) engines being used in Allards are far from being in stock condition, to say nothing of their having a great initial advantage in displacement over the Jaguar.

Over here we are beginning to develop what appears to be an undesirable situation, in that the owner-driver who tries to race his road car is rapidly being pushed into the background by owners who, in many cases not driving themselves, are able and willing to spend almost unlimited sums on the preparation of their cars. No one could take exception to the efforts of these men were it not that there are few speed events in which they can not compete, and further that there is growing a feeling that cars of lesser potentiality should stay at home and not clutter up the track when they have no chance of placing. I suppose the answer is more clubman's events, but there seem to be difficulties.

I am a newcomer to the ranks of sports car owners, my "TD" M.G. being my first machine of this sort. It is unfortunate that my work keeps me away from my car for some five weeks out of six, and it has been my further bad luck that since I joined the San Francisco Centre of the M.G.C.C. it has held only one fixture while my ship was in port—and that one was an 800-mile run over a couple of 10,000 foot mountain passes; since I had just the day before gotten my car out of the shop after a complete engine rebuild I thought I'd better not risk it.

Early in February of this year I left San Francisco with my M.G. on an extended business-cum-pleasure trip which took me as far as Boston, Mass., and return for a total of some 10,000 miles. If I'd had my "druthers" I'd have made the trip in an XK 120 instead, but the M.G. did not do badly at all. I cruised it at 60–70 m.p.h. and occasionally higher; fuel consumption was around 20–22 m.p.g. (U.S.), and oil consumption from 200 miles per quart upwards. For a couple of months I was in and around New York City, where traffic speed is pretty generally held down to about 50 m.p.h. in the open; during this period my fuel mileage went up to about 25 m.p.g. Most of the little trouble I had with the car was due to ignorance on my own part and on the part of some of the mechanics who worked on the car; I think it is interesting that the clutch failure was due to the newly designed clutch and brake pedal mounting (no lubrication, so the pedal stiffened up and slipped the clutch), while the front shock-absorber was also new. Now I understand that these components have been modified.

My principal complaint against the M.G. is, of course, the usual American complaint against most British cars; it lacks power. At high cruising speeds it needs a great deal of highway to pass in safety, while head winds—particularly at the higher altitudes—slow it to a crawl, more than once I was plugging along at about 30 m.p.h. in third against a wind, and on pretty well opened throttle at that. While I am at sea this time I am having a Wade blower fitted to the car, so I hope to find when I get back that the performance has improved considerably.

I have recently been looking ahead to the choice of my next car. At the moment I think it will be either a Lea-Francis sports 2½ or an XK 120—probably the former, because of the extra occasional seating and luggage capacity and because so much of my driving is necessarily done in the city, where the Jaguar has a reputation for overheating; also of course the Jaguar is larger and more vulnerable. However, the more I see and read of the sports cars of the middle and late nineteen-thirties, the more I am tempted to try something like an Aston-Martin or A.C. two/four-seater. Maintenance is a problem here, and in that respect the Jaguar of course wins hands down. However, the older cars have a great appeal, and in any case the question won't actively arise for perhaps a year; by that time I may be able to manage an opportunity to inspect the British cars on their home ground.

With best wishes for the continued success of your magazine.

I am, Yours, etc.,

San Francisco JOHN A. MORRISEY.

Stop Press!

Additional correct solutions to December Quiz:—H. C. Howman (Mursley), G. A. Dean (Gosforth), R. L. Odell (Stony Stratford), D. Hayes (Cheltenham), P. G. Stilwell (Guildford), R. A. C. Beard (Highbridge), W. Harbord (Linby), E. A. Butcher (Twickenham), J. Rance (Radlett), D. Bagshaw (Belgrave), C. W. Taylor (Cobham), J. M. Easten (Bedford), Mrs. Harvey Noble (Hove), G. N. Dear (Wimborne), D. V. Cross (Weston), A. P. Geddes (Sudbury), D. W. Ware (London, S.E.25), J. R. Bradford (Banstead), J. H. Liddon (Harringay), Dr. Rees (Dewsbury), I. C. Wilson (London, N.W.7), H. Freeston (W. Croydon), A. E. Bailey (Carshalton), M. J. Parkes (Leamington), S. G. Boume (Seale), Lt. Mackworth (London, N.W.11), J. R. Collinson (Bradford), R. Goodall (Epsom), H. E. Hall (Hove), C. Mann (London, N.4), D. W. Peacock (Addington), T. G. Cock (London, E.14), G. M. G. Oliver (Lanchester), B. Winnett (Redditch), and M. W. B. May (Send).

The Sporting Owner Drivers' Club will hold its 21st Dinner and A.G.M. at Bell Hotel, Aston Clinton, on February 1st at 7.30 p.m., with dancing afterwards.

A SLICE OF HISTORY

Sir,

I was most interested to read an account of the Itala after it left my possession, and I thought you might be interested to hear a little more detail of its history when I knew it.

I first set eyes on it in 1927. I had stopped for lunch at that most picturesque of inns, The White Hart at Scole, near Norwich, and before leaving I wandered round the back to admire the architecture. Across the yard was a shed with one dilapidated door half open, and sticking up over some crates I saw the corner of an enormous Cape cart hood. A closer look revealed what was obviously the southern aspect of an absolutely monumental touring car, covered in old crates, bottles, all sorts of rubbish. I scrambled and pushed my way along the side until I could get to the bonnet, which I managed to raise. I could scarcely believe my eyes when I first saw the towering cylinder blocks of that dusty, rusty power unit! I went back into the inn and sorted out the proprietor. Yes, the car was his: it had belonged to a friend of his, a brewer, who had given it to him after the 1914 war. This, I imagine, was about 1921. The innkeeper, one Wade-Palmer, drove it down to Scole from London and by the time he got there, as he told me, he realised that the only thing to do with such a machine was to give it to somebody else. This however he found impossible, and the car therefore remained in his shed. He showed me the enormous Bleriot headlamps, I remember, fixed up in the public bar and shining on the dartboard. Incidentally, they were still there in 1946.

Well, time passed on, and about 1935 I became infected with the early car virus. My previous interest had been quite general, and I was moved by no desire to possess the car. I remembered the Itala and rushed off to Scole. I went round to the yard with heart wildly beating; had it been tidied up, sold for scrap, acquired by some other enthusiast? No, there it was, filling the shed to capacity as before and, thanks to countless generations of chickens, looking more like a guano island than ever. I went into the inn and entered into negotiations with the proprietor. Yes, he was willing to sell, and after a little dicker the car changed hands for £25. I then made a closer examination still, over and through the piles of crates and firewood, and decided that the car was complete, but beyond that I couldn't decide whether it would ever go again.

I went home and formed a committee of ways and means with a friend, and a fortnight later we departed with a 30-cwt. Morris truck and every conceivable thing we might possibly need, with the avowed intention of driving the Itala home under her own steam if humanly possible. We allowed ourselves a week to do the job. We were each allotted vast panelled rooms in the inn and the next morning we started work.

Our first thrill was to get the car out of the shed and for the first time realise its noble proportions. The first job was to get it standing on four good tyres. We had to remove the old ones in bits with a hammer and chisel, I remember. They had set like concrete. We worked all that day and the next cleaning and checking, and tracing oil, petrol and ignition systems which resembled nothing we had seen or heard of before. We saw what appeared to be an incomplete magneto at the front of the engine, with one miserable thin wire meandering from it to a copper strip on top of the cylinder blocks. No sparking plugs or anything like that!

We found a pipe screwed into No. 4 exhaust pipe. We followed this pipe, like bloodhounds, down behind the scuttle, down into the cellar (the car was shut in underneath with an undershield), along the chassis, and with unbelieving eyes saw it disappear into the petrol tank! And as for oil! Figure to yourself a large tank under the scuttle with a big pulley on the outside. A spring belt to the end of the camshaft. Seven pipes from the front of the tank connected respectively to the three mains and the four cylinder



The Itala as discovered.

walls. On the driver's side of the tank I seem to remember a cat's cradle of plumbing, with oil, petrol, and air pipes meeting in a kind of brass Piccadilly Circus festooned with little taps. Oh yes, and an extra helping of brass knitting was contributed by an auxiliary oil tank on the running-board.

At last, on the third day, we decided we could do no more without a trial. We found that air pressure made the petrol and oil systems supply their respective fluids to where they were needed. The ignition system appeared to be as original, though how it worked or whether it still worked we just didn't know. I decreed that first of all the Morris truck was to tow me in gear in the Itala for a few miles, just to make sure that everything went round and that oil was pumped to the right places. Now one rather simple thing which I had failed to notice, or had forgotten, was an earthing wire to the ignition system which was operated by pressing a button under the scuttle, *i.e.*, the ignition was permanently "on" except when the button was held pressed; secondly, the last thing we tested out was the petrol system, so that the carburetter was flooded. Remember those two points.

Then the great moment arrived, we backed up the Morris, hitched up the tow-bar and out we went on to the main road. I remember we just had time as it was getting dusk and this was the main London-Norwich road. I engaged third gear and at about 15-20 m.p.h. I cautiously let the clutch in. What followed was nerve shattering! The whole car seemed to writhe and twist under me with those first few revolutions, and then with an ear-splitting report from the silencer the engine roared into life, definitely not according to programme. Remember the flooded carburetter, the ignition "on"? And, what's more, the hand throttle was about half open. The poor Morris truck got a kick in the pants, *via* the solid tow-bar, from which it never recovered. Its chassis got such a twist that the bottom of the gearbox fell out into the road there and then, together with all the oil! But you can imagine my excitement at hearing the song of that great engine for the first time. And what a deafening song it was. I declutched at once and kept it going, and I remember being blinded by the clouds of dust and dead spiders that arose from the engine, the bonnet being off.

The next morning practically the entire hotel staff got on the car at once and had a short blind up the road with me. To my dying day I shall regret not photographing them all on board. There were about twenty, chambermaids, waiters, kitchen staff, and all in their respective working garb. It looked like a Roman tram. They were clinging on everywhere.

Then, as so often happens on these occasions, it started to rain, but we decided to get back home, and so the triumphant journey started. The only untoward thing on the return trip was tremendous leaks in the water system, and we had to keep stopping for water. The rain deluged down on us the whole time, but we did about 90 very interesting miles on that first trip. We hit a cock pheasant fair and square but couldn't stop to pick it up.

In due course the car was painted and a new hood made, and it was put back into original condition. I wrote to Malcolm Campbell for information, as I believed he had something to do with Italas at one time, but he couldn't help me. Then I wrote to Itala's in Italy and had a rather pathetic letter back saying they regretted they were in liquidation but, according to their records, it was a racing model. I remember their letter started off: "Dear Sir, Nobody among present people remember anything about so ancient model." And then the so ancient model passed out of my hands and a new era didn't half dawn on it! The chicken roost in Norfolk—Silverstone in 2 min. 7 sec.! And perhaps one day a chicken roost again; who knows? [We hope *not*!—ED.]

I am, Yours, etc.,

J. S. POLE.

Dunmow.

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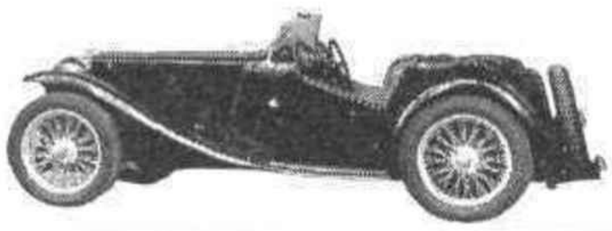
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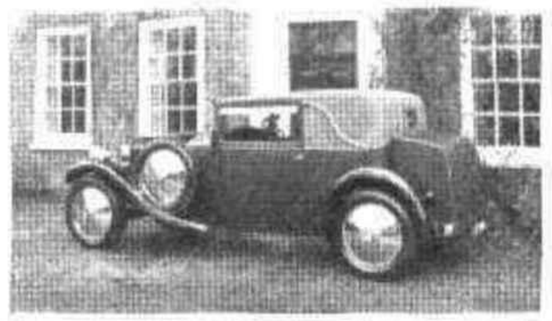


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VETERAN CARS. A.C. Sociable open 2-seater. Tiller steering. New tyres. Repainted. Perfect order. Original condition. About 1906. Box No. 3924, MOTOR SPORT, 15, City Road, E.C.1. [9689

RACING CARS. Cooper 500 c.c. fitted Norton double knocker engine. Had little use. Best offer over £575. Box No. 3925, MOTOR SPORT, 15, City Road, E.C.1. [9690

ALVIS "12/50" tourer. £115; "12/60" brake. 7,000 since £120 recondition. £225. Would part exchange for M.G. or Riley. Seen Reading. Box No. 3926, MOTOR SPORT, 15, City Road, E.C.1. [9692

INTERNATIONAL ASTON 4-seater. Rebuilt and re-registered 1942. 2,000 miles since £120 overhaul. Immaculate. £325, or part exchange M.G., Riley. Reading area. Box No. 3927, MOTOR SPORT, 15, City Road, E.C.1. [9692

BENTLEY 0-4000 rev.-counter, 0-120 speedometer, £10 pair. Bezel switch, £3. Spare wheel brackets, £2. Hubs, £1 10s. 3-litre crankshaft, £5. Con.-rods, £1. Block, £3. Genuine "SS" block and pistons, £5. Cross shaft and drive gear, £5, housing, £1. BM 2391 camshaft (T.T. replica, 1933-1925 speed model, 1925 100 m.p.h. model), excellent condition, £7. Hub drawer, £2 15s. Road springs, £4. Rear brake drums (400 mm.) and hubs, £10 pair. Pair 12-in. C.P. Zeiss lamps, £10. Road lamp, 15s. Box No. 3928, MOTOR SPORT, 15, City Road, E.C.1. [9693

1933 MORRIS MINOR 2-seater 4-speed box. Recent overhaul. Bills available. Body reasonable for year. Insured. £110. Tel.: Finchley 3017. Box No. 3929, MOTOR SPORT, 15, City Road, E.C.1. [9694

EXCHANGE ALVIS, 1932, "12/60" sportsman's saloon. Excellent condition throughout for 10/14-h.p. family saloon. Suitable lady driver. Tel.: Springpark 2355, or Box No. 3930, MOTOR SPORT, 15, City Road, E.C.1. [9695

£1,000. GARAGE BUSINESS. Five room flat in good repair. Two garages with equipment, mainly used for car sales. Plenty scope for repairs. Low rental. Leasehold. Brighton area, Sussex. Box No 3932, MOTOR SPORT, 15, City Road, E.C.1. [9697

AUSTIN EIGHT tourer front axle complete, £7. Four Armstrong shockers, £3. Crankshaft and rods, 70s. Most engine and steering spares. All good condition. S.A.E. Box No. 3935, MOTOR SPORT, 15, City Road, E.C.1. [9700

BENTLEY, 1925, rebuilt 3-litre Red Label. Excellent condition. V.D.P. body. Red leather upholstery. Spare set tyres, spare top-half engine. £390. Box No. 3937, MOTOR SPORT, 15, City Road, E.C.1. [9702

BLOWER. Arnotts with fittings for 1950 Minx. Almost unused. Grand little job. Cost £70. Offers. Box No. 3938, MOTOR SPORT, 15, City Road, E.C.1. [9703

THREE NEW TYRES, 710 by 90. Offers to Box No. 3941, MOTOR SPORT, 15, City Road, E.C.1. [9706

FOR SALE—*continued*

GOLDEN CROSSLEY 3-litre sports saloon, 1934. In wonderful condition. Genuine mileage 41,000. Would sell or exchange 20-h.p. Rolls tourer. Box No. 3939, MOTOR SPORT, 15, City Road, E.C.1. [9704

SUPERCHARGER. Marshall 75. Reconditioned with fittings for Ford Ten and spares. Fair offer wanted. Box No. 3940, MOTOR SPORT, 15, City Road, E.C.1. [9705

RILEY NINE KESTREL, 1937 (registered 11.10.51). Engine recently sleeved. Crank ground. Four new tyres. Resprayed. Good battery. £300, or exchange. Box No. 3942, MOTOR SPORT, 15, City Road, E.C.1. [9707

TWO 19-INCH 52-hub wheels, Alvis handle; "12/50," "12/70" books; Bosch horn; 12-v. dynamo; ¼-in. pillar drill, battery charger. Box No. 3944, MOTOR SPORT, 15, City Road, E.C.1. [9709

BENTLEY 3-litre; top half specially tuned engine. Approximately 100 b.h.p. Full details S.A.E. Box No. 3945, MOTOR SPORT, 15, City Road, E.C.1. [9710

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We are holding a special clearance sale of "other makes" which have been taken in part exchange for Alvis cars.

£465. 1937 B.M.W. Type 319 2-seater drophead coupe, excellent.

£295. 1939 Renault 8.3-h.p. saloon, grey, many receipts available for overhaul.

£175. 1936 Armstrong saloon, excellent runner.

£135. 1934 Talbot 65 saloon, gearbox and starter overhaul.

£85. 1929 Morris Oxford 2-seater.

All these cars may be driven away on easy hire purchase terms and, although there is no guarantee given, every possible help is forwarded for examination.

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BENTLEY SPARES. One set blower pistons not machined to size. One set blower pistons high compression. One set 3-litre pistons, plus 60.4½ clutch centres and splined shafts, ditto for 3-litre. 4½ and 4¼ blower cylinder blocks, 3 and 4¼ top bevel pinions, bottom bevels; 3 and 4½ camshafts, petrol tanks, 4½ mags. and dynamos, starters, Sloper cabs and manifolds, 48 mm. S.U.s, 4½ starting handles, cam. cases, clutch stops, 4½ axle shafts, all types brake shoes, compensating shafts, handbrakes, and most other spares. Box No. 3949, MOTOR SPORT, 15, City Road, E.C.1. [9714

RENAULT, FRENCH, 4-LITRE, 3-seater D.H.C.; believed 1946; 24,000. Beat anything on the road. £10 tax. Recellulosed, new hood, maroon and grey; heavy caravan tow-bar. £400. Bohener, Southwood Court, Highgate, London. Tel.: Mountview 9307. [9717

PART COLLECTION of motoring books for sale. Rare titles, bound magazines, etc. 25, Harewood Gardens, Sanderstead, Surrey. [9718

FORD MERCURY shooting-brake, June, 1949. £10 tax. Exceptional condition. Exchange for car, Continental sports, D.H. preferred; or anything interesting, or will sell. Riley Nine chassis, complete less tyres, £15. Law, 56, Knowle Hill Crescent, Lewisham. Tel.: Lee Green 1088. [9723

FOR SALE—*continued*

75 GNS.—JOWETT saloon, 1930. Rally winner 1951. Extensive overhaul. Taxed. Reliable, economical. 4, The Heath, Chaldon, Surrey. [9719

HISPANO-SUIZA SPARES and all repairs. G. Briand, 47, Tamworth Road, Croydon, Surrey. Tel.: Croydon 1742. [9720

LUCAS VERTICAL MAGNETO, 4-cylinder, in first-class condition. Suitable M.G. Barker, Hillsboro, St. Mark's Road, Maidenhead. Tel.: Maidenhead 3237. [9721

ROVER FOURTEEN, 1934, o.h.v. engine, 4-speed remote control gearbox. Body needs detail repairs. £120. Lanchester "12/6" o.h.v. sports coupé, 1935; 56,000 only; preselector; fluid flywheel; instruction manual; any trial; £195. Austin "14/6," £55. Morris "12/4," £45. Armstrong Fifteen, £55. Nash "26," £60. 1934 Morris Twelve, £95. V12 Lincoln, 1939, £425. 60, Jessel House, Judd Street, W.C.1. Tel.: Terminus 3847. [9722

SEVERAL CHEAP CARS! 1936 Jaguar 2½-litre saloon, taxed, snip at £150. 1933 Sunbeam 23-h.p. saloon, in good order, £75. Amilcar, 1928, sports-type open body, good battery, snip £60. 1933 Armstrong 12-h.p. Tickford drophead, 4-seater, cheap at £60. 1934 Singer van, could be made into interesting special, £29. Hackney Repair Works, 435, Hackney Road, London, E.2. Tel.: Shoreditch 8209. [9724

ROLLS-ROYCE 21.6-H.P. tourer, also scuttle and windscreen from another Rolls tourer; very good condition, £150. Ford V8, 1937 model shooting-brake; excellent tyres; new battery; good condition; £110. 1928 1½-litre Marendaz special. S.V. Anzani engine requires one con.-rod, piston, etc. Offers. Smith, 48, Brookvale Road, Southampton. [9725

SINGER "LE MANS" coupé, 1934. Exceptionally smart, fast; looks and behaves years younger. Coachbuilt and cared for. £235, or offer. Bickell, 73, Chester Road, Streetly, Staffs. Tel.: Streetly 7255. [9726

RILEY NINE, 1933. Metal Body. In good condition throughout except for broken crankshaft, new tyres, and was a good runner. Armstrong Fourteen, 1936, in good condition throughout; new tyres; offers. C. Clifford, 85a, Canonbury Road, N.1. Tel.: Canonbury 5379 (9 till 5). [9727

MORRIS COWLEY, 1931, rebuilt sports tourer. New tyres. £85, exchange saloon or drophead. Besnard, Shelwick, Hereford. [9729

MORRIS TEN, 1936. Good condition. Excharge for M.G., P-type preferred, or sell. 102, Elwill Way, Beckenham, Kent. Tel.: Beckenham 2862. [9730

TYRES.—New Dunlop, 4.75 by 21 in., £6; new remould, 4.50 by 21 in., £4. Preston, 12, Grosvenor Gardens, S.W.14. [9731

MORRIS COWLEY, 1926, tourer. Excellent condition mechanically and bodily. Complete weather equipment. All new electrics. Everything works. Dovell, 36, The Green, Writtle, Essex. [9732

1925 BAYLISS-THOMAS tourer, 12-h.p. Meadows o.h.v. engine. Tyres good, two new; hood grim. £70, or offers. Smith, 17a, Bromyard Road, Worcester. [9734

M.G. "PB," 1936. Immaculate. Cream with blue leather. Engine and chassis completely overhauled. Bored, sleeved, mains, big-ends, ground crankshaft, new axle shafts, brakes relined, king-pins and stubs, U.J.s. New hood, side-curtains and mats. Re-upholstered best quality leather. Chrome Ace discs. Mellotone horns, two spotlights. Complete Arnot supercharger, but not fitted. Bills for over £200 available. Open to any inspection. Offered at £465. Spoor, 4, Bridge View, Maidenhead. Tel.: Maidenhead 1397. [9735

TRIUMPH GLORIA, 16 H.P., saloon. Very good condition, faster than most. £275, or near. Tel.: Edgware 3366. [9736

£48.—JOWETT, 1922, 2-seater, dickey. Everything original. Crank reground, new mains, big-ends, tyres. Good hood, battery. Consider exchange, cash adjustment. 6, Acre Lane, Carshalton, Surrey. [9737

ALVIS, special sports tourer, November, 1950. Mileage 10,000. Mechanically perfect and condition of body immaculate. Fitted wireless. Enthusiast-maintained. Red, with cream leather upholstery. Very fast, delightful to handle. £1,200. Turner, 3, Gatwick Road, S.W.18. Tel.: Putney 8579. [9742

FOR SALE—*continued*

HILLMAN TEN saloon, 1938. Engine in excellent condition. Recent complete overhaul. Reason for selling delivery of new car. £395. Tel.: Bishopsgate 9636. [9624

SPORTS CAR. Connaught sports 2-seater. This car stands fully modified to the latest works specification and is ready for next season's racing. Price includes over £100 of spare parts. Can be viewed by appointment. Tel.: Primrose 6996. £1,450. [9624

21.6-H.P. ROLLS-ROYCE, very late 1928. Just fitted modern, roomy, 4-door saloon body. Low mileage and in exceptionally good mechanical condition. Well shod, almost new battery. Peacock blue and black with blue real leather upholstery, grey head lining and carpets. No division, adjustable bucket seats in front. R-R chassis series G.W.L. This was the cast of the "L" series, after which only "M" and "N" series were made before production of the "20" ceased. Photo on request. £385. Scott-Moncrieff, Kirkton House, Forfar, Scotland. Tel.: Forfar 176. [9625

CAMBRIDGE ENGINEERING, the Austin Seven specialists, offer the following chassis for sale, being surplus to requirements, no space to complete. (1) Modified short chassis, all reconditioned to new lowered, 1938, front axle, 4.9 rear axle fitted 2 1s Lockheeds, Hardy Spicer shaft, small wheels, works type multi stud supercharged engine, dual ignition Scintillas, four-speed synchro close ratio box, remote control, special low radiator and cowling, long type steering gear, all undershields, side valances, pointed tail unit, recessed floor pans available to complete into Cambridge super sports. (2) 1936 long chassis modified rebuilt to new Lockheeds, small wheels, blown Ulster engine, four-speed, synchro remote, Hardy Spicer, Ulster radiator, for sale as a complete chassis, 2-seater sports body shell and rear slab tank available from stock to fit. (3) Modified short chassis frame, rear axle reconditioned with all new innards and Lockheeds, 1938 front lowered axle unit with Lockheeds fitted, all road springs, modified long steering gear, new low radiator and cowling chassis not assembled, undershields, valances and tail available if required. Suitable for enthusiast to complete for next season's competition or fast road work. These are only being sold owing to lack of space to lay down and complete to our specification, some of which have been completed. Every assistance will be given to buyers to complete. These can be seen any day during business hours up to 5 p.m. Saturdays for callers seeking spares and components. Cambridge Engineering, Cambridge Road, Kew Green. Nearest station Kew Gardens. Tel.: Richmond 2126. [9626

AUSTIN SEVEN SPORTS. Lowered rear. New tyres, tubes, battery, distributor, rebuilt wheels, rewired, brakes relined. No hood or starter. Fitted 5.25 axle, aero screen, aluminium body. Photo S.A.E. Registered Sept., 1951. £95. 41, Longden Avenue, Beaumont Park, Huddersfield. Tel.: Milnsbridge 820. [9627

1932 RILEY 9-H.P. CHASSIS. Complete with wheels, tyres and tubes. Sound, but needs attention. £45. Platts, 110, Checketts Road, Leicester. [9628

1935 HILLMAN MINX chassis. Two brand new tyres. Good engine. All parts cleaned and painted. Ready for body. £50. Platts, 110, Checketts Road, Leicester. [9628

RILEY NINE black saloon. Completely overhauled and in outstanding condition. £210, or offer. Tel.: Edgware 3366. [9629

RILEY 1½-litre, black saloon. In immaculate condition. Recently overhauled mechanically. £395, or near. Tel.: Edgware 3366. [9630

LANCHESTER TEN SPARES. 1934 engine and gearbox, radiator and cowling. Free from cracks. Walmsley, 65, Gisburn Road, Barnoldswick, via Colne, Lancs. [9631

AS NEW!! 10-h.p. B.S.A. 4-seater sports, 1937, model. All mechanical parts reconditioned. New hood, tyres, battery, recellulosed, rechromed. Attractive fast car at bargain price of £300. Exchange considered. 25, Eastern Place, Brighton, Sussex. Tel.: Brighton 27073. [9633

VERY RARE ALVIS "12/50" S.A. Aluminium duckback 2-seater sports, with copper outside exhaust pipe. Beautiful condition. Unspoilt (original wings), but essential modifications. Deep ribbed racing sump. New hood, battery, tyres. £155. Miss Haig, Nutbourne Common, Pulborough. [9634

RILEY NINE. Dismantling complete engine. S.A.E. Wanted inlet manifold, dynamo, starter, 1935 Nine. Lowe, May Lane, Hollywood, Birmingham. [9635

FOR SALE—*continued*

LANCHESTER "21" landaulette, 6/8-seater. Very good condition throughout. Accumulator and tyres; ready for thousands of miles. Very pleasant motoring. Offers. Parker, Denmark House, Royston. [9636

£55. SINGER JUNIOR, 1930, coachbuilt 4-door saloon. In quite exceptional condition. Engine overhauled, clutch relined. "Hartfords" and numerous engine spares. Quiet runner. Reliable and extremely economical. £55 cash, or exchange Austin, or similar, needing repairs. Neil Smith, 46, East India Dock Road, London, E.14. [9637

LAGONDA AXLE BEAM, stubs, hubs, dismantled gearbox, supercharger drive. Cheap to 2 LR member. Also 4.5 ratio rear axle with hydraulic brakes, various tanks, lamps, 600 by 21 tyre. Smith, 7, Springfield Lane, Ipswich. [9638

1934 HILLMAN MINX 10-h.p. Running order. Body derelict. £40. 1929 14.9-h.p. AF Ford van on car chassis. Running order. £15. New Michelin beaded edge tyres. 30s. each, plus carriage. One Voiturette 750 by 85; one 32 by 4; one 30 by 3½-31 by 4; one 30 by 3½; two 30 by 3; one Dunlop 24 by 2; four Dunlop, used, 765 by 105. 15s. each. Burnham Motors, Stomp Road, Burnham, Bucks. Tel.: Burnham 184. [9639

BENTLEY SPRINT WHEELS. Two 18-in. sprint wheels. Completely reconditioned, 1950. Respoked, cellulosed green, new inner bands and tubes. Tyres ¾ worn. £14. Also two brand new 6.50 by 20 and two 6.00 by 20 tyres at list price. May, Mornington Avenue, Cheadle, Cheshire. [9640

1929 TRACTA 1,500 c.c. sports. On view at Sellors, Ashby Road, Hinckley. New tyres. Completely rebuilt recently. [9644

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INSURANCE BROKERS
Take this opportunity of wishing their motoring clients in the British Isles and Overseas a very Happy New Year and many miles of carefree driving.
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Molesey 4317/8

ATTRACTIVE 1933 LANCHESTER TEN Mulliner coupé. Rebuilt throughout professionally. Bills shown. £395 o.n.o. Consider exchange late 3-litre Red Label Bentley in good condition. Gillingham, Woodside, Garelochhead, Dunbartonshire. [9642

RILEY KESTREL, 1934, 1½-litre. Recent overhaul includes engine, steering and transmission at cost of £140. Bills can be shown for same. Offers to: 21 Rooks Hill, Welwyn Garden City. Tel.: Welwyn Garden 3997. [9643

RILEY NINE KESTREL, 1934, sports saloon. Very sound special series engine. Twin S.U.s. New battery, coil, distributor. Tyres fair, bodywork shabby. For quick sale. £160. Tel.: Barnet 6861. [9645

1933 ROVER 14-h.p. Speed Pilot. Utility body in ash. Excellent tyres. Terrific performance. £110, o.n.o. Tel.: Barnet 6861. [9645

HUMBER "8/18," 1925, 2-seater (with dickey). 28,000 miles only. Very good general condition. Resprayed grey and black. Sole reason for sale, purchased Silver Ghost. £90. P. Flanauk, 59, Highfield Hill, London, S.E.19. [9646

LAGONDA RAPIER, 1936, open 4-seater. Car at present completely dismantled. All parts available for re-assembly. Unforeseen commitments enforce sale in this form. £180. Many other spares, including all units available. S.A.E. requirements. 53, The Chesils, Coventry. [9647

EXCHANGE, 1939, Morris Eight saloon. Immaculate condition. For 2-seater M.G. or similar. Cash either way. Farmer, 18, Featherston Drive, Sketchley Estate, Hinchley, Leicestershire. [9651

FOR SALE—*continued*

"AUTOCARS," 1951, '50, '49. "Motors," '50, '49. Unmarked. Complete. 17s. 6d. per year. Duncan, 24, Massey Avenue, Belfast. [9648

AUSTIN SEVEN special, trials, 750 Formula. Ricardo head, i.f.s., new hood. Shaw, 11, Washington Road, Sheffield. [9649

1936 MORRIS EIGHT 2-seater tourer. Good mechanical condition, with new hood, screens, upholstery, battery and shock-absorbers, etc. A reliable and economical little car. £250. Owner going in for something larger. Walker, 105, Larkshall Road, Chingford, London, E.4. Tel.: Silverthorn 5351. [9650

TALBOT SPECIALIST offers 65, 75, engines, gearboxes, dynamotors, axles, splined wheels, hubs, all parts; Runbaken oilcoils, 55s.; Lucas DX6A distributors, 30s. Most spares Triumph Eight. Rickard, 56, Clayhall Avenue, Ilford. Tel.: Wanstead 3488. [9652

1934 ALVIS SPEED 20 Vanden Plas 4-seater tourer. 4,000 miles since reconditioned engine, new back axle, new battery, aluminium body, good hood and sidescreens. Nearest £390. 10, Lime Road, Stretford, Manchester. [9653

M.G. J2. New hood, spare clutch centre, crown wheel, pistons, brake back plates. £175. Weekends only, please. Teasdale, 118, Fosse Road, Farndon, Newark, Notts. [9654

SUNBEAM "20/60." 4,000 miles only. £10 tax. Rebuilt tourer body, hood and wings, re-wired. Good tyres. In use daily. £80, or offer. C. Robirn, Frederick Place, Yeovil. [9655

BRESCIA BUG RADIATOR, £5. Lucas Vertex, 4-cylinder, clockwise, £6 10s. Three Singer Nine con.-rods, remetalled. Offers. Could deliver 50 miles. Wanted Alvis "12/50" 4-seater hood frame. 20 in. k.o. wheel. Hughes, 118, Hertford Road, Dalston, London, N.1. [9656

M.G. 2-litre, 1937. Salmon and Tickford D/H in absolutely immaculate condition. Registered for three years only and now in hands of second owner. £675. Can be seen at Bedford, London or "Mayfield," Hazlemere Road, Penn, Bucks. Tel.: Penn 2355. [9657

RILEY NINE KESTREL, 1936. Twin Solex. Good tyres. New battery. New distributor. Reconditioned preselector box. Spare single carburetter manifold. Body fair. £150. Slater, 31, Kenerne Drive, Barnet, Herts. [9658

1932 RILEY NINE GAMECOCK. Modern appearance. Exceptional mechanical condition. Tyres, battery, hood, screens nearly new; electrical components reconditioned. £200. Box No. 3969, MOTOR SPORT, 15, City Road, E.C.1. [9659

£115. TALBOT "75" close coupled 4-door saloon. Mechanically perfect. Oil consumption negligible. Petrol 21 m.p.g. Reconditioned gearbox and water pump. Very good tyres, coachwork and interior. Very clean and original condition. Brooklands, Green Street, Sunbury-on-Thames. Tel.: Sunbury 2509. [9660

AUSTIN SEVEN, 1929, saloon. Coil ignition. New tyres and tubes. Sound condition. Insured until October. Tel.: Ingrebourne 270, after 6 p.m. [9661

1930 TALBOT "14/45." Saloon body. 1932 engine, rebored 1950. Four new tyres 1951. Spares include engine, gearbox and transmission. Taxed. £75. Jennings, 419, Croydon Road, Caterham. Tel.: Caterham 2582. [9662

MODEL T FORD spares. New and secondhand. Engine, gearbox, chassis and body spares to be sold as one lot. Particulars and price. Box No. 3977, MOTOR SPORT, 15, City Road, E.C.1. [9663

ARNOTT BLOWER, carburetter, fittings. Little used. £25. 151, Bury Street, Ruislip, Middlesex. Tel.: Ruislip 9743. [9664

TYRES. All excellent. Two 400 by 18, 34s. each; 500 by 18 Firestone, 65s.; 550 by 18, 65s.; 715 by 115 beaded, £2 5s. Barnes, 36a, Leigham Avenue, Streatham. [9665

£49. 14-H.P. STAR saloon, 1932. Good runner and well built. Barnes, 36a, Leigham Avenue, Streatham. [9665

K.2 BLOWN, fast, single seat, E.R.A. brakes, axles and gearbox. Immaculate. Box No. 3931, MOTOR SPORT, 15, City Road, E.C.1. [9696

FOR SALE—*continued*

WHEELS. Five perfect 18-in. balanced Rudge centre-lock, triple-spoked. With 6.00 section tyres and tubes, two good, two fair, one useful only as spare. Suitable Riley, Talbot, Lagonda, etc. £15 complete, carriage forward. Wilding, Woodside Cottage, Higher Road, Halebank, Widnes. Tel.: Hale 2212. [9787

RILEY 1½-litre Special Series Kestrel six-light saloon, 1937. Four excellent tyres. Decarbonised, clutch overhauled, new radiator block, almost new battery. £485. Nottingham district. Box No. 3979, MOTOR SPORT, 15, City Road, E.C.1. [9787A

AC, 1935 Greyhound saloon. Two owners. Very good condition throughout. Bargain £250 or nearest offer. Tel.: Thornton Heath 1912. [9788

1947 JAGUAR 100 competition sports 2-seater. Opportunity to obtain the only post-war version of this model. This model was not in series production post-war, but this one factory-built car was supplied to Mr. Ian Appleyard late 1947 and is the 1948 Alpine winner referred to in "Wheelspin Abroad." Full history available. £950. Terms arranged, part exchange considered. K. N. Rudd, 65, Victoria Road, Worthing. [9789

1948 J.B.M. sports 2-seater. Basically 30-h.p. Ford with attractive coachwork by James Boothby Motors. Fully equipped. Cost nearly £1,000 in 1948. £435. Part exchange considered, terms arranged. K. N. Rudd, 65, Victoria Road, Worthing. [9790

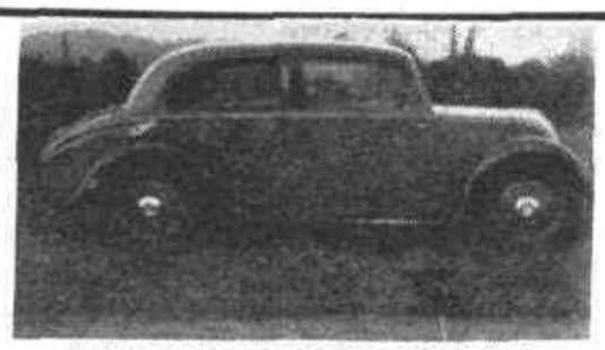
AUSTIN SEVEN SPARES, 1922–38. Practically all spares in stock, new and secondhand. Below.
LEA-FRANCIS SPARES, large stocks including new axle shafts. Below.
JAGUAR 2½-LITRE saloon, 1936. Not unlike 1948 model. £195. Below.
SUNBEAM "23.8" 1930. Mechanically believed perfect, body rough. £20. Below.
ALVIS SILVER EAGLE chassis, less engine and wheels. £25. Below.
TALBOT 75, 1934, sports saloon, less engine, gearbox and seats, otherwise good. £35. Price, Three Shires, Bearwood, Birmingham. [9791

ROLLS-ROYCE Silver Ghost shooting brake. First registered July, 1951. The body is entirely new; built of hard wood and aluminium; cellulosed grey with blue carpets and blue Dunlopillo upholstery. Taxed December, 1951. Engine and chassis have been extensively overhauled, four-wheel brakes have been fitted, all wheels rebuilt 32 by 6 with new tyres. £500 or near offer. Clifton Motors, 64a, Cotham Hill, Bristol. [9792

500 AUTOMOBILE, 120 motor-cycle, 90 steamcar books; Catalogues free! Vivian Gray, Bookseller, Haywards Heath, Sussex. [9801

1933 RILEY "12/6" Kestrel saloon. Crash box; new battery, tyres and head lining. An appealing sports car. £325. Also 1935 Riley Nine, Preselector Armstrong gearbox. £35. Apply evenings. Garrett 211 Goldstone Crescent, Hove, Sussex. [9748

BUGATTI 37A. A unique and historic car in very good order except that almost all the engine is missing. Unregistered, low racing mileage. £200. Box No. 3952, MOTOR SPORT, 15, City Road, E.C.1. [9804



MERCEDES-BENZ 1935/36
Rear Engine—12-h.p. Type 130
Independent suspension front and rear. Overdrive. Black and beige. Outstanding condition.
£330
LORD STRATHCARRON,
22, Down Street, W.1. *Tel:* GRO 3041

FOR SALE—*continued*

350-C.C. E.M.C., 1948, split-single two-stroke. Rebored, main bearings, recently rewired, tank recellulosed. £110 or exchange car sports, vintage or plain. Box No. 3953, MOTOR SPORT, 15, City Road, E.C.1. [9805

TALBOT 75 Sportsman saloon, 1934 model with preselector gearbox. Vehicle in good condition, engine due for overhaul. £240 or exchange smaller car with cash adjustment. Seen London. Box No. 3961, MOTOR SPORT, 15, City Road, E.C.1. [9813



"20/60" Sunbeam sports tourer, engine overhauled, new rings, timing chains, etc., rewired, clutch relined. Full weather equipment and full-length tonneau, new rubber mats and running boards, black with green wheels.
£200
or near offer.
C. G. PALMER, c/o Tubo Metal Products, Ltd., Treforest Trading Estate, Pontypridd, Glam.
Tel.: Taffs Well 230

FOR SALE—*continued*

DELAGE DM, 1927, 20-h.p. sports saloon. Mechanically sound. Stored 1939–51. Rebuilt and reupholstered in real hide. £10 tax. £325. Box No. 3954, MOTOR SPORT, 15, City Road, E.C.1. [9806

LEA-FRANCIS, 1950 2½-litre sports 2/4-seater, black with beige leather, one owner, 21,000 miles. Serviced regularly, new tyres at 20,000. Numerous additional refinements including special hand-controlled double exhaust system, handsome detachable luggage carrier, Cartec auto-thief device. Maintained always in faultless condition regardless of cost. Car specially tuned at Lea-Francis works during December last, the whole in perfect condition. Best offer over £1,250 for this pow export only model. No dealers, apply to owner. Box No. 3959, MOTOR SPORT, 15, City Road, E.C.1. [9811

ASTON-MARTIN, 1933 1½-litre standard saloon. Bodywork needs attention. £230 or nearest offer. Box No. 3980, MOTOR SPORT, 15, City Road, E.C.1. [9797

HOODS, SIDE SCREENS, tonneau covers, roofs, upholstery and carpets repaired or fitted new by specialists. Materials also supplied, including L/cloth from 7s. 6d. per yd., roof topping 14s. 9d., 40 in. rubber backed pile carpet 37s., fasteners, etc. Complete bucket seats, £3 17s. Croystan Motors, Park Street, Croydon. Tel: Croydon 3952. [9814

HOODS, ETC.—Hoods, screens, envelopes, tonneau covers. Complete interiors. First-class. Connell Bros., 667, High Road, E.10. Tel.: Leytonstone 7223; 7, Highfield Road, N.21; Tel.: Laburnum 2608. [9815

REVOLUTION INDICATORS, positive driven type, 57s. 6d., delivery 2s. 6d. each. Revolution indicators, latest type, self-contained, electrically driven Mark IVB with equally clear readings from 0–10,000. A new conception of accuracy and reliability, 110s., delivery 2s. 6d. each. List available. Teddington Engineering Co., Ltd., 29-31, High Street, Teddington, Middlesex. Tel.: Kingston 1193/4. [9816

JOHN BLAND, Talbot Specialist, can supply water pump parts and complete water pumps; flexible, one-shot oil pipes, gaskets, ignition parts for all models. Terry valve springs for "75" only. Many other parts, new and secondhand. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [9817

FIAT 500. Mayfair Garages, Ltd., always hold an extensive selection, including some fully reconditioned and all Guaranteed Models in various colour schemes. Immediate delivery. £295-445. List on request. Mayfair Garages, Ltd., Balderton Street (opposite Selfridge's clock), Mayfair, W.1. Tel.: Mayfair 3104. [9818

RILEY NINE, 1935, shooting brake; reconditioned. £180, or offer. Francis, 60, Woodford Road, Bramhall, Cheshire. Tel.: Bramhall 289. [9821

HOTCHKISS, 1935, 24-h.p. saloon. Bodywork sound; believed first-class mechanically. Fitting new clutch and top overhauling. Gearbox dismantled and renewed where necessary. New battery, four tyres unworn, three wheels rebuilt. Performance exhilarating. Reason sale, engineer enthusiast owner leaving country January 16th. £175, or reasonable offer, any trial, delivered free. Kerr, Thunderer, Crownhill, Plymouth. [9822



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BUGATTI, Type 30, 2/3-seater. This "Bug." was the 1925 Paris Show model and has just been completely rebuilt *as original.* It is superb in every way and shows great credit to its previous owner in restoring this wonderful "Vintage Carriage" to *concours* condition. Fitted large Auteroche chrome headlamps (cost £40), five new tyres, new hood, polished instruments and dash, etc. Incredibly immaculate in every way. **£325.**

ALVIS "TK 12/60," 1931, "Beetleback" 2/3-seater. The late property of a well-known engineer-enthusiast who has lavished much money and loving care on it. Excellent hood, side-curtains, five new tyres. Mechanically faultless and now being resprayed B.R.-green. A very fine example of this famous marque. **£250.**

ALVIS "12/60," 1931, 4-seater tourer. A new engine was fitted by "Alvis" in 1946 and was rebored 1,000 miles ago. Resprayed, new hood and side-curtains. Over £400 spent in last five years. **£275.**

FIAT, 1926, 27-h.p. 6-seater tourer. This grand vintage carriage has done **under 20,000 miles since new** and has the original tyres, tools and instruction book. The interior, coachwork and mechanical condition are as new and will give years of trouble-free motoring. Two owners since new. **£185.**

BENTLEY, 1926, 3-litre Red Label 4-seater tourer. Resprayed, excellent hood and side-curtains and "spot on" mechanically. **£325.**

ALVIS Speed Twenty, 1935, drophead foursome coupe. Resprayed electric-blue, new maroon mohair hood. Just rebored and brakes relined. Excellent tyres. **£425.**

TALBOT "75," 1935, fitted with an attractive sports saloon body. Excellent all-round condition. **£285.**

S.S.100, 1936/7, 2½-litre 2-seater. Fitted with many extras, including chrome outside exhausts, fold-flat screen, twin aero-screens, heater, stoneguards, four-note horns. A new back axle has just been fitted. Finished in red and silver and very potent. **£450.**

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ROLLS Twenty, 1927, 7-seater saloon by Thrupp & Maberly. The interior has just been re-upholstered in leather and the radiator chromium plated at a cost of £140. Five new tyres. 100 per cent. mechanically. **£325.**

ROLLS Twenty, 1929, 7-seater saloon by "Cockshots." The condition is exceptionally clean and original, and the engine highly polished. Five new tyres. **£350.**

ROLLS Twenty, 1929, Sedanca de Ville. This very attractive little lady has just been resprayed black and yellow. Five new tyres. **£525.**

ROLLS Twenty-five, first registered 1934, 7-seater saloon by Mann Egerton. Cost £1,100 in 1948. In very fine all-round order. **£485.**

ROLLS Twenty-five, 4-door D.H. coupe. This was the Show model of 1932. The mechanical condition is excellent but a respray would enhance its appearance. Six excellent tyres. **£675.**

ROLLS Twenty-five, 1933, 7-seater saloon by Ripon, with wind-down division, fitted with late type radiator, etc. Looks like a 1937. **£625.**

ROLLS Phantom, 1929, 7-seater saloon by Barker. Superb and original condition, as new, one owner. **£135.**

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FOR SALE—*continued*

A.C. 3-seater and dickey, 1928. Rebuilt. Resprayed. New battery, hood, four good tyres, reconditioned radiator. £150. Tel.: Derwent 6430. [9738

FORD 10-H.P. special, reconditioned engine: fitted doors, hood, sidescreens, excellent tyres; cellulosed blue. £275, or nearest. Photograph on request. Cracknell, 207, Lordswood Road, Birmingham, 17. [9739

FIAT 509A, 8 H.P., tourer, very nice order. Sell £100, o.n.o., or part exchange cheap rebuildable chassis, about 12 h.p. Rose, Abbey Mead, Romsey, or Mill House, North Cerney, Cirencester, after January 16th. [9743

ALVIS "12/60," 1932, tourer. Fitted 4-seater Silver Eagle body. Mechanically sound throughout, body fair. Recently fitted, new, Lucas battery, Alvis radiator, three tyres. Dynamo overhauled, electrics sound. Bills to show. £280. Tomlinson, 71, Knutsford Road, Wilmslow. [9744

MERCEDES, 1928, "15.7." Complete less distributor, dynamo, starter. Poor tyres. Truck body. £20. Cliffe, 13, Kensington Avenue, Ashton-under-Lyne, Lancashire. Tel.: Ashton 3288. [9745

ALVIS, 1934, SPEED TWENTY Charlesworth saloon, i.f.s. £275, or exchange smaller, cash either way. 6, Acre Lane, Carshalton, Surrey. Tel.: Wallington 4696. [9746

INSTRUCTION BOOKS, £1 each, plus postage: Humber "16/50"; Talbot, 6-cylinder, 1934; M.G., "P" or "B"; Magnette, N-type; M.G. T-type; Wolseley 18 h.p.; Hudson Eight, 1934. Riley magneto and driving dog, less distributor cover, good order, £2 10s., plus carriage. C. E. Piggott, "Four Winds," Furze Hill, Kingswood, Surrey. [9749

HEADSCARVES.—E. W. J. Rich regrets keeping you waiting for your headscarf, seasonal demands having temporarily exceeded material supplies. I am going "all-out" completing orders in strict rotation. Best wishes to all enthusiasts for 1952! Steelgreen, Millom, Cumberland. [9749

EX-NEWSOME "3½" JAGUAR, sports/racing. In perfect condition, alternative axle ratios; special Mark V crank and numerous extras: road equipped; £10 tax. Offers or exchange. 1950 long chassis Cooper with two 500-c.c. J.A.P. engines, ZF differential and extras; offers or exchange. Cooper covered-type trailer, £75. Brand new Dellow chassis, £60. Marshall blower complete for Ford Ten, excellent condition, £45. Broughs of Twigworth, Gloucester. Tel.: Twigworth 234. [9750

M.G., M-type chassis, D-type engine, complete, partly assembled. Rough body available. For details: T. Blench, Hayden Hill House, Bicester Road, Aylesbury. [9751

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"ELTOS" REMOTE GEAR CONTROLS: Polished light alloy units, Austin Sevens, 3 and 4-speed, Ford Eights and Tens. Slab tanks, M.G. type, 10-gallon, quick-action filler caps, £7 5s. Dummy hub caps, polished aluminium, 7s. each. Fishtails, polished light alloy, 1-2½-in. bore, width 6½-10 in., from 16s. each. S.A.E. L. Thomas, 80, Chaffcombe Road, Sheldon, Birmingham. [9755

ENTHUSIAST wishes to exchange 1929 Sunbeam 20-h.p. drophead 2/4-seater for any interesting 2-seater, Austin, M.G., etc. Sunbeam has had £175 overhaul in last six months. New o.s. rear tyres. Splendid bodily and mechanical condition; 75 m.p.h., 18 m.p.g. P. Kendall, Mayfields, Linkway, Sutton. [9756

MORRIS MINOR, 1931, 4-seater tourer, good condition. Body repainted, new main bearings, pistons, shafts/heads, clutch linings, crown-wheel, rebore 1,000 miles ago. £95. Mr. Strode, 21, Princes Gate Mews, S.W.7. Tel.: Kensington 0771. [9757

FIAT 509A, 8 H.P., 4-seater open sports body. New hood, aluminium wings. Engine professionally modified for high performance and reliability. High-ratio crown-wheel and pinion. Two owners only. Total mileage about 30,000. Pass R.A.C. inspection if required. Instruction book. Price £125. M. H. James, 14, Kemptown Place, Brighton. [9763

FOR SALE—*continued*

TRIUMPH DOLOMITE, September, 1938, 14 h.p. sports saloon. Good, attractive car. Fitted tow-bar. Nearest £275. Heath, Glenfield Frith Drive, Leicester. [9758

ALVIS "12/60," 1931, fitted with van body; everything works; a very suitable chassis for rebuilding; £45. Riley Nine engine, incomplete but cheap, £5. Bentley 4½-litre chassis frame and many spares, brake shoes, front axles, etc. One pair Phares Auterroche headlamps (similar to Grebel), minus glasses, fitted to Barker's dipping bar, £5. Three Rudge wheels, 19-in., ex-Riley, £1 each. One Singer Eight Junior gearbox, £5. One Austin "Heavy" gearbox, £3. Dobson's Motors, 8, Queen Street, Bude, Cornwall. [9759

WOLSELEY FOURTEEN SPECIAL, 4-seater coupé, 1935. Recent overhaul. Three spare tyres and tubes. £280 or offers. O'Brien, Knightsbridge Cottage, Pembury, Kent. [9760

EXCHANGE: "Plus 90" Douglas (1950) for sports car, saloon, or van—value £230. Any offers? Bannister, Shard House, Hambleton, Blackpool, Lancs. [9761

1927 CITROEN tourer, good running order, daily use. No further use. Nearest £25. Oakley, St. Gennys, Bude. [9762

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"MOTOR SPORT," 78 copies, 1934-1948, 1s. 8d. copy, post free; 1938 complete, 25s. Wanted: September, 1948. Dr. Meek, 26, The Lees, Shirley, Surrey. [9765

S.S.2 saloon, 1935-6. New king-pins, bushes, track ends, water pump. Good leather, battery, mechanics. fairish body, slackish steering. £165, but prefer interesting exchange. 39, Kingswood Road, Goodmayes, Essex. [9766

ASTON-MARTIN, 1934 "LE MANS" 1½-LITRE. Engine resleeved, Scintilla magneto, good tyres, new battery, interior retrimmed. £385. Bull, Radcliffe Infirmary, Oxford. [9767

1931 OPEN SUPERCHARGED model 2-litre Lagonda. Now running with 2-carburetter manifold fitted. Very good condition. £250. Also almost complete Lagonda car dismantled. Will dispose of same as spares. Gunton, 46, Clegg Street, Haslingden, Lancs. [9768

RILEY NINE "Lincoch," 1934, special series engine. Recent overhaul. £175. Box No. 3970, MOTOR SPORT, 15, City Road, E.C.1. [9769

LEA-FRANCIS, 1930, "12/40" saloon. Advertised in December issue. Default by potential purchaser. Eastwood, 12, Sterry Drive, Ewell, Surrey. Tel.: Ewell 5345. [9770

FOR SALE—*continued*

STAR 21-H.P. tourer, 1928, perfectly maintained Reconditioned engine, excellent hood, screens, sides, rear. Write: Aldred, 8, Green Walk, Stretford, Lancs. [9771

LEA-FRANCIS, 16 H.P., 2-LITRE sports tourer, 1933-4. Sound condition, all round; five excellent tyres; genuine. £135. Harbage, 58, Lemon Street, Truro. [9772

1948 M.G. "TC." Raised comp. Large carbs., ports, valves. Scintilla, Newtons; seven wheels, new tyres. Tonneau cover, aero-screens. Spares include clutch plate, new, two final ratios ball-races, etc. Further details: Wilkie, Dovedale, Bramley, Surrey. [9773

RILEY NINE, SIX-CYLINDER AND 1½-LITRE SPARES. Comprehensive stocks of new and used spares, including the following:—
NEW REPLACEMENT valves, 10s. 6d. each. Guides, 5s. each. Valve springs: single, 8s. 6d. set; double, 15s. 6d. set. Damper springs, 3s. pair. Tappet securing screws, 4s. doz. Gaskets, 17s. set. Universal joint bushes, 5s. each. Speedometer cables, inner and outer, 25s. complete. King pins and bushes, 65s. set. Small-end bushes, 3s. 6d. each. Brake cables, 17s. 6d. each. Fan belts, 7s. 6d. each. Magneto pinions, 25s. each. Reconditioned exchange universal joints, magnetos, brake shoes, clutch plates. Complete overhauls, cylinder boring and sleeving and general repairs. We are always interested in spares for sale. Stamped addressed envelope please.
ALPINE 14-H.P. 1932. Good runner. Five new tyres. Good battery. Coachwork rough but would respond to attention. £85 or offer reasonably near.
FALCON, 1935 1½-LITRE. Preselector box. Scintilla magneto. Engine re-ringed—uses no oil. Clean and smart inside and out. £285.
WELFORD BROS., OPAL STREET, LEICESTER. Tel.: Leicester 65903. [9774

P AND J2 M.G. Collection of engine parts in good condition. Price list sent. Exchange, S.A.E. Box No. 3978, MOTOR SPORT, 15, City Road, E.C.1. [9775

1950 4CLT 1½-LITRE SUPERCHARGED MASERATI racing car. For further details write to Vicomtesse de Walckiers, Mons, Belgium. Tel.: Mons 31782. [9776

ROVER 10-h.p. de luxe saloon, 1932. Total mileage believed 53,000. Rebore and overhaul at 52,000. £100. Thompson, 15, Frognal Lane, Hampstead. [9777

HOTCHKISS 3½-litre Razor Back saloon. Registered July, 1938; 200 miles only since engine rebuilt by Laystalls. Body overhauled and repainted; 3 to 1 back axle; 21 m.p.g. Magnificent performance. Richardson, Castle Mills, Buckingham. Tel.: Buckingham 2233 (day), 3210 (evenings). [9778

M.G. 19-IN. WHEEL, £4. Two 4.50 by 19 Dunlop remoulds, £7. Two 4.50 by 19 Palmers, £5. Lucas SFT462 lamp, 50s. Bosch road lamp, 50s. 12 v. Lucas Mellotones, £4. 1931 Morris Minor axle complete less crown wheel and pinion, hydraulic brakes, spare differential assembly, £11. Three-speed gearbox, 70s. Pair 7-in. cycle-type wings, £1. Wilson, Woodlands, Gildersome, near Leeds. Tel.: Morley 212. [9779

COMPLETE 1933 SINGER NINE sports engine and gearbox, broken crank, otherwise perfect. £20. Trueman, Anyards Road, Cobham. Tel.: Cobham 688. [9781

37 CLEAN COPIES "*The Sports Car*," the pre-war M.G. magazine. 39, Park Road, Stretford, Manchester. [9782

BENTLEY BLOWER 4½, in beautiful condition in every way; engine rebuild, etc. Fair offer accepted. Tel.: Wallington (Surrey) 7114. [9783

BENTLEY SPARES: 3-litre bevel box with magneto drive shafts and gears, differential housing; dynamo; 8-litre wheels, hubs, caps and knock-offs, differential assembly 3.7, AT speedometer, drive shaft, gearbox, etc. Two 7.00 by 21, one 6.00 by 21 and two 6.00 by 20 covers. 39, The Newlands, Wallington, Surrey. Tel.: Wallington 7114. [9784

£55. ALVIS "12/50" TG, 1927 2-seater with dickey. Bodywork poor, running order. Flat K, 59, Netherhall Gardens, London, N.W.3. Tel.: Orpington 2789 (office hours). [9785

VAUXHALL "20/60" saloon, 1929. Mechanically sound, appearance excellent. With complete car for spares. Photographs available. Offers over £110 for pair. Owner now Sunbeaming! Robertson-Ritchie, Woodhouse Eaves, Leicestershire. Tel.: Woodhouse Eaves 338. [9786

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Alvis 12-h.p. Firefly sports saloon, 1933/4, in remarkable order. Excellent appearance. Black **£225**

Alvis Silver Eagle, 1930 metal saloon. Well above average **£95**

Standard, 1939 drophead coupe. 8 h.p. Mechanically reconditioned, coachwork unmarked. Thoroughly recommended **£325**

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1931 TALBOT 90 18-h.p. sports saloon. Several spares. £125, o.n.o. Tel.: Derwent 1611. [9823

POWER-PLUS No. 9 BLOWER complete with 40 mm. special Amal carb, induction pipes, blow-off valve, engine plates and mountings for 1,000 c.c. racing J.A.P. Many sprockets, all "gen" available; 102 b.h.p. at 5,500 revs. £40. Derek Pickering, 68, Rochester Road, Coventry. Tel.: Coventry 60820. [9826

BUGATTI. Type 57. Late 1938 Ventoux saloon. Lockheed brakes; 3.3-litre twin cam unblown. £875. Tel.: Kensington 6955, or write Robin Richards, 62, Princes Gate Mews, London, S.W.7. [9829

TALBOT 105 SALOON. Completely rebuilt. £10 tax. Equipped for long distance touring. £325. Tel.: Kensington 6955, or write Robin Richards, 62, Princes Gate Mews, London, S.W.7. [9830

HOTCHKISS, 1937, Paris-Nice 4-seater fixed head coupé. Large swept boot. New upholstery, carpets and chrome. £675. Tel.: Kensington 6955, or write Robin Richards, 62, Princes Gate Mews, London, S.W.7. [9831

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ASTON-MARTIN 2-litre tourer, 1937. Body resprayed. Good mechanical condition. £450. District Garage, Helsby, Cheshire. [9835

£265. 3-LITRE RED LABEL BENTLEY, 1924. Four wheel vacuum Servo brakes. Appearance good. Complete with good hood and sidescreens. Reconditioned electrics, etc. Hardy, 2, Clorane Gardens, N.W.3. [9832

LOVELY LAGONDA (1934, 3-litre). First registered Nov. '33. Fitted 1949 professionally built nice looking utility body. Good performer. Good tyres. Photo if interested. Offers around £300. Robinson's Garage, Horns Cross, Bideford. Tel.: Horns Cross 248. [9833

ALLARD, 1948 (June) coupé, finished red, very smart. New engine fitted 3,000 miles ago. £775, including radio. Robinson's Garage, Horns Cross, Bideford. Tel.: Horns Cross 248. [9834

EXCHANGE. M.G. 8-h.p. PA Airline coupé, attractive, fast and reliable, for 1½-litre M.G. drophead. Cash adjustment. Smith, 73, Marine Court, St. Leonards, Sussex. [9836

MERLIN NINE, 1936, preselector. Mechanical interior condition excellent. Everything works. Cellulose spotty. Doors need attention. Instruction book. 37 m.p.g. £265, o.n.o. Partington, 40, Church Road, St. Annes-on-Sea. [9838

FORD TEN SPECIAL. Tuned engine, twin carbs, etc. Morris Minor chassis. Good road car. Almost unused. £269. Tel.: Richmond 0427. [9839

FRAZER-NASH 1½-litre Anzani, 1929. Recently rebuilt. Lockheeds, S.U. pump and carburetter, two spare wheels, no weather equipment. £165, o.n.o. Would consider motor-cycle in exchange. Shepley-Taylor, St. David's Hotel, Harlech. [9840

MID-ENGINED TRIALS SPECIAL. Reconditioned Ford Ten engine, otherwise all new components. HC head. Twin carburetters. Oil coil. Six new tyres. Easy clean wheels. New hood and sidescreens. Neat body. 300 miles only. Tel.: Lifton 263, evenings. [9827

SINGER JUNIOR EIGHT, 1928, aluminium saloon. Stored 1939-51. Splendid original condition; 40 m.p.g. Nil miles since magneto starter, dynamo completely reconditioned, brakes relined. Taxed, insured 12 months. £150, or offer, or swap for Bentley or "30/98" Vauxhall. Stanley Lipscombe, 6, Castle View Terrace, Beveney, Windsor, Berkshire. [9586

CHRYSLER "80," 1928, fluted radiator 4-seater tourer. One owner until March, 1951. In excellent and absolutely original condition, including paint, hood, sidescreens, etc. No body rot. Engine, transmission, etc., beautifully quiet. Five nearly new tyres and three good spares. Sale due to lack of storage space. £100 o.n.o. Wilks, 7, Forest Road, Dorridge, Birmingham. Tel.: Knowle 2021. [9587

A.C. MAGNA, 1931, 15.7-h.p. 2/3-seater in good condition. Bodywork and finish good, with original paintwork, and easyclean wheels. A really reliable car, and mechanically sound, for £130. Larby, 33, Kettering Road, Market Harborough, Leics. Tel.: Market Harborough 2907. [9588

J.B.M. 2-seater sports; 19,688 miles. £10 tax, 22 m.p.g. Comprehensive equipment, hood, tonneau cover, etc. Personal property of company director, used solely for pleasure. Mechanically perfect. Exceptionally fast. Basically Ford V8, therefore eligible for the usual Ford spares and facilities. Price £425. Would consider exchange for another car with sound body. Write: G. Richmond, Cross Roads Garage (Yarm), Ltd., Thirsk Road, Yarm-on-Tees, Yorks. [9601

NEARLY HALF PRICE. 1939 Jaguar 3½-litre saloon. Fitted new engine. This isn't a new car, but everything is there. Chrome, paint, tyres good, and with a little enthusiast's homework it's a £600-700 motor. Cash £425, or accept good open sports exchange. 15, Nashleigh Hill, Chesham, Bucks. Tel.: Cholesbury 360. [9621

M.G. 2-litre saloon. £465. Bills for £200. Or exchange for post-war van. Full details: 64, Belvedere Road, Birmingham, 24. [9622

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FOR SALE—*continued*

1939 ASTON-MARTIN, short-chassis, 2-seater. In exceptionally good condition. All new tyres. Further details upon request. Terms arranged. Hunts Motor Co., Ltd., St. Neots. [9530

J.A.P. ENGINE "8/50" model, 980 c.c. Racing air-cooled twin, 9 to 1 compression. Had very little use, originally made for midget car racing. Complete less carburetters. T. Bryant, 2, Canford Cliffs Road, Bournemouth West. [9542

WOLSELEY HORNET SPECIAL, 1932, 12 h.p. 2-seater. Everything working order except for camshaft bearings unserviceable. At present dismantled for examination. Dynamo rewired, new battery. £65. Green, Brookmead, Ferringham Lane, Ferring, Sussex. Tel.: Goring 41634. [9554

ALVIS SPEED TWENTY CHARLESWORTH saloon, 15/4/34. Good condition. Well shod. £230, or exchange smaller h.p. sports. Tel.: Acorn 4754, after 7.30 p.m. [9841

RILEY KESTREL SPRITE 6-light saloon. Twin carbs. Scintilla. Body, interior, tyres and mechanically very good. £465. Seen by appointment. Thorne, 368, Staines Road, Bedfont, Middlesex. Tel.: Feltham 3965, after 6 p.m. [9842

PETROL TANKS. Brand new, 4-gallon steel, welded seams, 22 in. by 9 in. by 7 in., 12s. 6d. and postage. J. Hudell, 142, Penda's Way, Crossgates, Leeds. [9843

BENTLEY, 1924 Red Label, Vanden Plas body sound. Seen Sussex. £160 or offer. Box No. 3976, MOTOR SPORT, 15, City Road, E.C.1. [9855

£150. TALBOT 90 drophead coupé. Reconditioned engine, clutch, etc.; new tyres, hood. Recellulosed. Fast, smart condition. Exchange considered. Tel.: Brighton 27073. [9856

S.S.1. 16 h.p. Fast and economical. Painted black and all new chrome, six good tyres. Recent overhaul. Mechanically perfect. £160. 24, Wesley Road, London, E.10. [9857

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FOR SALE—*continued*

£80 O.N.O. Humber 11.4 open tourer with dickey. New hood. Engine in good order. Will never let you down. 27 m.p.g. Lloyd, Officers' Mess, R.A.F., Abingdon, Berks. [9844

LANCIA AUGUSTA 12.8-h.p. saloon. Lively and economical. Well shod. £210. Tel.: Derwent 5656. [9845

VINTAGE AUSTIN 750 c.c., 1929. New tyres and battery. Hood but no sidescreens. Just back after holidays in Biarritz. Kingscote, Bearwood End Farm, near Amersham, Bucks. [9846

BENTLEY, 1927, 3-litre Le Mans Replica. Near perfect condition. Recent overhaul. Recellulose. About £400, Box No. 3973, MOTOR SPORT, 15, City Road, E.C.1. [9847

AUSTIN SEVEN. £65. Ruby chassis, axles and engine. Chummy body; 16 by 500 wheels; 500 car chassis. £90. 152, Woodcote Road, Caversham, Reading. [9848

VAUXHALL "20/60" saloon, 1928, model in exceptional condition. Good tyres and battery. Most reliable, roomy car. £70. Tel.: Maidenhead 1525, after 7.30. [9849

1926 3-LITRE BENTLEY long chassis fabric saloon. Engine No. 386, chassis C 392. Excellent mechanically. Sleeved on first reboring, 2,000 miles since. Makers oil pressure. Fabric, chromium hubs and nuts as new. Maintained by Bentley mechanic. Completely reliable. Price £150. Box No. 3974, MOTOR SPORT, 15, City Road, E.C.1. [9850

CAR BARGAINS. Ford 30-h.p. V8 late 1949 saloon. Speedometer reading approximately 9,000 miles. Light green, fawn leather, heater and radio. Senior partner has driven this car over 2,000 miles and can fully recommend it. £975. Late 1947 Singer Ten saloon. One careful owner. Low mileage. Showroom condition. Wonderful performance. £595. 1935 Riley 1½-litre four-cylinder (11.9). Reconditioned engine. Approximately £70 spent. Late property colonel. Now deceased. Snip. £275. Late 1936 Jaguar 2½-litre fitted recent exchange engine, good reliable car. £250. 1936 Austin Twelve specimen car. Spotless interior. £295. 9.5-h.p. Triumph saloon. Reconditioned engine. Good order. £250. 1939 Austin Sixteen. Good engine, gearbox, axle, etc. £250. Wanted 20 to 30-h.p. Rolls-Royce saloon. Sports preferred. £10 tax. Rebuild considered, but must be sensible price and spot on. R. Gray & Son, Hillcrest Garage, Branton, Doncaster. Tel.: Doncaster 55314. [9851

MORRIS COWLEY, 1929, 11·9-h.p. 2-seater. New battery, S.U. carburetter, rebuilt clutch. Nearest £85. Turner, 15, The High, S.W. 16. Tel.: Streatham 8001. [9852

LAMBDA. Eight series, fitted 13.9 engine. Four new tyres, spare head; 24 m.p.g. £150. Box No. 3975, MOTOR SPORT, 15, City Road, E.C.1. [9853

RALEIGH two-cylinder air-cooled engine and gearbox complete. Several Ford V8 front axles and steering columns, M-type M.G. engine. Buick and Chrysler Straight Eight engines and gearbox. Riley Nine and "12/6" engine and gearbox parts. E. W. Hornet engine, also Chevrolet and 30-h.p. Ford engines. Buyer collects. J. Weir, 38, Bark Street, Bolton, Lancs. [9854

WANTED

ONE SET OF CON.-RODS, pistons and gudgeon pins for 1½-litre s.v. Anzani, standard size bores. 44, Omar Road, Coventry. [9515

SET OF WHEEL DISCS for 1947 1½ Jaguar (tyre 5.25 by 18) also road test report. 59, Park Hill, Carshalton. [9516

BLISTER TYPE trunk lid for 1938 Hudson 22 or 29. Packard 1934/6 radiator cap ornament. Footscray 4596. [9517

ALFA-ROMEO CYLINDER HEAD, 1,750 twin o.h.c. with bearing bushes, or complete assembly. No cracks, welds. Details, BM/WXF, London, W.C. [9518

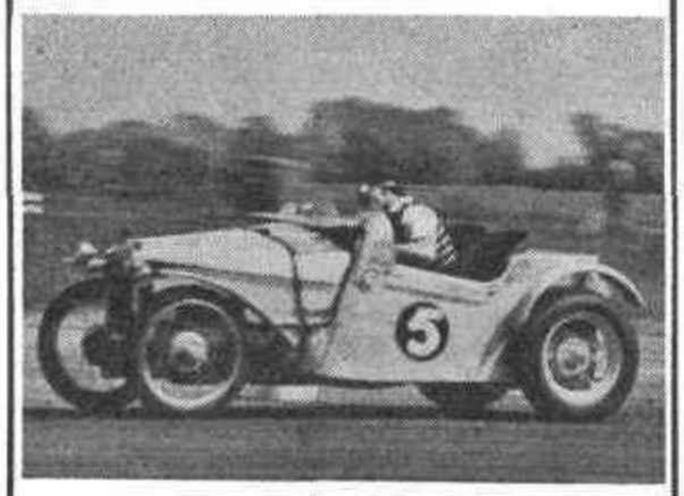
AUSTIN SEVEN BODY (Chummy preferred). Must be reasonably cheap and in usable condition. Tel.: Gladstone 6373. [9519

"ULSTER" ASTON-MARTIN wanted. Good mechanical condition imperative. Blackburn, 181, Garstang Road, Fulwood, Preston, Lancs. [9520

REWARD. Rolls. For information leading to purchase of low mileage 1925/35 model. Box No. 3967, MOTOR SPORT, 15, City Road, E.C.1. [9522

AUTOMO LTD

229, WEST END LANE,
Hampstead, London, N.W.6
Tel.: Hampstead 3430



AUSTIN 750 FORMULA 2-seater, underslung with 16 in. rear and 17 in. front wheels. Engine fitted Ricardo head, Laystall balanced crank, enlarged inlet ports and valves, lightened flywheel, double valve springs, Scintilla magneto, outside exhaust, rear slab tank and spare, tyres as new. Very potent and crisp car, which was second in recent speed event and yet docile enough for ordinary touring. Lots of spares go with the car. **£190**



1937 FORD V8 drophead foursome coupé, 30-h.p., in extremely good condition. Tyres are excellent, new engine 6,000 miles back; 20 m.p.g. A genuine motor for fast and comfortable touring at a comfortable price. **£210**

AUSTIN "12/4" Clifton tourer in original condition, with exception of recent rebore. Hood, trimming, sidescreens, dashboard, yes, and even tool kit and instruction book, original issue of the year 1928. **£125**



TALBOT 75 17.9-h.p. saloon, in positively amazing condition. New tyres all round, new battery, preselector, cellulose unmarked. Mechanically first-class. **£175**

RILEY NINE MONACO, 1931. A very reliable motor. Very good tyres, three brand new, new battery, body very fair. **£130**

Immediate insurance, exchanges, hire purchase facilities.

WANTED—*continued*

RAPIER. Good condition camshafts and followers wanted. Good price paid. Singly or together. Anderson, 25, Selwyn Drive, Hatfield. [9523

FIAT 500 REAR AXLE. 1937. Any condition. Hulse, Chadwick End, Knowle, Birmingham. [9524

BUILDING MY OWN CAR. An old V8 chassis and engine would suit fine, or anything over 15 h.p. would do. Condition immaterial. Details and price to Archibald, The Flats, Bishopwood, Tadley, Hants. [9525

OPEN OR CLOSED SPORTS 4-seater body to suit 9 ft. 10 in. wheelbase sports chassis. Alvis or Lagonda, etc. type. State condition and price. Box No. 3966, MOTOR SPORT, 15, City Road, E.C.1. [9526

J2 BITS, also large brake units to fit or independent suspension adaptable. V. N. Lavender, Botley. [9527

MORRIS OXFORD, 1923 speedometer inner and outer cables wanted. Also dashboard clock. Bosomworth, 39, Coniston Grove, Bradford, Yorks. [9534

SPORTS CAR, D.H. COUPE, OR SALOON, maximum 12-h.p. Only £250 available. Preferably occasional-four, good condition, or engine and chassis complete. D. A. Wilkinson, 64, Clevedon Gardens, Cranford, Middlesex. [9591

PRE-WAR SPORTING VEHICLE WANTED. 8/12-h.p. M.G., Wolseley Hornet, Riley or similar. Distance no objection if good car at reasonable price. Private transaction only. No dealers. L. Bennett, 493, Heathway, Dagenham, Essex. [9632

MAGNETO, alloy H.C. head, bucket seat, remote control gear change, for Ford Ten Special. Box No. 3922, MOTOR SPORT, 15, City Road, E.C.1. [9687

FOUR-LITRE BENTLEY CHASSIS complete, but less engine. Box No. 3933, MOTOR SPORT, 15, City Road, E.C.1. [9698

CHRYSLER "7/7" 2-seater. Full particulars to Box No. 3934, MOTOR SPORT, 15, City Road, E.C.1. [9699

ARMSTRONG SIDDELEY preselector gearbox suitable for E.R.A. Box No. 3936, MOTOR SPORT, 15, City Road, E.C.1. [9701

WOULD-BE ENTHUSIAST requires cheap 4-seater sports. Bodywork immaterial. Crashed car, etc. Box No. 3943, MOTOR SPORT, 15, City Road, E.C.1. [9708

SMALL CHEAP CAR. Anything from Austin Seven to "12/50" Alvis considered. Also car trailer. Box No. 3946, MOTOR SPORT, 15, City Road, E.C.1. [9711

ENTHUSIAST requires at reasonable price sufficient 5.50-19 or 6.50-19 tyres to last through season. If you have any not required, please advise make and price asked. Box No. 3947, MOTOR SPORT, 15, City Road, E.C.1. [9712

LE MANS MORGAN or Meadows H.R.G. Good condition. Details of condition, performance and price, please. P. L. Ingham, "Fernlea," Abbey Hill, Kenilworth, Warks. [9606

RILEY GAMECOCK 2-seater. Not over £150. G. Royle, Locks Farm, Niton, I.W. Tel.: Niton 316. [9666

BENTLEY "30/98" VAUXHALL. Any condition. Complete chassis, less body if low price. Also 3-litre Bentley chassis frame or semi-complete car, 6½ rear/front axles, Bentley wheels, 3-litre engine, radiator. Will swap 1928 Singer Junior Eight, stored 1939-51. Splendid original condition, for complete "30/98" or any Bentley. Stanley Lipscombe, 6, Castle View Terrace, Beveney, Windsor, Berkshire. [9669

AUSTIN 16 OR 18 tourer preferred; Circa 1935-36, or similar. Write: 54, Crossways, Gidea Park, Essex. [9670

DROPHEAD, 1936-38, 20/25-h.p., Talbot, Alvis, or similar quality. Perfect condition essential. Skinner, 14, White Hart Lane, Hockley, Essex. Tel.: Hockley 348. [9671

£175 OR NEAR for any post-1934 M.G., preferably 4-seater. Haddon, 322, Luton Road, Dunstable. [9672

ABOUT 18-H.P. chassis and engine wanted. Must be in good strong condition. Suitable for turning into a brake. Would accept good chassis with bad body. Seares, 37, Egerton Road, Davenport, Stockport, Cheshire. [9673

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1949 Allard drophead foursome, black with red upholstery (*illustrated*) ... **£795**

1937 Alvis Speed 25, Charlesworth saloon, dove grey, spotless **£465**

1935 Austin Ten drophead foursome, finished green with green hide upholstery **£225**

1931 Austin 14-h.p. saloon, good order, to clear at **£90**

1927 Bentley 3-litre, Red Label tourer by Vanden Plas **£265**

1931 Delage 21-h.p. saloon, good order, to clear at **£95**

1937 Fiat 500 cabriolet, checked throughout, very sound specimen ... **£250**

1947 Ford Prefect saloon, black, brown hide, 60,000 miles, reconditioned engine **£565**

1939 Ford V8 Model 91A drophead with dickey, checked throughout, spotless **£475**

1940 Ford V8 Model 01A saloon, registered 1946, left-hand drive (*illustrated*) **£375**

1937 Ford V8 Model 78 saloon de luxe, black, and brown hide, low mileage **£275**

1935 Ford V8 Model 48 saloon de luxe, silver, and blue hide, sound hack **£125**

1936 Ford V8 Model 68 drophead foursome (club coupe), sound car ... **£215**

1938 Frazer-Nash-B.M.W. Type 327/80 drophead foursome, exceptional ... **£950**

1932 Lagonda 3-litre tourer, £250 spent recently, exceptional car (*illustrated* **£265**

1934 Lagonda 4½-litre pillarless saloon, very sound **£195**

1933 Lagonda "16/80," Tickford convertible saloon, amazing condition ... **£265**

1948 M.G.TC 2-seater, cream, and green hide, radio, bumpers, etc. ... **£695**

1948 M.G. TC 2-seater, black with cream hide **£575**

1938 M.G. VA 1½-litre tourer black, and green hide, spotless **£425**

1938 M.G. VA 1½-litre tourer, black, and brown hide, checked by us ... **£375**

1938 M.G. 2-litre saloon, black, sound order **£295**

1938 M.G. 2-litre tourer, checked throughout, spotless, radio, etc. ... **£395**

1936 M.G. 2-litre drophead foursome, blzck, and cream hide, sound car ... **£375**

1937 M.G. TA 10-h.p. 2-seater, cream, sound **£365**

1937 M.G. TA 10-h.p. 2-seater, red, spotless, new hood and screens ... **£395**

1934 M.G. PA 8-h.p. 2-seater, pale blue **£295**

1934 M.G. PA 8-h.p. 4-seater, specimen throughout **£345**

1934 M.G. NA 12-h.p. Magnette 2-seater, NE chassis, beautiful car ... **£295**

1934 M.G. J2 8-h.p. 2-seater, red and silver, spotless **£245**

1933 M.G. J2 8-h.p. 2-seater, cycle-type wings, black and silver **£175**

1933 M.G. J2 2-seater, fitted reconditioned Ford Ten engine and gearbox, Scintilla **£235**

1937 Morris Eight tourer, blue with blue upholstery **£255**

1933 Morris "12/4" 2-seater with dickey, very sound, five nearly new tyres **£115**

1933 Morris Minor s.v. 2-seater, very sound **£95**

1938 Packard 30-h.p. drophead foursome, nearly new tyres, low mileage **£385**

1930 Rolls-RoycePhantom II, "40/50," limousine by Thrupp and Maberley (*illustrated*) **£225**

1924 Rolls-Royce "21/6" Tickford convertible saloon **£185**

1939 Jaguar 100, 2½-litre competition 2-seater, checked throughout, new hood, spotless **£495**

1937 Studebaker 28-h.p. drophead foursome, grey, sound hack... ... **£225**

1935 Studebaker 26-h.p. drophead with dickey **£185**

1937 Talbot 75 18-h.p. saloon, manual box, checked throughout **£245**

1933 Talbot 18-h.p. drophead foursome, manual box **£95**

1947 Volkswagen saloon, checked throughout by us, registered 1952, spotless **£425**

1938 Vauxhall 14 drophead foursome **£295**

1938 Willys 16-h.p. sports coupe, sound order **£250**

1938 Wolseley 14-h.p. saloon, specimen car **£450**

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WANTED—*continued*

ALVIS WATER PUMP. Good condition. For 1934 "16/95." Walmsley, 65, Gisburn Road, Barnoldswick, via Colne, Lancs. [9674

SUNBEAM CYLINDER HEAD wanted for 1935 25-h.p. chassis No. 8063-T. Engine No. 8065. Would consider purchase of engine of this type. J. Eddie, 130, High Street, Oxford. [9675

YOUNG ENTHUSIAST with £150 cash wishes to buy sports car. Aston-Martin, Riley Nine, Lea-Francis, M.G. Atkins, 24, Larkfield Road, Richmond, Surrey. [9676

LEA-FRANCIS, Alvis or similar. Also Austin Ten, or likewise for family. "Blandford," New Salts Farm Road, Shoreham-by-Sea, Sussex. Tel.: Shoreham-by-Sea 3618. [9677

ALVIS FIREFLY cylinder head or complete engine, with or without gearbox. "Archirondelle," Meopham Station, Kent. [9678

HANDBOOK, WIRING DIAGRAM. All information for June, 1931, Wolseley Hornet. Rodway, Box Trees Road, Dorridge, Birmingham. [9679

URGENTLY REQUIRED. Good price paid. Handbook for 1937 TA series M.G. Yardley, Lulworth, Priary Road, Lichfield, Staffs. [9680

ALVIS "12/50" late series crankcase and sump, or would consider complete engine less auxiliaries. Maclennan, 6, Spenser Street, S.W.1. Tel.: Victoria 9285. [9681

BENTLEY OR ROLLS SHOOTING BRAKE. In exchange Bentley 3-litre Red Label, 1927. V.D.P. built for Tim Birkin. Recent complete engine overhaul. New hood, sidescreens; approx. 100 m.p.h. Beaumont, Batsham Farm, Withypool, Minehead, Somerset. Tel.: Exford 364. [9682

ZEISS 10 IN. REFLECTORS urgently required. H. D. Day & Son, Ltd., Heene Place, Worthing, Sussex. [9683

ENGINE up to 4½-litres and giving 130 b.h.p. for racing next season. Box No. 3971, MOTOR SPORT, 15, City Road, E.C.1. [9684

C.A.V. LAMPS. Head, side, tail. Suitable A.C. tourer. J. G. Vessey, Curbar Lane, Calver, near Sheffield. [9685

RILEY "12/4" FALCON, 1935. Engine or block must be in good condition. No junk, please. Sq./Ldr. I. M. Perkins, No. 3 O.M.Q., R.A.F., Dishforth, Thirsk, Yorks. [9686

1925 SWIFT 10 h.p. spares required. Anyone with spares or complete engine please write Munro, 43, Northway, London, N.W.11. [9728

VAUXHALL "30/98" OE ENGINE. Any condition, provided essentials sound. Archer, 77, High Street, Dunmow, Essex. Tel.: Dunmow 2. [9733

FORD-ENGINED SPECIAL with weather equipment required, suitable road. Details, photograph to Lane, 19, Westbrook Road, London, S.E.3. [9740

WANTED URGENTLY. Crankshaft Singer Nine "Le Mans" 1934. New or secondhand. Green, 21, Glassford Street, Glasgow. [9741

MORRIS 8 h.p. tourer, 1935–37 in rough condition. Prepared to pay up to £150. Mason, 57, Talfourd Road, Peckham, S.E.15. [9753

CORD WHEEL, model 870-872, also set of hub discs. Bolt, 25, Morley Square, Bristol, 7. [9793

"10/23" TALBOT 2-seater required, also Scintilla Vertex for Riley Nine. Details and price to Fisher, Paddock Drive, Leighton Buzzard. [9794

FORD TEN CHASSIS, 1938 onwards. Girling brakes, specials also considered. Coachwork immaterial. Prices reasonable. J. W. Hughes, 28, Great King Street, Dumfries. [9795

JAGUAR 3½-litre, 1938: pair of differential housings wanted urgently. Dawe, 35, Lancet Lane, Loose, Maidstone. [9796

1931 RILEY NINE DYNAMO, "Brooklands" remote control for short type gearbox. Moran, Caledonian Hotel, Edinburgh. [9798

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SCINTILLA VERTEX. Rebuilt and set by makers, N.V.4, £13. Eight-cylinder, **£7 10s.** Eight-cylinder distributor caps, new, **10s.** B.T.H. vertical 4-cylinder magnetos, **£6**; 4-cylinder Lucas, rebuilt, **£5.** Vintage magnetos, all types.

HEADLAMPS. Zeiss 9½ in., Marchal 10 in., perfect, **£12 10s.** pair; nearly new Lucas 9-in., **£7 10s.** pair. Large stock Notek, Desmo, Stadium, Bosch, spot and fog-lamps, new and secondhand.

FIAT SPARES. Largest stockists of 500, 1,100 and 1,500 spares, new and reconditioned. Exchange reconditioned starters, dynamos, distributors, carburetters, engines, gearboxes, steering boxes, radiators, suspensions. Complete reconditioning, servicing, coachbuilding, cellulosing and chromium plating.

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BODYBUILDING. Bucket seats, light steel frames, **27s. 6d.**; ditto trimmed brown rexine, sprung cushions, **87s. 6d.** Ditto, tubular frame, superior quality, **115s.** Light alloy seats, untrimmed (2½ lb.), **63s.** Adjustable seat slides, **35s.** pair. Aluminium angles, mouldings, and sections stocked. Rexine, all colours, from **17s. 6d.** yard; best quality duck, black or brown, 70 in., **32s. 6d.** yard. 6 ft. by 3 ft. by 18 G. sheet aluminium **£3 3s.** Duralumin ditto **£3** whilst stocks last.

TUBULAR LUGGAGE CARRIERS, chromium-plated, for Fiat 500 2-str., Austin Eight, Standard Eight, Morris Minor, **£4 12s. 6d.**; M.G. J2, P, L, N and TA 2-str., **£6 12s. 6d.**; TC and TD, **£7 5s.**; Jaguar XK120, **£6 10s.** and **£7.**; Morgan "Plus Four," **£7 12s. 6d.**; "Brooklands" Aero-screens, 12 in. by 6 in., universal fittings, detachable, **48s.** each.

Postage or carriage extra on above.

1951 LAGONDA RAPIER racing 2-str., built from new parts, with short wheelbase, underslung chassis, 3.75 axle ratio, external 4-branch manifold and exhaust system, chromium-plated, Alfa-red, black leather bucket seats, aero-screens, capable approx. 100 m.p.h., 34 m.p.g., taxed. **£495.**

MERCEDES-BENZ Type 170 V 14-h.p. 1938 cabriolet in magnificent condition. Fully independent suspension, two spares, radio, heater, compass, chrome luggage grid; one previous Royal owner, **£575.**

2½-LITRE JAGUAR S.S.100 engine, unused since reconditioned, **£85.** (Less than half works price for outright sale).

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WANTED—*continued*

RILEY, M.G. sports, maximum 9 h.p. Cheap. Loveridge, 94, Bedale Road, Nottingham. [9799

TOURER BODY, Alvis Speed 25, Lagonda, Talbot or similar. 92, Osborne Road, Newcastle-on-Tyne. [9800

FOUR-SPEED GEARBOX for 1931 Morris Minor, must be in good condition with sound speedometer drive. Large, 220, Sutton Road, Walsall, Staffs. [9780

1935 RILEY 9-h.p. Kestrel close-ratio helical gearbox with remote control. Good condition. 211, Goldstone Crescent, Hove, Sussex. [9748

WANTED FOR SPECIAL. Ford Ten chassis and rear axle complete. Salisbury area. Box No. 3955, MOTOR SPORT, 15, City Road, E.C.1. [9807

1⅞-IN. RILEY MERLIN CRANKSHAFT and six "12/4," 1,500-c.c. Riley 1⅞-in. connecting rods. Box No. 3956, MOTOR SPORT, 15, City Road, E.C.1. [9808

£10 MONTHLY offered for home-built, conversion, special or existing sports or saloon, 1934 onwards, not exceeding 8 h.p. Full details, photograph please. Box No. 3957, MOTOR SPORT, 15, City Road, E.C.1. [9809

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RELIABLE SPORTS CAR, 2/4-seater, any reliable make. Economy of purchase and of subsequent maintenance essential. Particulars and photographs to Box No. 3960, MOTOR SPORT, 15, City Road, E.C.1. [9812

URGENTLY WANTED BY COLLECTOR. MOTOR SPORT, July, 1942; *Speed,* May to August, 1939; Lyndon's *Speed Fever*: Souvestre's *Histoire de l'Automobile.* Box No. 3950, MOTOR SPORT, 15, City Road, E.C.1. [9802

M.G. open 4-seater with preselector gearbox. Box No. 3951, MOTOR SPORT, 15, City Road, E.C.1. [9803

FIATS. All models urgently wanted for cash. Tel. or write for buyer to call. Mayfair Garages, Ltd., Balderton Street (opposite Selfridges clock), Mayfair, W.1. Tel.: Mayfair 3104. [9820

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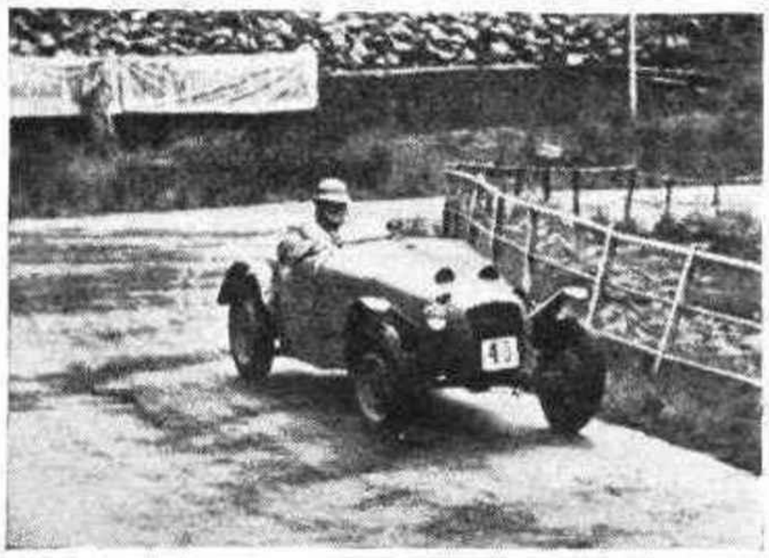
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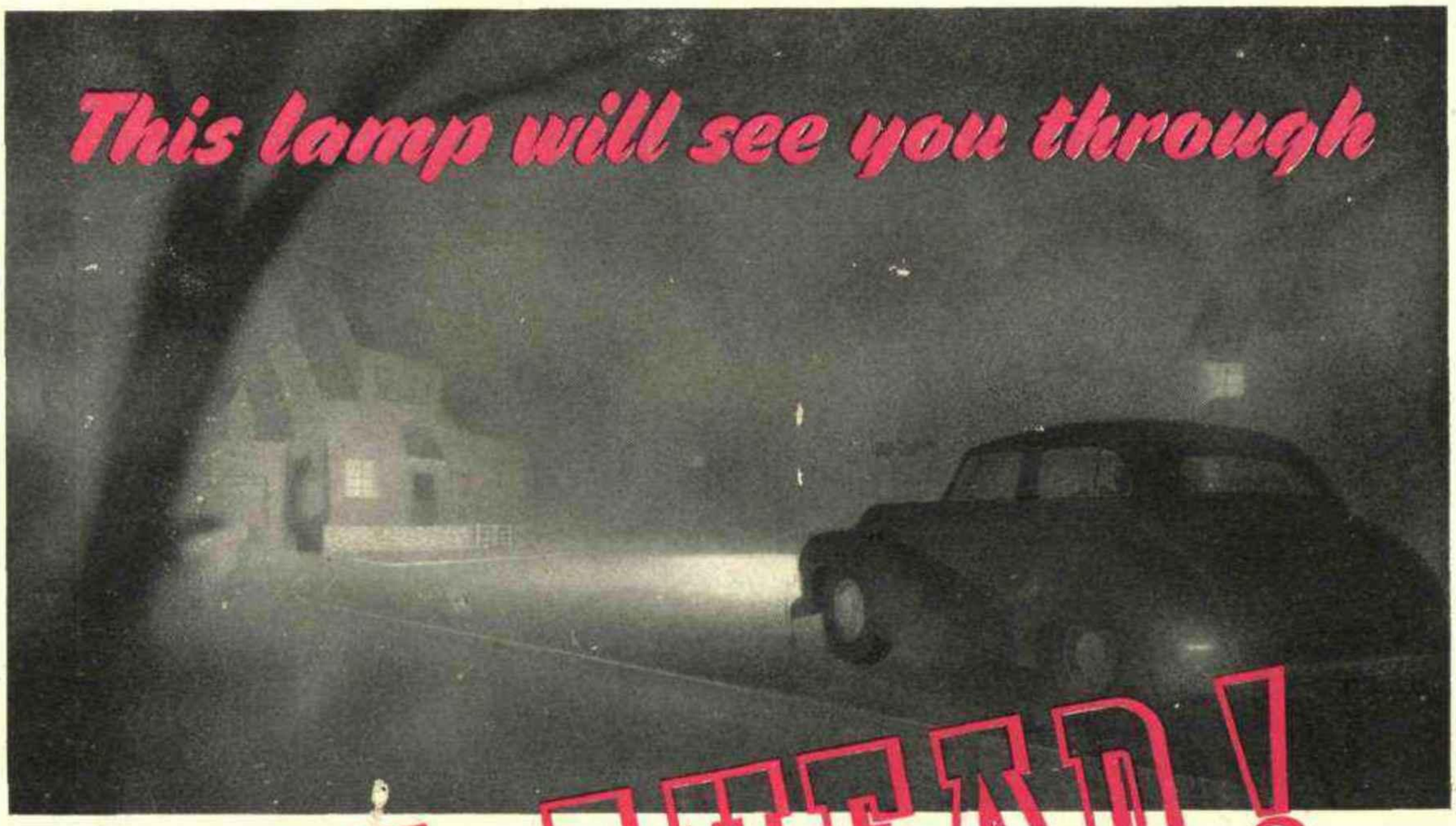
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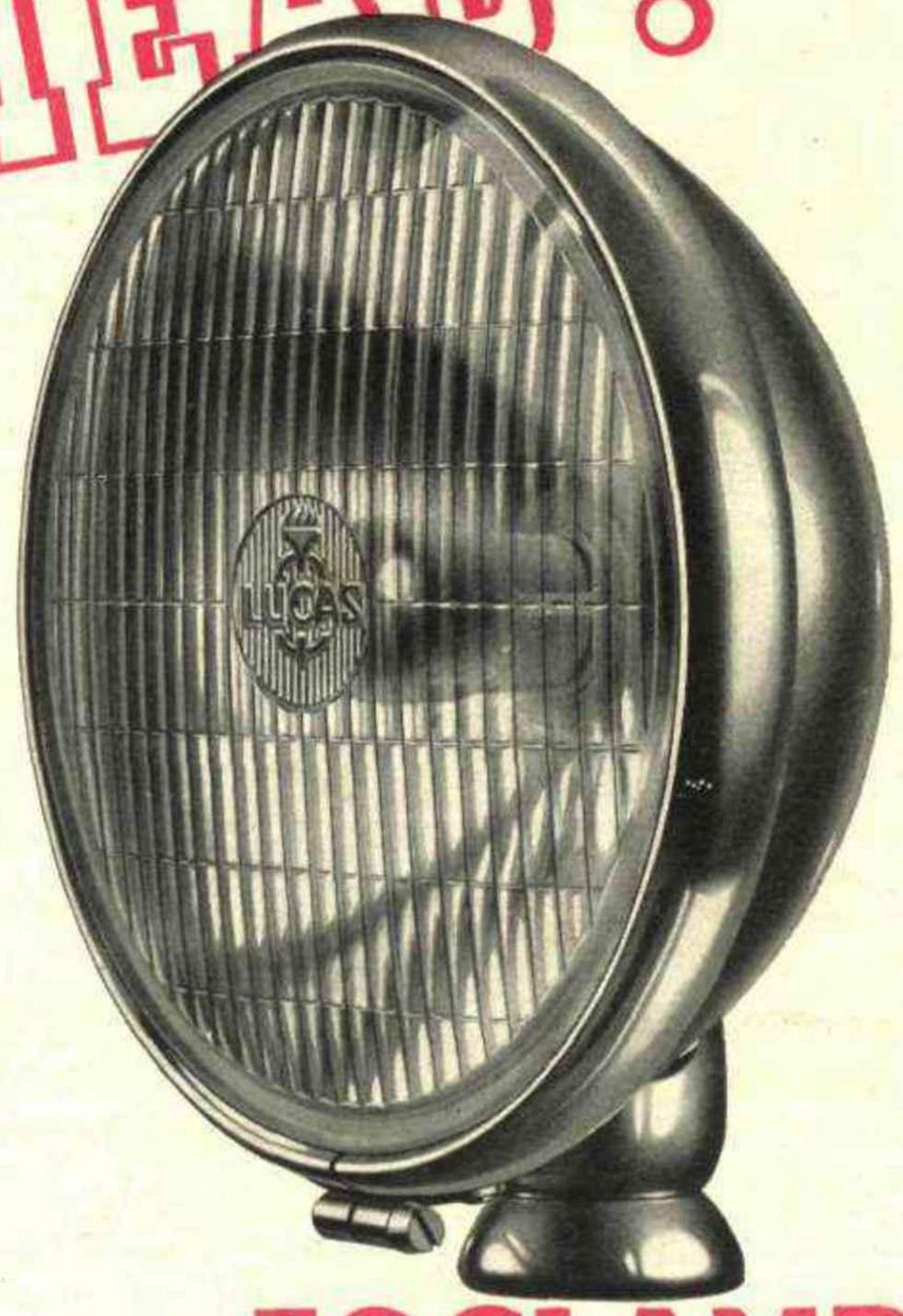
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