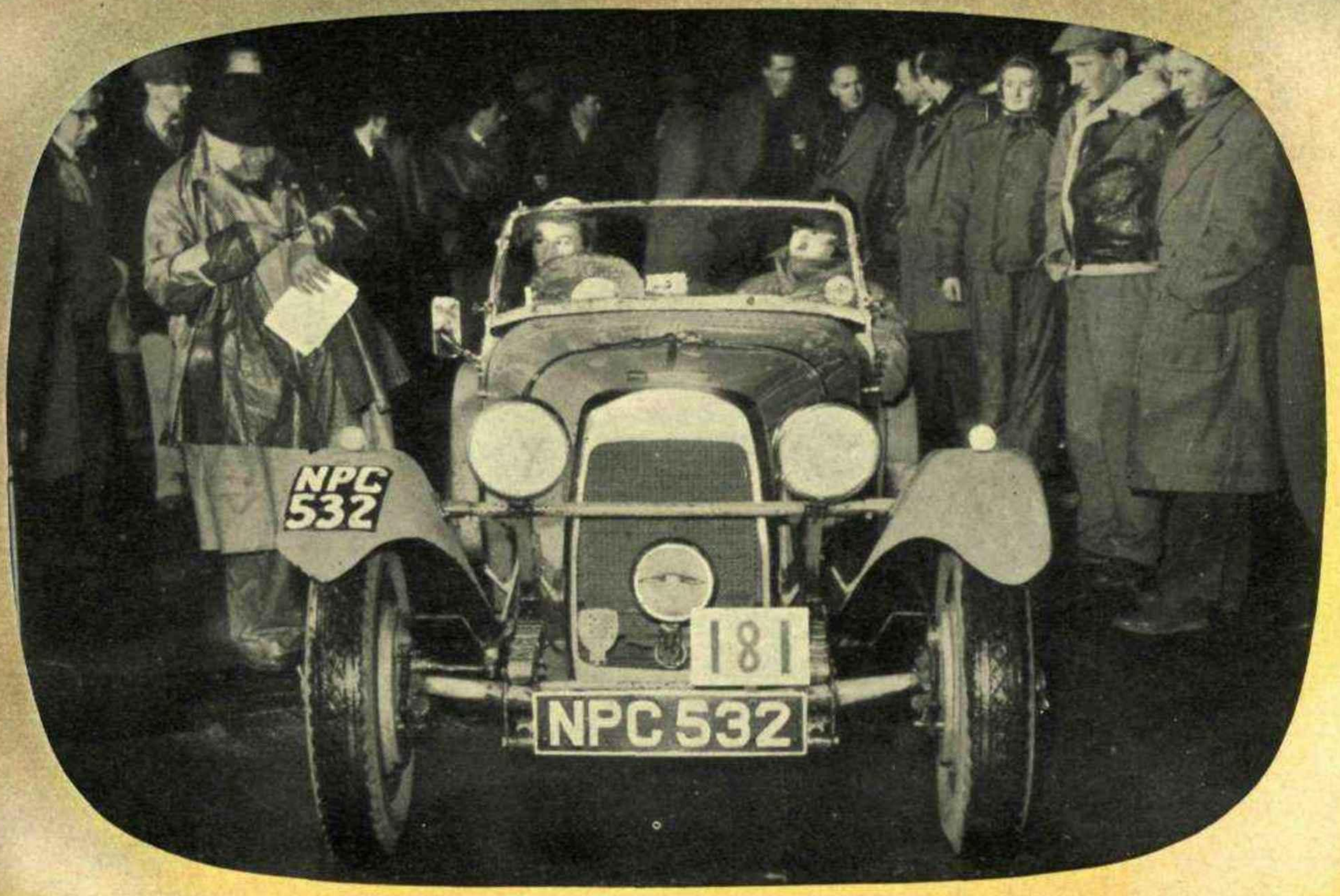
Vol. XXVIII. No. 2 EIGHTEEN PENCE February, 1952

MOTOR SPORT

Speed



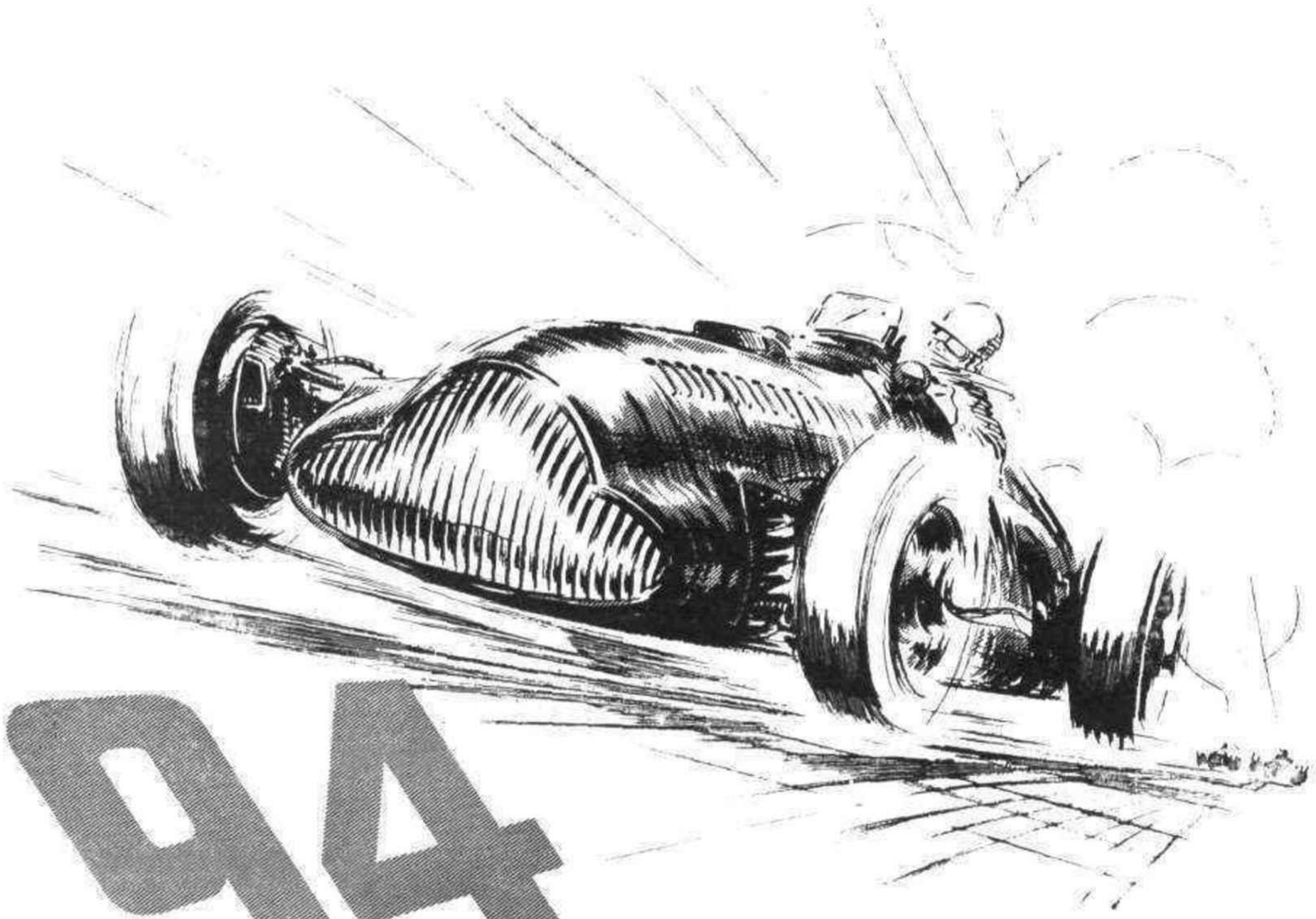
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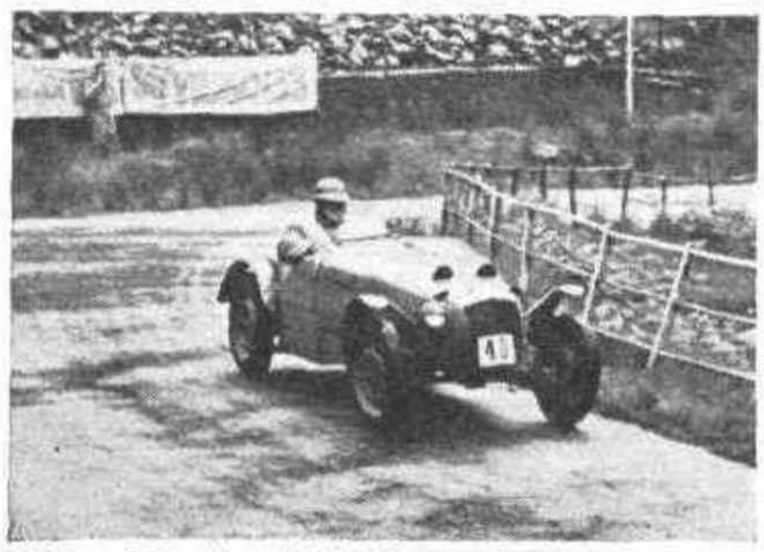
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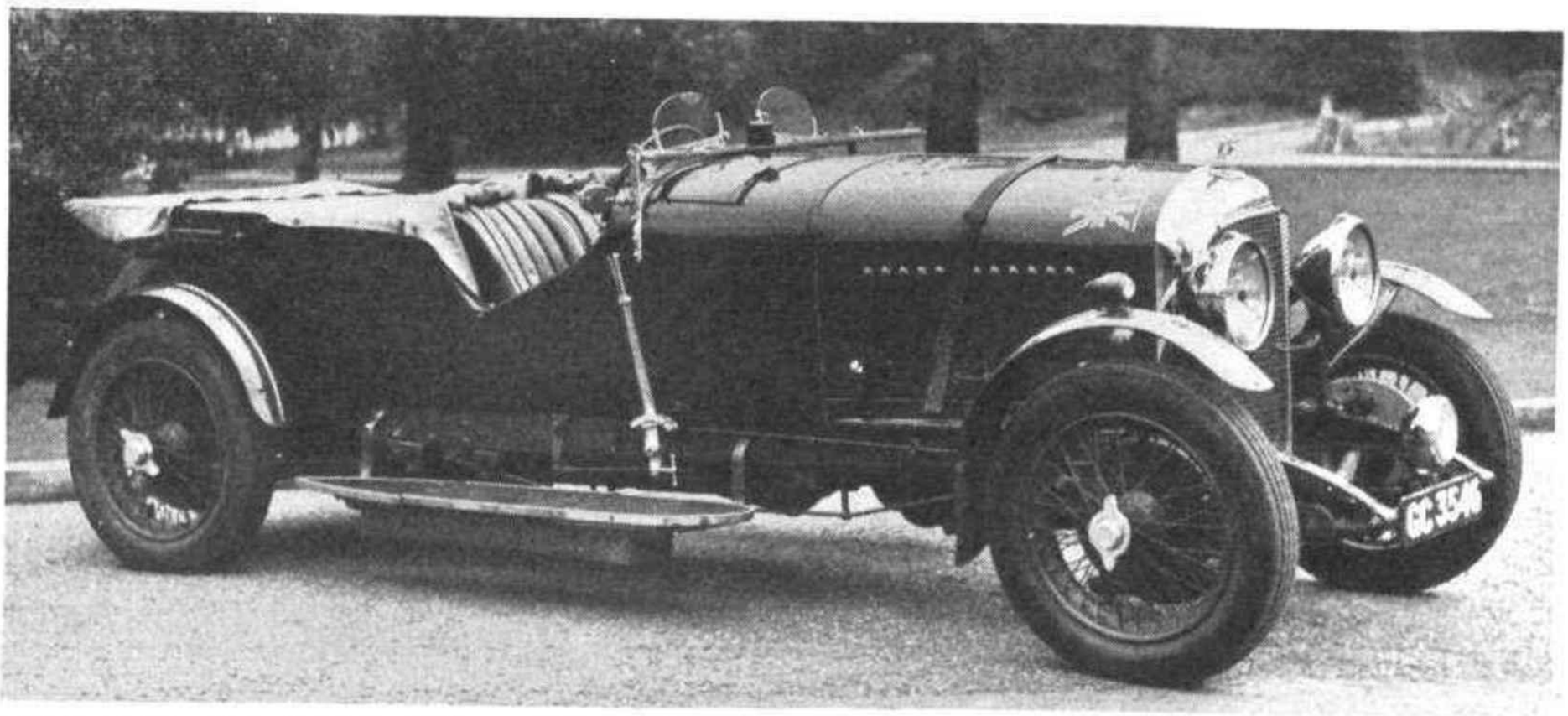
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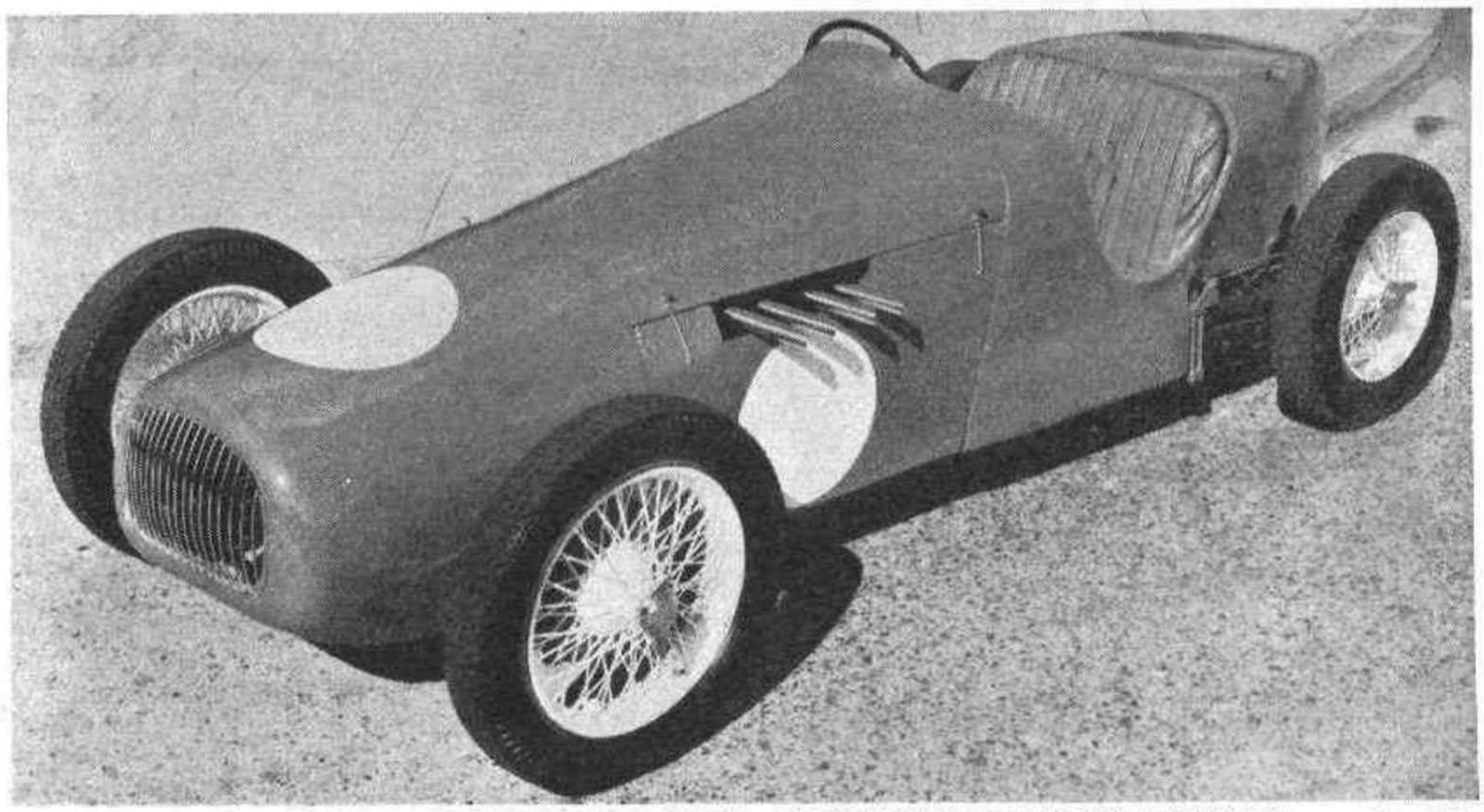
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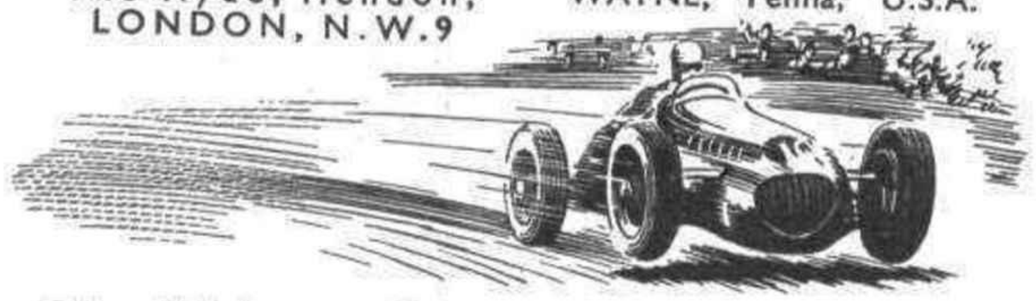
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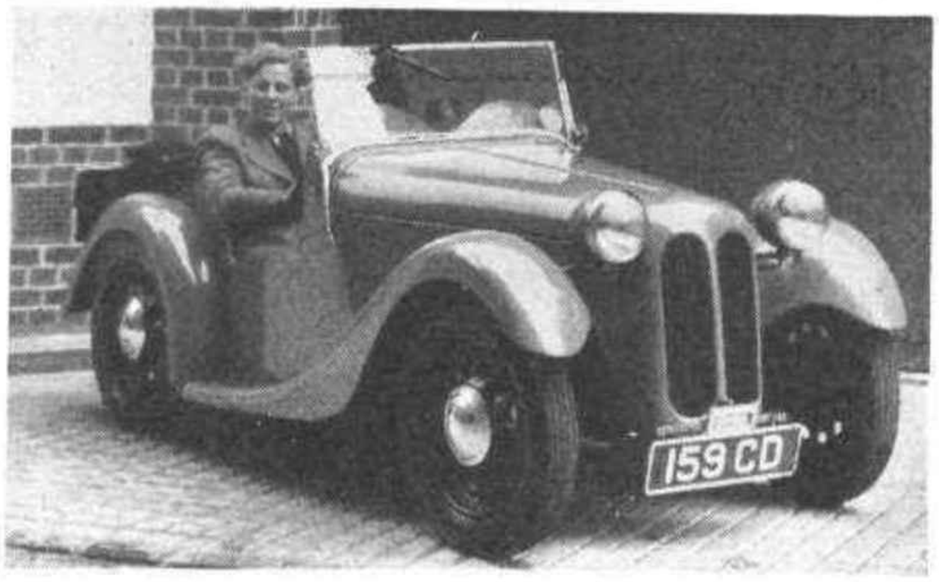
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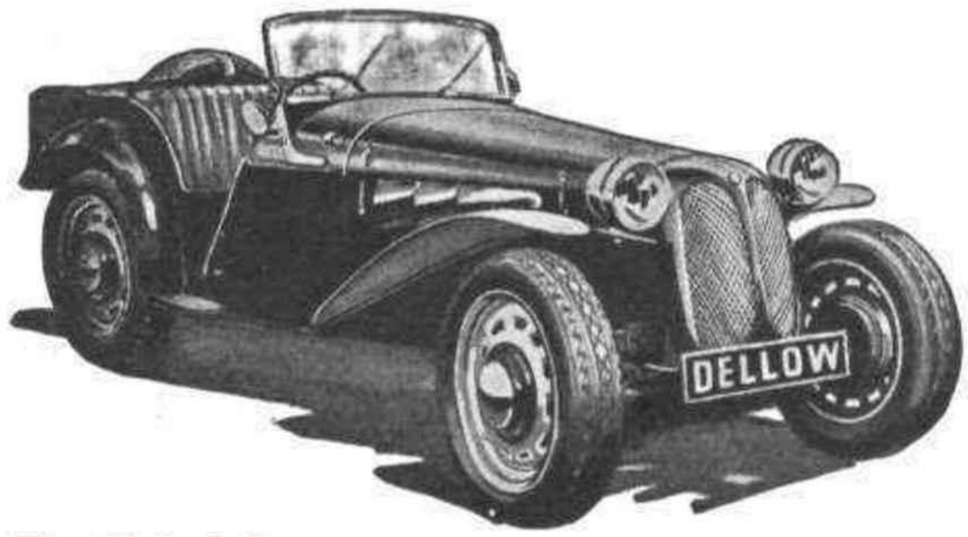


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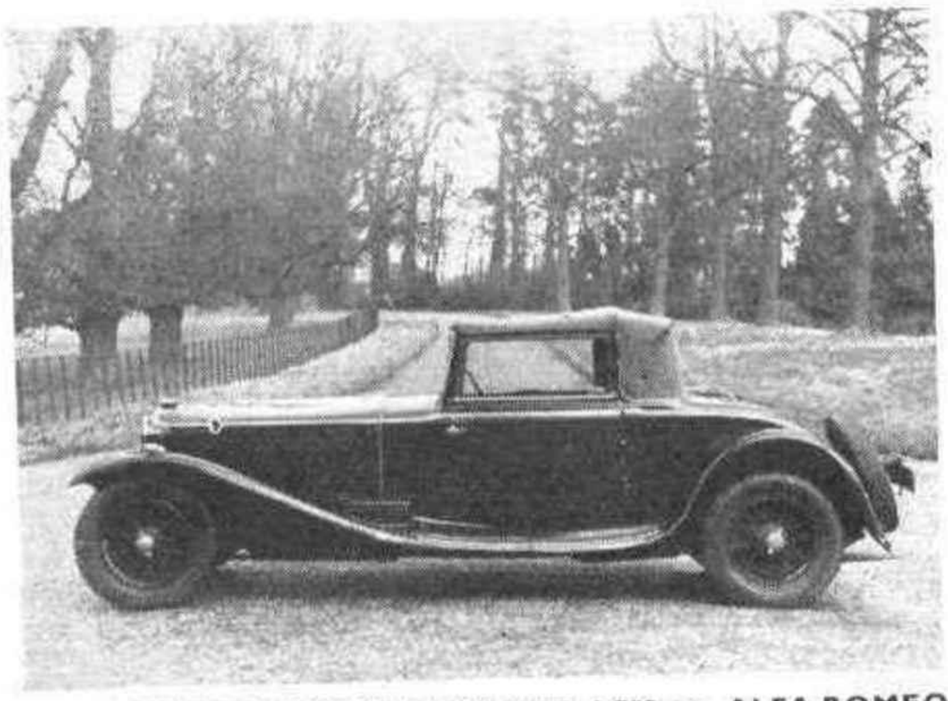
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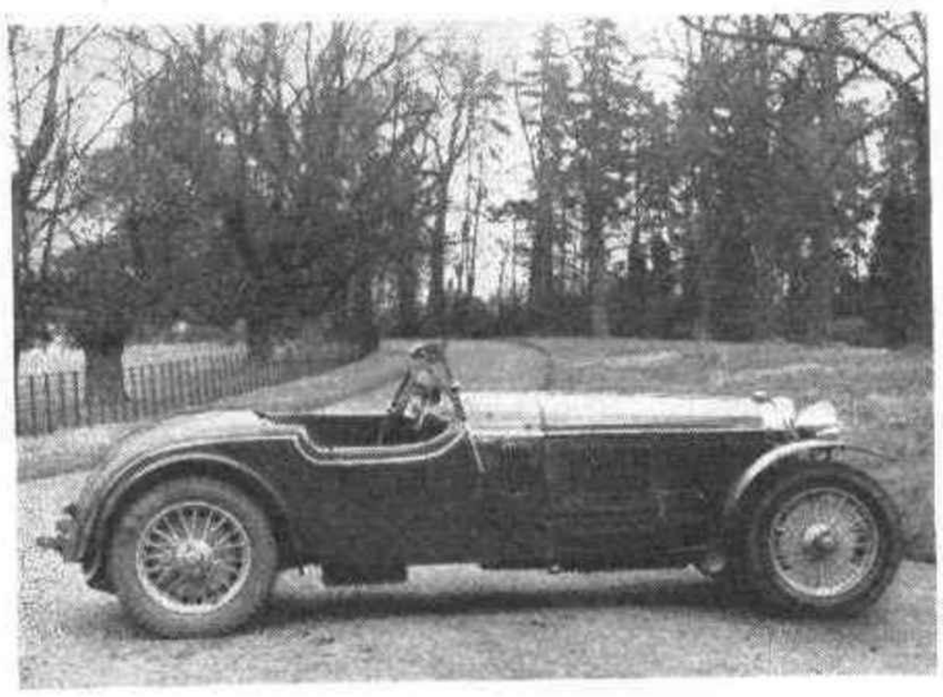
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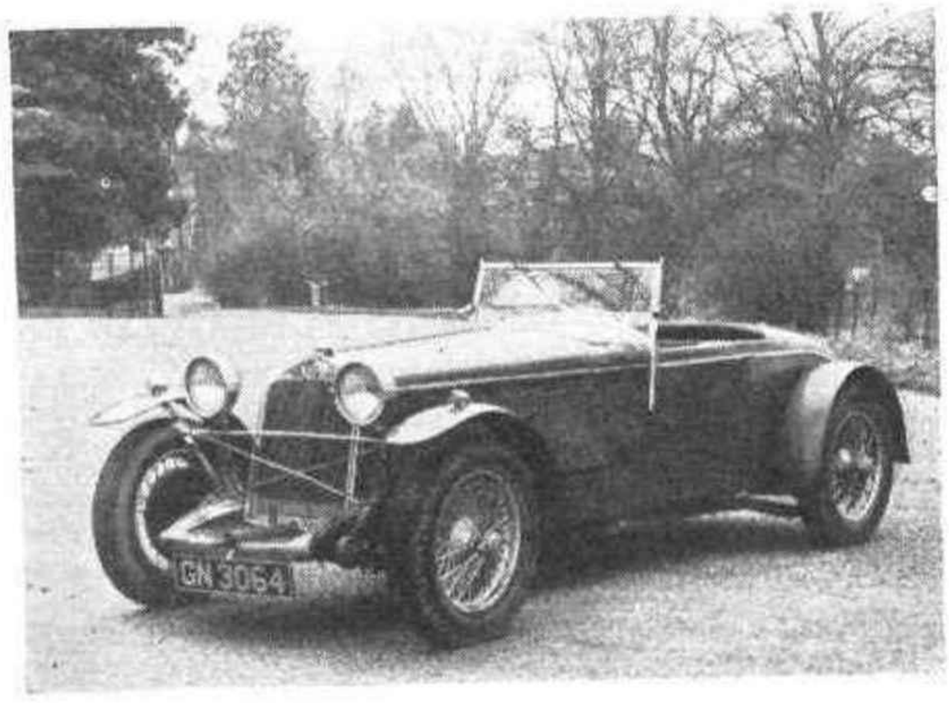


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VOL. XXVIII No. 2 — THE 38/250 MERCEDES-BENZ — FEBRUARY, 1952

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MATTERS OF MOMENT

THE MONTE CARLO RALLY

It is a matter for debate which contest, the Monte Carlo Rally, the Alpine Rally, races like Le Mans, the Targa Florio and the T.T., or those fantastic events like the Cape Rally and trans-American hustles, constitutes the most searching test of production type cars. But as an index to the touring efficiency of the world's normal motor cars there is no doubt about it—the Monte Carlo Rally, the 22nd of which has just concluded, is a searching test both of man and machine, and one which grips most the imagination of the public.

Of recent years this great winter Rally, which involves averaging over 31 m.p.h. for more than 2,000 miles through—if the weather gods co-operate with the organisers—snow, ice, fog and flood, has received enormous publicity and the B.B.C. has seen to it that millions of listeners know what the rally is about and which cars win through.

Extremely valuable publicity results from winning the Monte Carlo Rally, both to the manufacturer concerned and to the country in which the successful car is made. Only slightly less important from this prestige aspect are outright wins in the various capacity classes. Naturally, writing before the competitors have left the numerous starting places, MOTOR SPORT's fingers are crossed for the British cars, which comprised 18 Jaguars, 16 Fords, 15 Sunbeam-Talbots, 13 Jowetts, 11 Austins, 9 Rileys, 7 Hillmans, 6 Vauxhalls, 6 Allards, 5 Humbers, 4 Morris, 3 Bentleys, 2 Bristols, 2 Alvis, 2 Singers and lone examples of M.G., Wolseley, Lanchester, Lagonda, A.C. and Daimler.

These British cars, some with foreign drivers, were opposed by the pick of the Continental marques, driven in many instances by racing and competition drivers of international repute, and to the winning drivers and makes we tender hearty congratulations.

The Rally will be warming up to its climax as this issue of MOTOR SPORT goes to Press but we hope on another page to publish an account of how the Glasgow starters fared on the roads of Scotland, Wales and England on their 564-mile "first hop" to board the cross-Channel steamer. Next month, with the results, will be included a detailed account of the Rally.

Monte Carlo Rally Bulletin—see page 80.

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FRONT COVER PICTURE · Mrs. Nancy Mitchell (H.R.G.) receiving the starting signal from Major R. I. Marians at Virginia Water during the M.C.C. Exeter Trial.

THE FUTURE OF FORMULA RACING

The introduction of a new Formula for 1954 gives rise to speculation. The existing Formula I seems to be dying before its time, for not only has France already turned her back on it, but the San Remo and Zandvoort Grands Prix are to be Formula II and the German, Belgian, Swiss, Italian and possibly British Grands Prix may follow suit.

If this is so, existing Formula I cars will be eligible for very few important races. A statement issued on January 18th by Raymond Mays states: "B.R.M., Ltd., announce that it is their intention to compete with a team of cars in all Grand Prix races, including the British, and in any International Formula I events that can be fitted in. With reference to recent conjectures and proposals about adopting Formula II, we have had no official intimation of any such negotiations." In spite of "official proposals" having by-passed Bourne, it seems that B.R.M. may not have much "fitting-in" to do! Alfa-Romeo is expected to enter only for short-distance races and Ferrari may not bother to enter for our "local" Formula I events, so it is now too late for the B.R.M. to prove itself a world-beater. Their only hope of retrieving some of their lost prestige is to win every one of the few races still open to them. If Mr. A. G. B. Owen can flog this unwilling horse sufficiently for it to do this—and we sincerely hope that he can—then B.R.M. may prepare with confidence for 1954. If not, they might as well give up trying to make racing cars.

Formula II racing holds great promise and points the way to what the *Grandes Epreuves* of 1954 will be like. For some unaccountable reason not many important purely Formula II races are due to be run in Britain and the eighteen French races in this category look like being over-subscribed. We can only hope that drivers of H.W.M., Cooper-Bristol, Alta, Connaught and Cooper 1,100 cars will be able to enter for full-scale Formula II Grands Prix. Certainly, with so many promising British Formula II cars ready, it is a pity our bigger race organisers still want to feature Formula III events as programme "curtain-raisers." Races for 500-c.c. cars are legion and they even have their own venues, so that it would seem logical to "raise-the-curtain" with Formula II cars—or better still, build the main programme around Formula II.

Continued on page 80

CHAIN CHATTER

by "CARROZZINO"

IN the car world the topic of the day has been the Monte Carlo Rally, in which teams of drivers battle against the elements for some 2,000 miles, starting from various parts of Europe. Many people feel that a similar event would be a good thing for motor-cyclists. In a car the Monte is reckoned to be a tough event, even when the car is a heated saloon, so what it would be like on a solo motor-cycle beggars description. Also, of course, it would mean doing the whole event single-handed and would definitely constitute the world's toughest event—but then motor-cyclists reckon to be tough. Having watched those hardy annuals on their way to Exeter in the recent M.C.C. event, both sidecar and solo, battling their way through a blizzard in Dorset, the idea of doing that for 2,000 miles across the Continent didn't seem quite so possible, but as a sidecar event, with the advantage of changes of drivers, it seemed much more likely. Admittedly there is already in existence a tough long-distance event, namely the Liege-Milan-Liege Rally, run by the enterprising Belgians, but this is held in the summer and competitors have only the cold of early morning to contend with; whereas at this time of the year the whole trip would be of a paralysing nature. Whether anyone would enter for such an arduous event as a motor-cycle version of the Monte is open to question, but knowing the breed of human being called motor-cyclist, I feel support would be quite strong.

* * *

The 1952 Shows have begun with the Italian one at Milan and it is nice to see a country displaying evidence of original thinking and not a collection of united copying. Maybe many of the ideas shown will never reach the production stage, but it does show that the Italian industry has plenty of brain-power contained in it that is not a slave to tradition and fashion. Of particular interest are those lightweight models, such as the "B," Rumi and the Idroflex, which show that a machine embodying plunger front forks and swinging arm rear suspension needs only a rigid backbone to join the two pivot points and not a tangled collection of small tubes. The Ducati scooter which is fitted with a torque-converter, eliminating the normal clutch and gearbox, shows a great appreciation of the basic idea behind the popular scooter vehicle, namely its use by the man-in-the-Italian-street who is not interested in mechanical things but wants personal transport. The same appreciation of the job in hand as the American car manufacturer has. So many good things are spoilt by complication that has to be controlled by the rider. Two examples which cross my mind are our own Corgi, in de luxe form, which is fitted with kickstarter and two-speed gearbox; this to me detracts the whole charm of the original Corgi, which was its utter simplicity. The other was a neat little scooter, even smaller than the Corgi, called the Ami, which I sampled in its country of origin, Switzerland. This was a delightful little 92-c.c. scooter only spoilt by a complicated two-speed unit that was semi-automatic in some of its movements and selection of gears, but not completely, so that one had to concentrate on the controls.

* * *

Not unnaturally anything to do with racing sidecars has my wholehearted interest, so that recent agitation by many sides of our movement for a sidecar race of International status in the I.O.M. at the same time as the T.T. races was followed closely. It really is amazing how many people one meets who support the idea, in fact the only opposition I have encountered has come from Club representatives who attend General Council meetings at the A.C.U. These people are representing their centres, yet among the members of clubs in the various centres there is terrific enthusiasm for instituting a sidecar event in the British G.P. (T.T. if you prefer it) in place of the existing Clubman's races. What has surprised me has been the enthusiasm for using a short course near Douglas, possibly the car course, in place of the 37½ mile mountain circuit for the "chairs," while suggestions that the 125 c.c. and 250 c.c. events might also be held over the short course and on the same day as the sidecar event have also been welcomed with little opposition. From the spectator angle the feeling seems to be an orgy of racing on the Wednesday, in true continental style, leaving the serious business of long-distance endurance riding for the 350s and 500s on the Monday and Friday of Grand Prix week.

As the possibility of a sidecar race is out for this year, there appears to be interest arising in a sidecar race over the Dundrod Circuit in Ireland. Already used for car racing, this circuit has shown itself to be a real road circuit beyond the imagination of those who have never witnessed racing outside this forlorn country of perimeter tracks. The dates proposed for this Irish event are May 24th and May 31st, the latter date being a week before the car races due to take place on the same circuit. It was to be hoped that this race might be held on the same day, or the previous day, as the car races, to add to the attraction and also it would mean that people could call in at the I.O.M. on the way home as the 350-c.c. race is due the following Monday, June 9th.

* * *

While on the subject of sidecar racing and Grand Prix events I view with some anxiety the rumour that Italy is becoming very interested in the design of three-wheelers for racing, for this will mean the mixing of sidecars and three-wheelers for the championship events. It will also mean, as the rules stand at present, that if three-wheelers do compete a clutch-start will be employed which will not only mean carrying a rather useless low bottom gear just for starting, but will also introduce the possibility of some nasty starting line tangles, for a racing "chair" can do a lot of climbing round the back wheel if one is too enthusiastic on the twist-grip.

If we must have three-wheelers in racing it will be interesting to see the lines of approach on this design problem that appear. If one applies known knowledge of steering and suspension as applied to cars to a sidecar outfit you invariably end up, on paper, with a compromise that would have to be classed as a three-wheeler, having more than two tracks. This ideal sidecar outfit, which a number of people I know have designed in theory, and which has always had to be classed as a three-wheeler and therefore of academic interest only, may possibly see the light of day if the Italian rumours have any foundation. One thing that seems almost certain is that the single wheel will be at the front, for ignoring overturning couples, which can always be dealt with, this layout allows a controlled degree of understeer to be incorporated in the design which is desirable for straight-line motoring if for nothing else. Having to race a well-designed three-wheeler with modern suspension and steering characteristics, as distinct from the string and wire Morgan type of vehicle, will inevitably produce some nasty baulking on the corners by the sidecar boys. Let us hope that the three-wheeler will appear in sufficient numbers to warrant separate races.

The subject of the steering and road-holding of such vehicles brings us to the same question as applied to solos and the recent I.M.E. paper read by R. A. Wilson-Jones, of Royal Enfield's. It is indeed encouraging to know that such men are tackling the problem of steering from a scientific angle rather than the more common rule of thumb and hit-and-miss method normally employed. His findings on why a solo machine corners and how the conditions are brought about provide most interesting reading and are well worth studying in detail. For those interested enough to acquire a copy, the paper was entitled "Steering and Stability of Single-Track Vehicles." I, for one, will be even more interested when Mr. Wilson-Jones turns his thoughts, with similar experimental work, to the subject of sidecar steering and stability, especially sidecar cornering conditions.

One final item on sidecarring matters is the scheme for running sidecar machines on the National Speedways this summer. The reason appears to be to increase interest in Speedway racing, which surprises me as I was under the impression that there were sufficient teenagers and bobby-soxers to fill all the stadiums. However, when the "chairs" appear on the "dirt" I hope they will be run anti-clockwise with an insistence that sidecars must be fitted on the left. I have tried sidecar riding round an oval circuit that allowed power-sliding and having run clock and anti-clock with the same outfit, I can say that clockwise, with the passenger on the back-pad all the time, is terribly dull. With the passenger leaning out of the sidecar all the time, running anti-clockwise, or normal Speedway fashion, the outfit is much more controllable, as the front wheel will still steer, and the spectacle is far greater. After all, a spectacle is all that is sought, so let us hope the Speedway Control Board will be sensible over this business and if in doubt seek the advice of a sidecar expert such as Eric Oliver, or any of the other top-line sidecar riders.

Reports of Recent Events

GRAN PREMIO DE CARRETERA, ARGENTINA

1st :	Galvaz (Ford) ...	75 hr. 48 min. 55 sec.
2nd :	Bajanich (Ford) ...	77 hr. 16 min. 27 sec.
3rd :	Musso (Ford) ...	78 hr. 0 min. 36 sec.
4th :	Marchini (Ford) ...	78 hr. 4 min. 16 sec.
5th :	de Tomas (Ford) ...	82 hr. 39 min. 6 sec.
6th :	Toddia (Chevrolet)	83 hr. 5 min. 41 sec.

ULSTER A.C. BOXING DAY TRIAL (Dec. 26th)

BEST PERFORMANCE : C. F. C. Lindsay (Dellow, s/c.).
RUNNER-UP : W. T. Todd (Humber Special).
BEST NOVICE : J. R. Carson (Morris).
BEST CLOSED CAR : R. G. McBurney (Singer).

NORTH OF IRELAND M.C. INTER-CLUB EXPERTS TRIAL (Jan. 5th)

CULMORE TROPHY : J. A. Hyde (Dellow), Omagh M.C., 67.7 marks lost.
CLOONEY TROPHY : R. Chambers (Austin A 30), Omagh M.C., 84.1 marks lost.

M.G.C.C. (IRISH CENTRE) EXPERTS BARRED TRIAL

GENERAL : 1st, A. Coleman (TD M.G.) : 2nd, T. Lord (TC M.G.) ; 3rd, N. Brown (TC M.G.) and H. A. O'Brien (Hillman).
OPEN CARS : A Coleman (TD M.G.).
NOVICES, OPEN CARS : J. Pollard (TC M.G.).
SALOONS : H. A. O'Brien (Hillman).
NOVICES, SALOONS : Mrs. J. C. Millard (1½-litre M.G.).
LADIES' PRIZE : Mrs. E. Connell (C.M.N.).
NEWCOMER'S AWARD : A. Gibson (Austin A 40).

CHAPPELL CUP TRIAL (Jan. 13th)

In dry, overcast wintry conditions, the Bristol M.C. and L.C.C. overcame its previous month's "Fedden Fiasco" by putting on a seven-hill course of reasonable severity for its annual Chappell Cup Trial, held this year on a Sunday in the Shepton Mallet area, thanks to the co-operation of the Shepton Mallet Club. Out of 19 entries, six failed to start, the remainder completing the course. Gilbert Best tied with Wally Cuff, both losing no marks and Best taking the premier on special test time.

Results :

CHAPPELL CUP : G. W. Best (Austin 12005).
FIRST-CLASS AWARDS : W. C. Cuff (Cuff Special 1172) and A. M. R. Mallock (Austin 1081).
SECOND-CLASS AWARDS : I. D. L. Lewis (Ford 1172) and H. E. Roberts (Robros 1172).

GRAFTON CUP TRIAL, EIRE

PREMIER AWARD : K. P. Murray (M.M. Special).
FIRST-CLASS AWARDS : J. Ohle (Dellow), M. Cavey (M.K.V.), J. Bell (Belford), Le Fann (Ford Special), and C. Vard (TC M.G.).
SECOND-CLASS AWARDS : H. Johnson (Lancia), A. L. Young (TC M.G.), R. A. Laird (Dellow), J. Bewley (Ford Special), and N. R. Young (Ford Special).

SAN PAULO FORMULE LIBRE RACE

25 LAPS, 124.2 MILES : 1st, J. M. Fangio (Ferrari) ; 2nd, F. Marques (Maserati) ; 3rd, F. Gonzalez (Ferrari).

MORGAN WINS M.C.C. CHAMPIONSHIP

The Motor Cycling Club's 1951 Championship has been awarded to the Morgan team, which made best performance in the Lands End and Exeter Trials and Edinburgh Rally last year. The team comprised the Morgan Plus Fours of Peter Morgan and Jim Goodall and the Morgan 4/4 of C. J. McCann.

Vintage Aeroplanes at Denham

THE Vintage Aeroplane Club courageously held its first meeting on January 19th—and the weather behaved. The venue was ideal, being the grass aerodrome at Denham kindly loaned by Dr. J. Myles Bickerton. The arrival contest was won by an Auster and soon an intriguing number of vintage aeroplanes had checked in. Great excitement greeted the arrival of the oldest—you should have seen Secretary Ogilvy's face light up! This was a beautifully rebuilt 1926 D.H. Cirrus Moth, which had come from Panshanger in 25 min., flown by Wing-Comdr. Pike. The next oldest was a 1930 D.H. Puss Moth. A young gentleman in "bell-bottoms" came in a Salmson-engined B.A. Swallow. Hawker's sent their 1931 Hart II and Tomtit over from Langley, the former throttled back to keep pace with its companion, these fine old aeroplanes being accompanied by Hawker's Miles Whitney Straight. There were two Aeronca-J.A.P.s, a very healthy-sounding red one from Farnborough and a temperamental blue one in which a brave lady in her 80th year took her first flight—presumably no one had told her! Some Miles Hawk Trainers, a Gemini and two Tipsy Trainers made up the field, these presumably being regarded as "post-vintage thoroughbreds"! Actually, the Club has decided to regard as vintage all pre-war types, together with those of the same type built during and since the war.

After lunch the competitions commenced, ably conducted by D. F. Ogilvy, Capt. R. E. Gillman, B. J. Snook and D. Wright. The passage overhead of airliners on their lawful occasions took on a real Jules Verne aspect ; mercifully, we were spared any jets. The Cirrus Moth was skilfully side-slipped in to win the spot-landing contest, P. J. Coulbourne's Aeronca (the red one) won a bomb-the-Lagonda competition, the bomb-aimer being a young lady who volunteered to go as passenger, and the blue Aeronca, the B.A. Swallow and a Tipsy took part in a slow-flying race which was a neck-and-neck affair between the latter two, the Tipsy *just* in the rear. These events were punctuated by a stirring fly-past and some polished aerobatics by Sqd.-Ldr. Neville Duke in the Hart and Tomtit and very exciting upside-down flying and aerobatics by C. A. Nepean Bishop in a Miles Hawk Trainer III. After a fly-past of vintage types the meeting terminated until a resumption of flying on the Sunday. Just as Pike was about to take-off in the Cirrus Moth the oil-gauge pipe broke, but it was soon plugged with a 3/16th in. bolt and the oldest aeroplane present left successfully for home in the fading light. Many V.S.C.C. members and an enthusiast who came on a belt-drive 1919 Triumph two-stroke enjoyed this initial meeting. We predict a successful future for the V.A.C., which is planning another meeting in May, at White Waltham.—W. B.

WIPAC OIL CLEANER

As from January, 1952, the Wipac oil cleaner will be standard equipment on the Healey car fitting the 3-litre Alvis engine. The installation consists of a standard base with standard pipe-work and employs an E.2 cleaning element, which can be renewed quickly and easily by hand. The Wipac oil cleaner is also standard equipment on the Rover "75" and on the latest Lea-Francis models.

Wipac oil cleaner kits are available for all makes of cars and commercial vehicles. There are now over 2,000 official Wipac fitting stations throughout the country, and the exclusive instant-fit replacement cleaning elements can be obtained from most garages and accessory dealers.

A 30

We refer rather frequently to this famous road in MOTOR SPORT, perhaps because we drive over part of it several times a week—and, in spite of a contemporary's recent opinion to the contrary, we think it one of the nicest imaginable exits from London. Our drive home from the office involves, first, some back-cuts between the bomb-sites, to be taken briskly in case meeting another vehicle in the narrow way causes a hold-up. Then there are the rough cobbles of the Clerkenwell Road, after which we choose between congested Oxford Street or Piccadilly, the latter, flanked by Green Park, surely one of London's few worth-seeing thoroughfares. Either way one meets congestion before quitting the Metropolis, for Notting Hill Gate, where underground travellers "come up for air" in changing trains, is a notorious bottle-neck and Hammersmith Broadway is the junction of many busy ways. It is under such conditions that the almost unrivalled bottom-end acceleration, convenient gear-change and powerful Girling brakes of the Editorial Morgan Plus Four are much appreciated. Beyond the congestion eases, as the Suburbia of Chiswick and Brentford is reached.

An interesting reflection on traffic congestion in London was provided by timing our homeward journey in two parts. From City Road to the Chiswick Roundabout at rush-hour occupied 45 min. In the next 45 min., going along the arterial A 4 and forking left, by-passing the old Roman Road through Hounslow, on to A30, and negotiating busy Staines in the dark, and without hurrying unduly, took the Morgan well beyond Frimley, our route diverting from A 30 on to the Portsmouth Road (A 325) at the "Jolly Farmer" fork beyond Bagshot. The former represents an average speed of approximately 13 m.p.h., the latter approximately 40 m.p.h. *Verb sap.*—or something!

SAD

The Austin Motor Co., Ltd., has had to increase the price of the new Austin Seven. It now costs £530 7s. 9d., with purchase tax. We are interested to note that in Austin's announcement this new model was referred to as the AS.3, not as the A.30.

RUMBLINGS

As the new season of racing comes nearer plans and preparations conceived during the winter come closer to fruition.

Preparations

Naturally, in view of the emphasis on Formula II and the splendid showing of the H.W.M. team in this field last year, as described in the September issue of MOTOR SPORT, eyes turn to Walton-on-Thames, where John Heath is well advanced with the 1952 H.W.M. Formula II cars. Indeed, we were able to see the first of this year's cars last autumn but were asked to keep our fountain pens sheathed and camera lenses covered. Now details can be revealed, and very interesting they are.

In common with most of the present-day racing cars, this year's H.W.M. has a tubular chassis of triangulated double-tube construction, which Heath says is only two-thirds the weight of the 1951 single-tube frame but of twice the torsional stiffness. Gas-welded construction is used to unite the 17-gauge 70 ton high-tensile steel tubes, of which those at the top are of 1¼ in. diameter, and the main tubes of 2½ in. diameter. The front coil-spring, Girling-damped i.f.s., has been improved in minor matters, but rack-and-pinion steering devised by Nuffield's engineers for a very different sort of car is retained. An anti-roll bar is found at the front, however.

At the back the suspension has been completely revised, last year's ¾-elliptic leaf springs being replaced by torsion bars. Tension on these can be varied as required. Silentbloc bushes figure prominently in the layout and on each side twin radius-arms run forward to the chassis frame. The rear brake drums now live inboard, more substantial Hardy-Spicer driving shafts than hitherto taking the drive from the Salisbury final drive unit to the hubs, which embody Timken races and on which "simplification to add lightness" has been duly carried out.

After experiencing the benefits of a Z.F. differential last season these are now used on all the new cars. Armstrong-Siddeley close-ratio preselector gearboxes are retained but Heath would like to acquire some E.R.A. gearboxes for spares if anyone has such in his attic or coal shed.

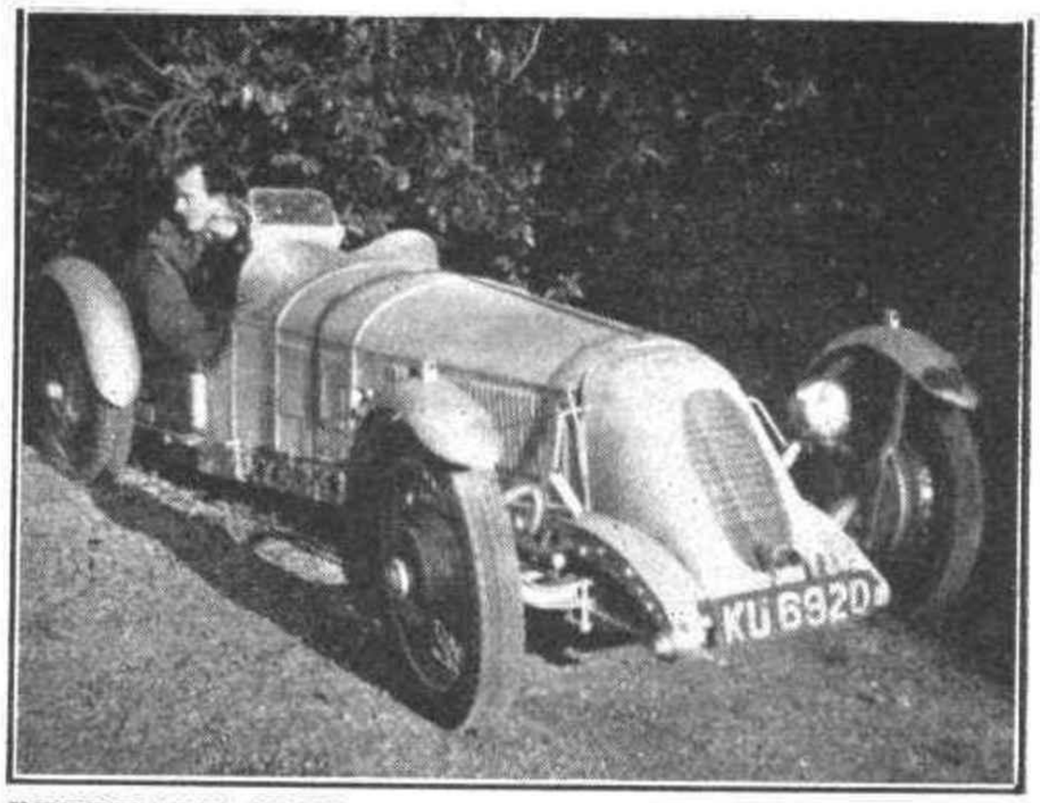
The new cars have a wheelbase and track of 7 ft. 9 in. and 4 ft. 1 in., respectively, being slightly shorter than last year. Girling 2LS hydraulic brakes again figure in the specification as well-tried components deserving to be retained.

The Alta engine in 83.5 by 90 mm. four-cylinder twin o.h.c. form will be retained but much magic has been performed in this department by the "horse-breeder" Robin Jackson. As crankshafts broke on awkward occasions last season these have been redesigned (a contemporary refers to them as "lovely" and engineers will know what is meant) in conjunction with new connecting-rods and Wellworthy "Aero" pistons. Thus assured of reliability, Jackson has endowed the engine with a modified cylinder head, changed valve and port dimensions and—ah!—more "potent" camshafts. Robin goes about the task of poking in extra horses with the thoroughness and patience of the surgeon operating on his patient. He has accomplished a considerable increase in power-output without recourse to intake ramming or exhaust extraction, so carburation is performed, as before, by twin two-choke Weber carburetters close to the block, and four stub exhausts are retained. Fuel is carried in two 5-gallon tanks one on each side of the scuttle and in a 21-gallon tail tank, and an oil tank for the dry-sump lubrication system is accommodated beneath the driver's seat, all tanks being of light alloy.

H.W.M.s will have a busy Formula II season this year, especially in France. Stirling Moss has left the team, which will now be led by Lance Macklin, backed by George Abecassis, John Heath and probably by Peter Collins and Duncan Hamilton. The best of luck to them!

Another British Formula II car of great promise is the Cooper-Bristol. This exciting Cooper is to go into small series-production, the intention being to build ten of them this year. Preliminary figures claim a weight of 10 cwt. *sans* fuel and an output of 120 b.h.p. from the 66 by 96-mm. Bristol engine, using a compression ratio of 8.5 to 1. Side tanks and a tail tank give a fuel capacity of about 24 gallons and alcohol fuel will not be necessary.

The chassis is of box-section, liberally drilled with lightening holes, with two tubular longerons forming a mounting for the body-frame tubes. Front suspension is by the well-tried Cooper transverse leaf spring and wishbones, and at the back short shafts from the E.N.V. final-drive unit convey the drive to the wheels, which are sprung independently, again by a transverse leaf spring and wishbones. This i.r.s. eliminates propeller-shaft



FEBRUARY QUIZ.—Name of car on a p.c. by February 9th, please, so that we can publish the Names of the Knowledgeable in our March issue.

rise and fall, so that the driver does not sit so high as might at first be supposed. The transmission is Bristol. The engine has triple Solex 32B1 carburetters and two separate exhaust systems shared amongst its six cylinders. The top-gear ratio is 3.46 to 1, the rear tyre size 5.50–15 (4.50–15 on the front wheels), the wheelbase measuring 7 ft. 6 in. and the track 4 ft. 2 in. The specification embraces rack-and-pinion steering, hydraulic telescopic dampers and 10-in. Lockheed 2LS brakes, while the single-seater body is of light alloy in detachable sections. The price of these cars is expected to be about £1,850. The first available will be driven by Eric Brandon and Alan Brown, of the Ecurie Richmond.

Frazer-Nash is contemplating building Formula II Bristol-engined single-seaters if there is sufficient demand. Geoffrey Taylor is engaged on producing improved Formula II Altas, which Peter and Graham Whitehead will drive. Aware of the shortcomings in the old engine, Taylor is using redesigned crankshafts, rods, flywheel, pistons and camshafts, etc., as well as an entirely new induction and exhaust system. A new chassis will be used, with an eye on 2½-litre Formula I Alta in 1953, although the well-known Alta suspension, back axle and gearbox will be retained. A weight saving of some 2 cwt. is expected.

With H.W.M., Alta, Cooper-Bristol, Connaught and Frazer-Nash to oppose the Ferrari, Simca, A.F.M. and other Continental 2-litres, 1952 promises some tremendous Formula II racing, although, ironically, few races purely for these cars will be held in this country. Apart from these well-established makes some exciting "private-venture" Formula II cars will be forthcoming. It can now be revealed, as they say in Fleet Street, that H. A. Richards, successful Riley exponent in the past, will use a 17-gauge chrome-molybdenum tubular steel chassis to take an 1,100-c.c., 1,500-c.c. or 2-litre Riley engine as required. He will use torsion-bar i.f.s. with light alloy wishbones, a similar layout of i.r.s., double reduction gearing in the transmission to lower the height of the propeller-shaft, and an elektron casing for the Riley final drive. The Smethwick driver's car is the usual single seater, uses rack-and-pinion steering, and is intended to weigh about 8½ cwt. in 1,100-c.c. form. Ron Willis is building a car with a proper tubular chassis, to take a "328" B.M.W. engine.

So some intense racing should result and it will be of great interest to see whether the air-cooled V-twin cars, like Cooper 1,100s and in particular the Cooper Nor-Jap of Ray Merrick, will have found greater reliability with which to challenge the new liquid-cooled, multi-cylinder cars in the well-stocked 1–2-litre category. The Nor-Jap engine, another Robin Jackson brain child, which was described exclusively in MOTOR SPORT last December, will be in a later Cooper chassis this year.

Formula III will produce its own crop of improved and new cars. Last year the Cooper Mk. V held its own with J.B.S., Kieft and what have they. A new Mk. VI is now ready to renew these battles. This has tubular side-members where previously box-section members were used, both these and the

Continued on page 76

VINTAGE VEERINGS

THE V.S.C.C. season opened with the third rally to Measham, for driving tests at the well-known Measham Motor Sales ground. This is an ideal venue for such tests, being spacious, ideal for spectators and having at hand a restaurant and offices where a control can be established. The V.S.C.C. is indebted to Mr. G. A. Hill, M.I.M.E., of Measham Motor Sales Organisation, who extends to them his hospitality.

The rally involved some 200 night miles, starting from Shrewsbury, on a map-reading basis, marks also being lost if halt-signs and the like were ignored. It is open to debate whether the route chosen and the character of the tests were suited to vintage cars. But clearly the event is popular, for an entry of 31 vintage, 10 thoroughbred post-vintage cars (V.S.C.C 's definition, not MOTOR SPORT's !) and 34 visitors' post-vintage cars entered. Unusual was the employment of No. 13, which fell to M. Vaughan's 1925 " 14/40 " Delage—and we hope did not unduly hamper it !

The rally was very efficiently organised by J. Rowley, with the aid of A. Oakes-Richards as his chief marshal.

We did not see any more of the night section than the noise and *bonhomie* at the start, where the hotel was littered with bodies sprawling full-length over maps and, in some acute cases, slide-rules. The rest of the time we spent examining the world's oldest existing narrow-gauge passenger-carrying railway, at Tal-y-Llyn (L. T. C. Rolt, V.S.C.C. member, is General Manager, but that is another story), and looking at the part of the Monte Carlo Rally route near Llandrindod Wells. But we arrived eventually, after vicissitudes similar no doubt to those enjoyed by some of the competitors, and observed with interest the last test, in which cars were required to lap the Measham grounds against the watch, pausing for a " pit-stop " during which a front wheel had to be raised from the ground and lowered again. Cunning this, because vintage cars lift up so much more easily than modern ones—which may or may not be why the V.S.C.C. incorporated it !

Not all the cars took the test, because not all had qualified on the road-section—Grice's 1923 Jowett, Routledge's 1924 Morris-Cowley, Fenn-Wiggin's 1935 Sunbeam saloon, McNaughton's twin-cam 3-litre Sunbeam, which came disguised as a whale, Eaton's 1925 Austin Seven Chummy and Arnold-Forster's stark Anzani Frazer-Nash with Perspex navigational cover rigged over the passenger's seat, being amongst the unfortunates. Sedgwick's 4½-litre Bentley had found the road-section tough going and was thought to have damaged its chassis.

M. Blackburn's 1930 Silver Eagle Alvis four-seater opened proceedings, a ratchet-jack (subsequently shared amongst needy competitors) functioning well but the engine running on—and on (engines had to be stopped while jacking). B. H. Thompson, in a similar Alvis, did his own jacking, though his passenger did hand the mechanism out to him over the side-screens. D. W. Showell, winner of the Measham Trophy, in a very covetable all-aluminium 1924 3-litre open Bentley, took things calmly, helped by his passenger at the " pit." Wild in comparison was B. R. Beebee, whose 1927 " 14/40 " Delage experienced a front-wheel slide and locked its back wheels under braking.

A. Jeddere-Fisher, in his vintage 2-litre Lagonda Special, roared round, smoke hazing from the cockpit. He contrived to drive his car onto its jack, but, alas, overlooked the rule calling for cessation of propellant machinery at the " pit "—a pity. W. P. Clayton's two-seater 4½-litre Bentley emitted vast explosions as it tore round but managed very well, although he, like several others, forgot that his passenger couldn't spin the jacked-up wheel unless the brakes were released. D. F. Myres (1928 Lea-Francis) suffered similarly from " stopper-consciousness."

J. G. Vessey flexed the back tyres of his outside-exhaust 1928 Lancia Lambda on a fast circuit but his pit-work was slow. B. Morgan's 1923 " 40/50 " Rolls-Royce went through neatly, to the accompaniment of not quite appropriate *sounds*. C. Robertson performed the test alone in his 1929 Riley Nine fabric saloon, aided by excellent brakes, and Peter Binns in his hairy (and hair-raising) " 30/98 " Vauxhall was entirely outstanding.

L. J. Stretton (1931 " 12/50 " Alvis saloon) and his passenger worked hard at a garage jack and even remembered to pick up the block with which they had chocked a back wheel. Outstanding was D. P. Harris, who *lifted* his 1934 Frazer-Nash onto a jack, aided by Alec Sears. J. H. Leigh brought his stark 1933 Frazer-Nash to rest at the " pit " in a tail-slide as the off-side stub of the front axle tore away from the axle tube and folded over under brake torque, bending the steering connections—chain-gangsters take heed ! The crew of Peter Reece's 1935 Riley Sprite had the drill well taped, but left behind their jack pad.

First of the visitors was slim Nancy Binns. Anne Newton, her fair passenger, struggled manfully with a comic jack which clipped on the front bumper of the Jaguar XK120—grand entertainment for vintagents !—after which Nancy selected reverse gear by mistake. The throttle-rod chose this moment to fall off and this modern Jaguar retired blushing before the rows of successful vintage contestants. Miss Mould (1946 M.G.) did her best to retrieve feminine honour, punching home the gears, but was hampered by her male passenger's enormous length of jack. Even more wonderful was the drill of J. M. Collier, the bonnet of whose 1947 Austin had to be opened before the car could be elevated.

Using a twist-grip jack aided the dispatch of H. Whitehouse's Austin A40, but the passengers of Oscar Moore's Monte Carlo Rally Ford Zephyr-Six and T. Leadbetter's Standard Vanguard both had to lie prone on their stomachs to manipulate the jacks, while J. E. Newton, of Notwen fame, should have brought a monkey which could have perched appropriately on his passenger's shoulder while the handle of the Stevenson jack was wound at fast " hurdy-gurdy " speed ! Incidentally, Newton told us he likes his Bristol as much as any car he has owned. He has cunning " feelers " fitted to it to protect the tyre walls from kerbs.



HEART OF EMPIRE.—It used to be said that Piccadilly Circus, which a vintage " 14/40 " Delage is here seen negotiating in company with more recent traffic, was the heart of the British Empire. Writing of hearts, girls should note that the coupe-bodied Delage is a definite target for the arrows of Eros !

J. V. S. Brown's H.R.G. had two non-standard holes in its bonnet for the carburetters to breathe through and a *very* non-standard set to its front wheels! N. Finnemore was amongst the fastest "lappers" in his blown Dellow, sliding excitingly, R. Gouldbourn's "TD" M.G. "ran-on" and oversteered but was away very quickly, J. H. Greenwood howled the tyres of his 1949 2½-litre Riley saloon, and the Vauxhall Velox of F. Adams required a tripod on which to elevate itself. The noise of crunched cogs and the rattle of a vigorously-operated jack punctuated the run of S. B. Bowskill's Vauxhall Wyvern, and this entertaining and instructive test concluded with the much louder (exhaust) noise of M. Leo's 1930 2-litre Lagonda.

The results were announced by Vice-President Laurence Pomeroy, M.S.A.E., in the absence of President and Secretary, and Mr. Hill, of Measham, spoke a few words, generously saying how glad he was to extend a little help to the V.S.C.C. We understand that none of the cars present was accidentally sold by auction.

MEASHAM CHALLENGE TROPHY: D. W. Showell (1924 3-litre Bentley).
SILVER CUP (RUNNER-UP): R. Gouldbourn ("TD" M.G.).
BEST VINTAGE: 1st: P. J. E. Binns (1924 "30/98" Vauxhall); 2nd: B. R. Beebee (1925 "14/40" Delage); 3rd: C. Robertson (1929 Riley Nine).
BEST THOROUGHBRED POST-VINTAGE CAR: 1st: L. J. Stretton (Alvis); 2nd: P. B. Reece (Riley).
BEST VISITOR'S POST-VINTAGE CAR: 1st: J. E. Newton (Bristol); 2nd: J. M. Collier (Austin).
NAVIGATOR'S AWARD: Shared by navigators in the cars of P. B. Reece and H. Whitehouse.
BEST TIME IN ARRIVAL TEST: Miss L. Mould (M.G.), 12.5 sec.
BEST TIME IN PYLONS TEST: R. Gouldbourn (M.G.), 20.0 sec.
BEST TIME IN JACKING "DICE": R. Gouldbourn (M.G.), 48.5 sec.

* * *

On January 13th, a fine, crisp day, the Humber Register held *their* vintage gathering, meeting in the square at Aylesbury, so that the local council benefited to the extent of many bobs in car-park fees. Eleven Humbers attended, consisting of Lt. Demaus' splendid 11.4 saloon, which motors him vast distances from Worcestershire to organise these happy events, the way before it cleared by a deep-bass trumpet bulb-horn, Denne's very-artie 1911 Humber Twelve, Samuelson's 1923 "8/18" two-seater, Osmaston's "14/40" saloon, Matthews' rebodied "14/40" tourer, Woodcock's "14/40" tourer, five "9/20s," and Smith's and Barry Eagles-field's "9/28s." Two Beans of the Association of Bean Owners, two Gwynne Eights representing the V.S.C.C. Light Car Section, and three Sunbeams of the Sunbeam Register contributed support.

These one-make gatherings really are excellent value, providing unrivalled opportunity for owners of like vehicles to compare notes, in a manner not always so easy at general vintage-car meetings. And no one is likely to object to the convoy runs subsequently indulged in, for speeds seldom rise above 30 m.p.h. On this occasion the venue was Kop, near Princes Risborough, one-time speed hill-climb course, where the cars had first to descend, then ascend, the plot being to make the time of descent tally as nearly as possible with that of the ascent. Many citizens obviously derived enjoyment from the procession *en route* from Aylesbury, while at Kop local residents showed similar enthusiasm, some saying they only heard of the event by luck and that their friends would be disappointed they missed the show. Here it is appropriate to remark that Humber Register members attain a high standard in the preservation and presentation of their cars.

The competitors had already been called on to change a wheel against the watch and now found Kop's ¾-mile gradient a good test of vintage brakes and climbing ability. Some had a theory that a fast descent assisted under the marking system in use, but whether the rather startling descents of the two Bean Twelves, a cream two-seater and a four-seater handled by Ravenscroft and Theobald, respectively, could be attributed to such obtuse mathematical calculation or because they couldn't help it, we did not discover! Samuelson, too, came down fast, but his "8/18" also climbed very quickly, only the final bit after the 1 in 5 hump bringing him off second gear. Before this, Demaus' "11.4" momentarily stopped but rapidly restarted. The 1 in 5 section shook many, notably the Beans, Burgess in Carter's 1929 Sunbeam Sixteen saloon and Matthews' "14/40" Humber. The "9/20" Humbers were collectively most impressive and Carter's 1915 W.D. Sunbeam got nearly all the way in second, finishing strongly in bottom cog. Eagles-field played gear-shifting games with his "9/28," and others there were who too soon sought a higher cog. Price's interesting "20/60" Sunbeam tourer was slow but Denne crunched in bottom to finish strongly on the 1911 Humber. Not a single car needed manual assistance, so a good time was had by all. The results follow and it will be seen that in spite of being numerically inferior the Sunbeams came out of it very well.

RALLY (1st prize): A. Aldridge (1927 "9/20" Humber); (2nd prize): B. Burgess (1929 Sunbeam Sixteen).
ROAD SECTION AND SPECIAL TEST: R. C. Carter (1915 16-h.p. Sunbeam).

* * *

Vintage cars have certainly been in the news latterly. Mr. Dale, of the B.B.C.'s "Mrs. Dale's Diary," used a "very old car" borrowed from his garage when his modern car broke down, and in the *News Chronicle* of January 5th we found the following: "Two gangsters, described by police as Left Bank existentialists, entered a bank in a Paris suburb today, grabbed £9,000 in notes and got away in a 1924-model car which they had to crank up before it would start."

* * *

From a letter in a contemporary: "For some time now I have been driving a British car with i.f.s. both front and rear."—Could this be one of those modern vehicles that look to be going both ways at once?

* * *

And—"As I was shopping yesterday in my long-awaited post-war car, a pedestrian accidentally knocked over a bicycle parked on the kerb so that it struck my car as I was passing. The damage to the aluminium door and rear panelling is such that it will cost several pounds for repairs . . ."—a case of, they don't make 'em like they used to, mister!

* * *

"Practically speaking, there is nothing that will pass one of the new vehicles, and a touch of the slender levers which serve to control these giants is sufficient to send the car flying along at a pace which brings a rain of tears to the eyes and bites the face of the drivers with a rude blast on a fairly warm day."—Extract from an article on "The Momentous Motor" from a 1903 copy of the *Windsor Magazine*, illustrated by photographs of the Gordon-Bennett Napier.

* * *

From the Vintage Postbag

Sir,

I was interested to read your vintage veerings towards American cars (September) as I am running a Dodge *circa* 1925—the year of manufacture has provoked quite a number of arguments—we don't have log books in Kenya. I'm afraid that while definitely a car of character not to mention temperament, she can hardly be said to be in perfect order or original condition. I bought her for £10 with a lorry body, but have since put on a sort of sports body; the Indian registration clerk put her down as a "box body," though this refers to a type of car



favoured by Kenya farmers and not to the fact that it is constructed of damaged (slightly) tea chest panels and old machinery packing cases. She has wooden spoked wheels, external contracting foot brakes on the back wheels which work remarkably well, and internal expanding hand brakes which don't; the dynamotor, which weighs about half a ton, has been removed and a push bike dynamo, run off the fan belt pulley, substituted for the very occasional night trip. I enclose a photograph in case it might be of interest—please note that it is not me in the driving seat.

There are still plenty of vintage American cars in Kenya, Ford A and B models being very popular and fetching three figures if in good order, being most suitable for farm cars. As for longevity, most of these, with box bodies, have stood up to twenty years of doing the job of a 15 cwt. truck on the most appalling roads, half the year wallowing in a sea of mud, the other half battling along in a cloud of dust (no air cleaners), over potholes and corrugations, loaded down with posho (maize meal), barbed wire, nails, piping, cement, fertilizer, kerosene, and maybe a plough, topped off for good measure with a couple of Africans (reminiscent of Masefield's "Dirty British Coaster"). I have also seen a few

Chevrolet fours, the odd Buick or Chrysler, an Overland Whippet, and once just missed buying a very ancient Hup.

Before leaving the North of Ireland I ran a delightful old 1926 Standard Fourteen tourer and would have bought a 1924 Deemster if my passage to Kenya had not come through earlier than expected.

I am, Yours, etc.,
Kenya. BARRY C. EDWARDS.

* * *

Sir,

In emulation of several descriptions of longish runs with old cars, may I be enabled to participate ?

My wife and I did a three weeks' tour in Ireland last summer, using my 1930 Lancia Dilambda. We decided to use the old bus because of its great comfort, and leave my 1948 sports job at home. Total mileage when back home again was 2,300. The trip to Fishguard was taken fairly easy, in two days, as I had to make a stop of some hours in London on the way. This car has a fast touring speed, however, keeping up 60 to 70 m.p.h. all day, and I was pleasantly surprised to find the car doing 20 miles per gallon (32 h.p. V8). This was in spite of keeping up a high average speed, the speedometer showing 87 on one occasion, probably about 80 m.p.h. actual.

On the whole trip, in the Killarney district, doing nearly 100 miles a day, I had no trouble, beyond blowing a hole in the silencer; we never even had a puncture.

Coming back from Fishguard, we had the advantage of an early start, getting off the boat at 7.15 a.m., and I decided to push straight through in the day, a distance of 313 miles. This we covered in a time of 10 hours 20 minutes, including all stops. I consider this good for such an old car, at the end of a long and arduous tour. My wife has a disability, and cannot drive, so I drove entirely myself, and we neither of us felt particularly tired on reaching home.

Surely the old Lancia, which just comes into the vintage class, must have been at the top of its type, just as the previous Lambda was, and the present-day Aprilia. I have owned about a dozen vintage cars, but never one as comfortable or making less fuss.

In conclusion, may I say how much I look forward to your paper each month ? My only grouse is that it is not a weekly issue !

I am, Yours, etc.,
Maidstone. G. C. W. WILSON.

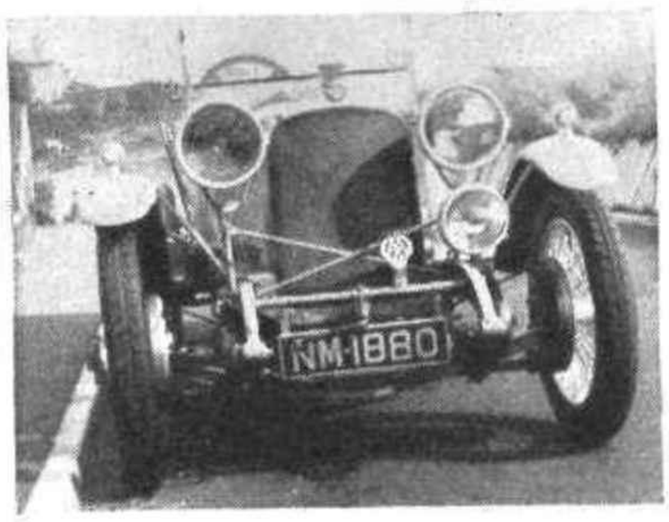
* * *

Sir,

In the current issue of MOTOR SPORT, under the heading of "Club News," I read with great interest the item that Mr. N. C. Webb is engaged in rebuilding an E-type "30/98" Vauxhall.

I am the owner of one of these cars, engine No. E395. It is of 1922 vintage and I had the good fortune to buy it from an old friend, who was its original owner.

I notice Mr. Webb is proposing to fit his car of this type with a Delage front axle, for the purpose, I suppose, of providing it with front-wheel brakes.



Incidentally, my car has had front-wheel brakes fitted to the original axle, and they work remarkably well.

I had an "OE" model once, year 1923, but much prefer the E-type, with its smaller body and, in my opinion, better acceleration.

In these days of superficiality and false values, what a remarkable thing it is to reflect that, when I was a schoolboy, the owner of my Vauxhall used to take me for rides in it; now, at an age of over 40 years, I take out my wife and family of three children in this same car, which provides us with extremely rapid and reliable transport.

I am, Yours, etc.,
L. W. RAWLINGS.

Seven Kings.

* * *

Sir,

My 1926 "12/25" Humber, after nearly 20 years in a cart shed near Retford, is still very fit, having covered barely 21,000 miles since new. Apart from the 600 by 20 wheels and tyres, a repaint and a few odds and ends, the car is in its original state: even the piston rings and most of the lamp-bulbs are those with which it left the factory.

The coach-painting was carried out in yacht-enamel, by an amateur yachtsman friend (who did the brush work), with myself as labourer. We worked in



the open, for lack of a suitable building, and the final coat had to be put on section by section and allowed to dry under a tarpaulin.

The superb materials and workmanship which went into this car are a constant source of pleasure to me, and of wonder to the "utility" motorists of today, many of whom come to scoff but remain to praise. One can get in and out without knocking one's hat off, and the excellent accessibility of every working part reminds one that in 1926 owners were supposed to know something about the vehicles they drove. The whole car has scarcely a fault, and many virtues, and as long as there are any left like her I shall not be tempted by parabolic curves, built-in babble-boxes, or mobile cocktail cabinets.

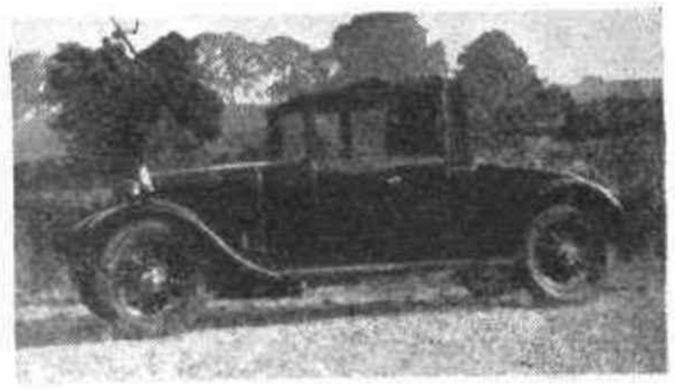
I am, Yours, etc.,
FRANK D. LONGHURST.

Kenton.

* * *

Sir,

I enclose a snapshot of my Z10 Talbot, which is in just about 100 per cent. condition and a joy to drive. One has



only to work on this car to appreciate the splendid workmanship that went into the building of it. I am more proud of my little motor than I could possibly be of any new car manufactured today.

I know the whereabouts of quite a selection of spares should other owners be in need; I will gladly help.

I am, Yours, etc.,
F. J. KEELING.

Blandford.

GOOD LUCK AND GOODBYE, TDs !

As the result of a transatlantic 'phone call from the U.S.A. recently, the Nuffield Organisation is to earmark for the American market almost the entire production of M.G. "TD" Midget two-seater sports cars for the first three months of 1952. Sales of the M.G. in 1951 exceeded 6,000,000 dollars.

A Nuffield official commented: "World demands for the "TD" continue to be as keen as ever, but shortages of raw materials and continued price rises constitute a considerable handicap."

REFINISHING

A book entitled "Motor Vehicle Refinishing Practice," by E. E. Pateman, has been made available to the motor trade and other interested parties by Lewis Berger, Ltd. This book, priced normally at 5s., contains much of value to those concerned, particularly in a professional capacity, with the spray-painting of motor bodywork. It is available free of charge to those genuinely interested, who should apply to Lewis Berger, Ltd., 173-179, Tyburn Road, Birmingham, 24, mentioning MOTOR SPORT.

THE SPORT IN SOUTH AFRICA

by
F. R. EMERY

SOUTH AFRICA is a young (though rapidly expanding) country of vast distances and sparse population: hence, not unnaturally, the American car reigns supreme for everyday use. It has, however, recently been seriously challenged, both in the towns and for cross-country travel, by the popular English cars of 1¼-2¼-litre size, on account of their recently much improved suspension systems, their low running costs, and the exorbitant price and scarcity of new American models.

In spite of the above statement, which holds true for perhaps 95 per cent. of road users in South Africa, there exists still, albeit scattered in the various big centres (often a thousand miles or more apart), a small band of enthusiasts who manage to keep the various aspects of motor sport alive.

As far as out and out racing itself is concerned, prospective competitors are handicapped first by a scarcity of suitable cars, not to mention incredible difficulties in obtaining spares or really satisfactory machine shop service when these are required. As a result all races are conducted on the individual handicap system, the only possible way of attracting maximum entries for each event. The racing cars themselves run to three types. There predominate "stripped" M.G.s, often slightly tuned, and these cars have proved to be outstandingly reliable in use: hence the next step has been taken in some cases, and single-seat bodies fitted. The really outstanding example of a purpose-built M.G. is that of Frank Brodie, most experienced and most consistently successful of local drivers. This car is always immaculately turned out, has a professionally built body shell, and is really potent. Although exact comparisons are not possible, it is believed that this car is as fast as any of the more famed "TC"-base cars that appear in English competition motoring. Other M.G.s do not quite reach this high standard.

The second large group of racing cars are "home-brewed" specials. American engines used to predominate here, but have gradually fallen from popularity, and now quite successful specials are raced based on, for example, Fiat 1,100 components, Citroën, A40, and other medium-size units. Again the standard both of construction and performance varies, but the very best is in every case felt to be up to the best "overseas" standard.

Finally (and again these vary in their condition and "originality"), there are small numbers of pukka racing cars that have, by one means or another, come out to the Union. Thus one of the finest Bugatti collections in the world, both by its variety and by reason of the exceptional way in which it is maintained, is that belonging to Geoffrey "Tiny" Hindle, comprising a G.P. "3.3" car, a Type 51 and a Type 37. These cars, however, are not regularly raced, and in view of the spares position one must sympathise with the owner, who does not care to risk what represents the culmination of years of careful restoration work in the arduous and risky business of racing. It is true, nevertheless, that for this reason many suitable cars are not raced that would be great attractions on the local circuits.

Maseratis, the evergreen Rileys, and one or two other cars that have been built for racing, do still appear, however, and when, as sometimes happens, their engines suffer extensive blow-ups, then after a few months they appear again as (I quote from examples), Bug.-Ford V8, Maserati-Chevrolet, and Graham-Talbot. Though some may deplore this "sacrilege," yet it preserves for further use cars which would otherwise be complete write-offs in the circumstances.

There is one "early English perpendicular" E.R.A. in active use here, and it is a striking commentary on the sport in South Africa that this, the fastest car raced here, would be one of the very slowest in European G.P. racing.

A new trend has been seen recently, though, with the importation (by devious channels) of one or two Coopers, and this is a move which it is believed will find increasing popularity in the future.

Difficult as is the position with regard to racing, the sports-car world is just as barren. M.G.s sell well, deservedly so, and find a ready market secondhand, for demand exceeds supply. They are the only English sports cars seen in any numbers. Allard, Jaguar and suchlike vehicles have come in only "by accident," as it were, and although the very occasional example is a crowd stopper whenever parked, yet the sad scarcity of such cars deprives enthusiasts of ever seeing them in action. One of these days currency restrictions may be eased, and then perhaps more will be bought. Meanwhile, in the adjacent territory of Southern Rhodesia some few of these cars are being imported, and may in time find their way into the Union.

Finally the cult of the vintage survives among a dwindling, though fanatically keen, minority of motor enthusiasts. All the difficulties of spares and maintenance apply with equal force to these folk, and even the incentive of cheapness does not apply as in England, for the initial cost of a good vintage Bentley, Vauxhall or Sunbeam will run to two or three hundred pounds, and even then there is often more to be spent on the car. "Rough" versions of the same will still fetch a hundred pounds or more, and a fortune in loving care can be poured into the task of restoration: and it is only a labour of love, for a good post-war popular car can be bought for the same £200-£300 (English 10 h.p.) or for £300-£400 (American). Even a modest hundred pounds will buy rather rough 1938-40 models, big or small.

In spite of the economics of vintage motoring proving so bleak, it is both a surprise and a pleasure to see the occasional Bentley (quite a few "Red Label" 3-litres and "4½s"), and the rather rare "30/98," or "twin-cam 'Beam," some of which are in active use. It is quite amazing the grip which the Bentley, in particular, has upon the cult here, and a rare, beautifully kept 8-litre, an even rarer "blower 4½," and the famous, one-off Baker-Carr, Brooklands car "Smokey," have all found their way to South Africa.

This then is the picture of the enthusiasts' motoring in South Africa, and when one remembers that trips to watch a motor race, or to compete in it, represent often a thousand-mile return journey (sometimes twice as far) over the course of a weekend or a day or two longer, and when in addition our vintage friends persist in using their mid-'twenties models for this purpose (no prospect of obtaining a spare of any sort should trouble intervene here!), then you will know that, small though they are in numbers, the little band makes up in keenness what it lacks in convenience and amenities.

STIRLING TRANSPORT

In order to fulfil his many engagements in Continental races in 1952, Stirling Moss has ordered a Jaguar XK120 coupé, which is to be fitted with a special tow-bar attachment for drawing the caravan which will serve as living quarters for himself and his manager. Car and van are to be delivered on the Continent and will remain there during the whole of the season. The complete equipage will be painted in Moss's personal racing colours—cream and green.

CASTROL FILMS

C. C. Wakefield gave a preview of the Castrol films in London on January 3rd and many were the notabilities who sat in judgment on them. The motor-cycle films dealt with the championship events throughout Europe, and Wakefield's wisely chose Graham Walker to give the commentary. The motor racing films were by Habershon, with a commentary by Castrol's Competition Manager. They, too, dealt with the leading races, although a Prescott Hill-Climb was included but Barcelona omitted. The filming was good steady stuff rather than sensational, with plenty of shots of winners and celebrities, and fine views of the various circuits. All credit that the two "Cs," crashes and Castrol, did not figure anywhere in these films, although this excellent oil assisted in the victories depicted. We noticed that Moss was acclaimed the only driver, with Nuvolari, to have twice won the T.T., as has been stated elsewhere, but, as a correspondent points out, this honour belongs also to Cnarlie Dodson.

FREE CASTROL LUBRICATION CHART FOR WOLSELEY OWNERS

The latest addition to the Castrol range of lubrication charts is one for the Wolseley "4/50" and "6/80" models. The Castrol library now contains charts covering 19 different Wolseley models from 1930 onwards. Copies of any of these charts may be obtained free on request to C. C. Wakefield & Co., Ltd., 46, Grosvenor Street, London, W.1.

THE 38/250 SUPERCHARGED SUPER-SPORTS MERCÉDÈS-BENZ

In the past specialist articles on outstanding sports-cars have been a much-appreciated feature of MOTOR SPORT. In this series the "12/50" and f.w.d. Alvis, the s.v. twin o.h.c. and Bertelli Aston-Martin, the 3, 4½, 6½ and 8-litre Bentleys, the "30/98" Vauxhall, the Lancia Lambda, the Hispano-Suiza range, the Sunbeam range from 1919 to 1935, the Amilcar, the "14/40" Delage, the 2-litre Lagonda, the H.E., the Ballot range, the G.N., the Singer Nine, the M.G.-Midget, and the Austin Seven have been amongst the cars comprehensively described from the aspects of specification, evolution, performance and servicing. As almost all the back issues concerned are now out of print, there is no point in giving the dates when these articles were published ; however, we can usually arrange for those interested to call at our offices and see the article in the file volumes.

The present article covers that immortal sports car, the "38/250" Mercedes-Benz, and has been prepared for us by R. H. Johnson, who is particularly interested in this marque and who until recently ran his own "38/250" S.S. four-seater at Club race meetings. He intends to form a Mercedes Register, about which an announcement appears elsewhere in this issue.—ED.

Introduction

THROUGHOUT the stirring history of motor sport few cars have quite achieved such fame or aroused such intense enthusiasm as the "38/250" Mercédès-Benz. It is almost unique in having acquired an idealism which finds expression in such emotionally descriptive terms as "immortal" or "legendary," so often used by writers and advertisers when referring to this car.

As regards the latter suggestion, unlike most legends, the facts are indisputable, for the "38/250," on its first appearance in an international meeting in this country, the 1929 Irish T.T., achieved a sensational victory in appalling conditions when Caracciola completed what is generally regarded as the outstanding drive of his career, often referred to, indeed, as the greatest drive in motor racing history. It was a sad day for the "wearers of the green," for three blower "4½" Bentleys failed to catch this white production-model sports car, which was destined to develop into a highly-successful Grand Prix winner, perhaps the only production sports touring car ever to achieve this distinction with such slight departure from production specification.

There was, however, something more about this car than its victories which fired the imagination of the sports-car world ; this was a car simply breathing the indefinable as contained in that eternal question, "What constitutes a sports car?" The appeal lay in the embodiment of a refined balance between the symbolic artistry of speed, sleekness and sheer power, which no other design had succeeded in translating into a thing of beauty, nor has it been equalled since.

Perhaps no more imposing-looking sports car has ever been conceived ; it was the ultimate of its kind and to this day is regarded by many as the most classic sports car of all times. In the words of "Bunty" Scott-Monerieff, that well-known Mercédès connoisseur, "Mention of the name '38/250' makes all true vintagents drool at the chops," and, as remarked by the Editor of Motor Sport, after his road test in November, 1929, "Words fail me—this is the most amazing motor car it has ever been our fortune to drive."

In the book "Continental Sports Cars," by W. Boddy, the salient features and successes of the "38/250" are admirably presented in the available space. Information and data on this car are surprisingly rare considering the tremendous impression it made on the motoring world. With this premise, the author hopes that the description which follows will contribute a little more information to the general knowledge.

Evolution

The first of the big six-cylinder sports models from which was evolved the "38/250" was known as the Model 33/180K, with a supercharged engine of 94 by 150 mm. (6.245 c.c.). These models first arrived in England towards the end of 1926, being described in road test reports as the first genuine 100-m.p.h. touring cars.

At the 1927 Olympia Motor Show Mercédès-Benz exhibited for the first time since the close of World War I and a sensational come-back was staged by introducing the Model 36/220S, which was bigger and better than the "33/180." It had a supercharged engine of 98 by 150 mm. (6,789 c.c.). This model had a lowered chassis and radiator and was a definite breakaway from the upright vintage styling of its predecessor. It was capable of speeds well in excess of 100 m.p.h. and secured many victories in international road racing.

The opinion is held by some that the "36/220" is a more flexible car to drive than the "38/250" and, as Mr. Edward L. Mayer (who can well deserve to be described as the greatest Mercédès enthusiast still living, having owned over 100 different examples of this marque, after a lifetime crammed with experience of Daimler-Benz Aktiengesellschaft products) still chooses to run an immaculate touring "36/220" and keeps an equally handsome two-seater as a spare car, I am convinced this opinion is not unwarranted. Another excellent example of the "36/220" still with us today is the ex-Earl Howe maroon two-seater now owned for many years by H. E. Rohll, which is frequently seen competing at V.S.C.C. and B.D.C. Silverstone meetings.

But now we must pass on to the subject of the article. The Model 38/250SS (Super Sports) had already demonstrated its capabilities during 1929 in the Irish T.T. and G.P. races, so that it was with profound respect that the British public had its first opportunity to view this car at close quarters in the 1929 Olympia Motor Show. There are grounds for presuming that production of the S.S. model was commenced late in 1928, but as it was not shown in the 1928 Olympia Motor Show some doubt exists on this point. Production continued each year, 1929-1934, when it was discontinued in favour of the eight-cylinder 500K. Various type letters and powers were used as nomenclature during this period, as follows :—

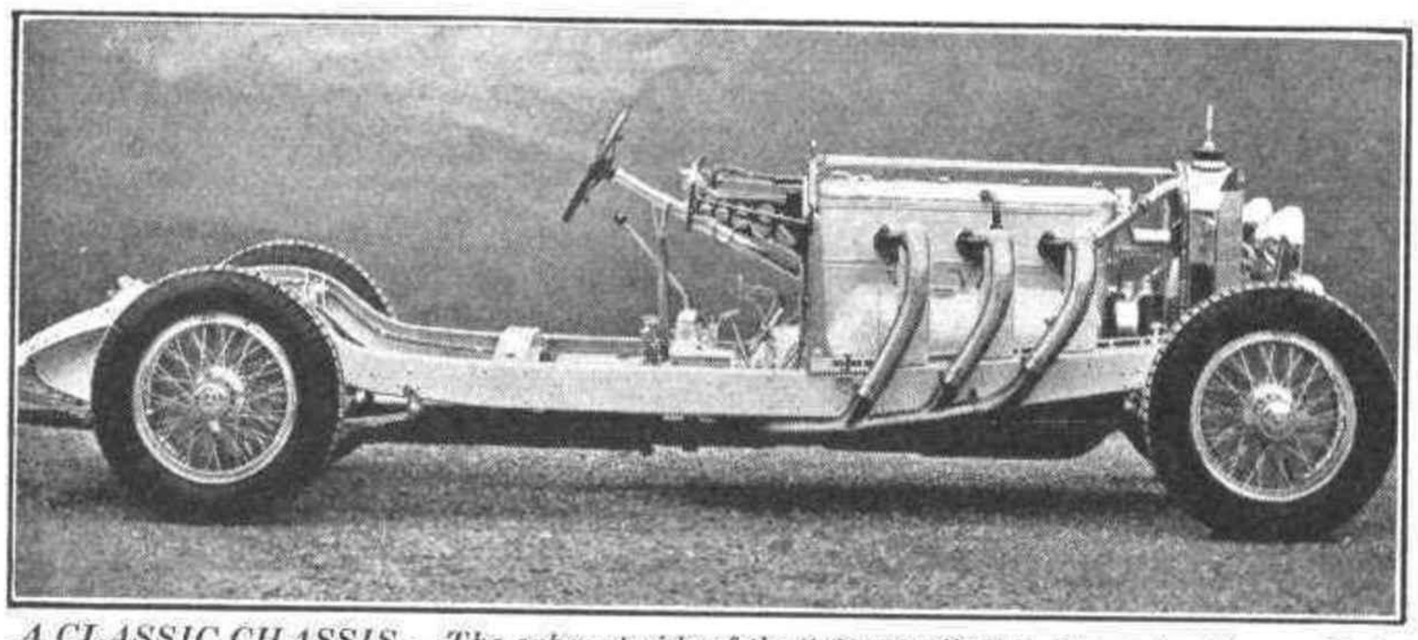
1929 and 1930.—"38/250" S.S. (Super Sports) and S.S.K. (Super Sports Kurz) ; *kurz* = short.
1931.—Grand Prix Sports S.S. and S.S.K.
1932.—S.S. and S.S.K.
1933.—S.S.K. only.
1934.—Super Sports "37/225."

The price complete ranged from £2,500 in 1930 to £3,085 in 1934. The S.S.K.L. (L. for *leicht*), which had a lightened, copiously drilled short chassis, was not a production model in the full sense of the term. The majority of the few examples of this type were "works" team cars but some were supplied to special order from early 1930 onwards. The author has not as yet traced any example in this country and has been informed that no "pukka" S.S.K.L. ever came over here in private hands.

The car in which Caracciola won the 1930 Irish G.P., again soundly beating the Bentley team in the process, although frequently referred to as an S.S.K.L. model, does not appear in photographs of the race to have a lightened chassis. This description probably applies only to the engine, which will be mentioned later.

Following upon the success of the "36/220" model, it is surprising that its successor was not considerably larger. One would have expected something in the region of 8 litres, as was seen in the development of the 6½-litre Bentley to the 8-litre, although it must be remembered that these were unblown engines. The "36/220" engine capacity was merely increased by 280 c.c. by enlarging the bore from 98 mm. to 100 mm., the new capacity being 7,069 c.c. The extra b.h.p. obtained was assisted by a larger supercharger and slightly different valve lay-out, the extra urge being taken care of by a more robust crankshaft.

The sleek low lines of the "36/220" were subtly transformed by a higher chassis and radiator, giving the "38/250" a more formidable appearance. In the opinion of the writer the only detrimental



A CLASSIC CHASSIS.—The exhaust-side of the "38/250" S.S. Mercedes-Benz. Note the deep Silumin block of the 7-litre six-cylinder engine, the positively-driven cooling fan, famous flexible outside exhaust pipes, massive central cross-member, etc.

change was in abandoning servo-assisted brakes. Perhaps in theory the extremely large diameter drums were considered adequate without such assistance but the weight-velocity factor proved greater than had been foreseen. There is no denying that the lack of braking power of the "38/250" constitutes a serious drawback to the enjoyment of anything approaching full performance on roads in this country.

Standard production body-styling by Karosserie Mercédès consisted of a four-seater open tourer, and a two-door, drop-head coupé or cabriolet, with either left- or right-hand drive to order. No production two-seater sports bodies were made for the long-chassis S.S. as they were for the S.S.K., but some excellent examples of two-seater bodywork were provided on the S.S. by specialist coachbuilders. One outstanding example which springs to mind is the ex-Rothschild, ex-Eccles maroon two-seater with massive chromed external three-branch exhaust cowling. This car has not been seen in the post-war years and it is earnestly hoped that it escaped the ravages of war.

Practically all the leading coachbuilders of the time produced striking examples of contemporary styling on this chassis. Amongst these were Saoutchik of Paris, Erdmann & Rossi, Million-Guiet, Von Castagna, Kellner of Berlin, Vanden Plas, Corsica, Mulliner, Freestone & Webb, etc. The well-known black drophead coupé S.S.K., recently owned by G. Crozier and often seen at Prescott and other meetings, has a Corsica body and was one of two only drophead S.S.K.s in this country. This car has now gone to enrich the eyes and ears of our friends in the U.S.A., and is another example of the serious depletion which is taking place by the loss to this country of our finest examples of vintage sports cars. We have, however, some consolation in the knowledge that they are going to owners who will cherish them with equal respect.

Chassis

The overall length of the S.S. chassis is 15 ft. 5 in. The wheelbase is 11 ft. 1⅞ in., track 4 ft. 7⅞ in., and road clearance 6 in. The chassis is of deep channel section with an extra strong transverse box-section member about mid-length. It is deeply curved at both ends to obtain a low c.g. At the front, long semi-elliptic overslung leaf springs are fitted, with the same, but underslung, at the rear.

Certain chassis possess a front-end whip which, in an extreme case, caused slight contact of fan blade tip with the radiator. This phenomena is fortunately rare, but that it was appreciated is evidenced by the wire bracing and bottle-screws which were a feature of Caracciola's 1929 Irish T.T. car when last seen by the writer some years ago.

Wheels are 20 in. diameter for 6.50 tyres all round, or sometimes 7.00 on the rear wheels. Construction is of three-spread wire spokes with detachable rim guards and heavy-duty knock-on hub caps.

The transmission is flange-mounted to the engine, through a dry multiple-plate clutch to a four-speed gearbox with chrome-nickel-steel gears and centrally-mounted ball-joint control rod which can be locked in neutral to prevent unauthorised use. The standard gearbox ratios are 8.72, 5.0, 3.76, and 2.76 to 1. The gearbox is in unit with engine, necessitating displacement of transmission aft before removal. Reverse gear is engaged by lifting the ball socket and moving to the left forward.

Rear-end drive, *via* a universal joint in a ball housing in which terminates the torque-tube, is by spiral bevel gears and differential housed in a pressed steel rear axle. The standard rear-axle ratio is 2.76, with special ratios of 2.5 or 3.09 supplied to order. The 2.5 ratio is well suited for high-speed track work but noticeably impairs acceleration in sprints.

Steering is high-geared, *via* a deep worm and nut, and although heavy in manoeuvring becomes the acme of precision at high speeds. This is one of the chief joys in the handling of the "38/250," a point which was spontaneously remarked upon by the late Pierre Marechal as the most perfect he had ever experienced on one occasion of driving the author's car. Turning circle to the left is 50 ft. 9 in. and to the right 49 ft. 10 in.

Shock-absorbers are Houdaille hydraulic both front and rear. The semi-elliptic suspension, hard by modern standards, is just right for a car of this character. Adjustment of the brakes by the hand-wheel regulators on each leading rod is frequently required and in this respect improvement can be obtained in catching up with the lost movement in the linkages by cutting quarter-turn notches in the rods in way of the handwheels, *great care being taken not to overweaken the cross-sectional area.*

A large fuel tank (*benzin enthalten*) of 27 gallons capacity is situated behind the rear axle, feed being by Autovac, or by gravity tank on the engine bulkhead and an air-pressure system. Two spare wheels are mounted behind the petrol tank, providing useful weight compensation aft.

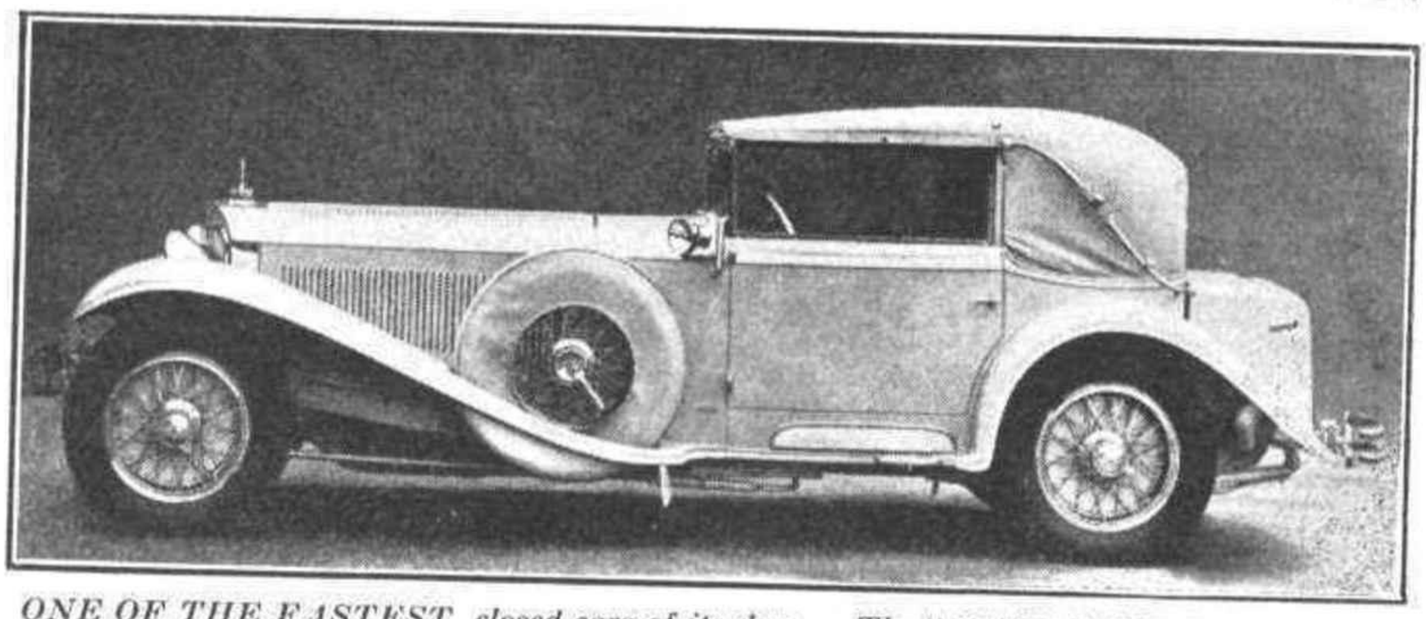
Chassis weight is 25 cwt., weight with four-seater bodywork 37½ cwt., and total laden weight with two people is 47 cwt.

The overall length with four-seater bodywork is 16 ft. 8 in. and the width 5 ft. 8 in.

Engine

The engine has an R.A.C. rating of 37.2 h.p., and is a six-cylinder of 100-mm. bore by 150-mm. stroke, or 428 cubic inches piston displacement (7,069 c.c.). Total power developed at 3,200 maximum safe revolutions (*undrehungen in der minute*) is 170 b.h.p. unblown and 225 b.h.p. blown.; b.h.p. to piston area ratio is 3.3 for the S.S. model. The S.S.K. model with larger supercharger obtained 250 b.h.p. blown, and the S.S.K.L. with racing camshaft and "elephant" blower is reputed to have developed 300 b.h.p.

Of monobloc design with detachable head, the upper portion of the crankcase and the cylinder block is manufactured from a single piece of Silumin. The lower half of the crankcase and the cylinder-head cover is of cast aluminium. The sump casing and overhead valve cover are a metal-to-metal fit with the block,



ONE OF THE FASTEST closed cars of its day. The "38/250" S.S. Mercedes-Benz drophead coupé.

the only gasket used being the copper-asbestos cylinder-head gasket. The block is fitted with sleeves of grey casting on the wet-liner principle and light metal pistons each with three compression rings and one scraper ring are used. The circular-section connecting-rods are of high-tensile steel and are drilled to pass oil up to the gudgeon pins. The only case of rod failure known to the author in a " 38/250 " was the unfortunate one of the owner who forgot to turn off his Ki-gass pump !

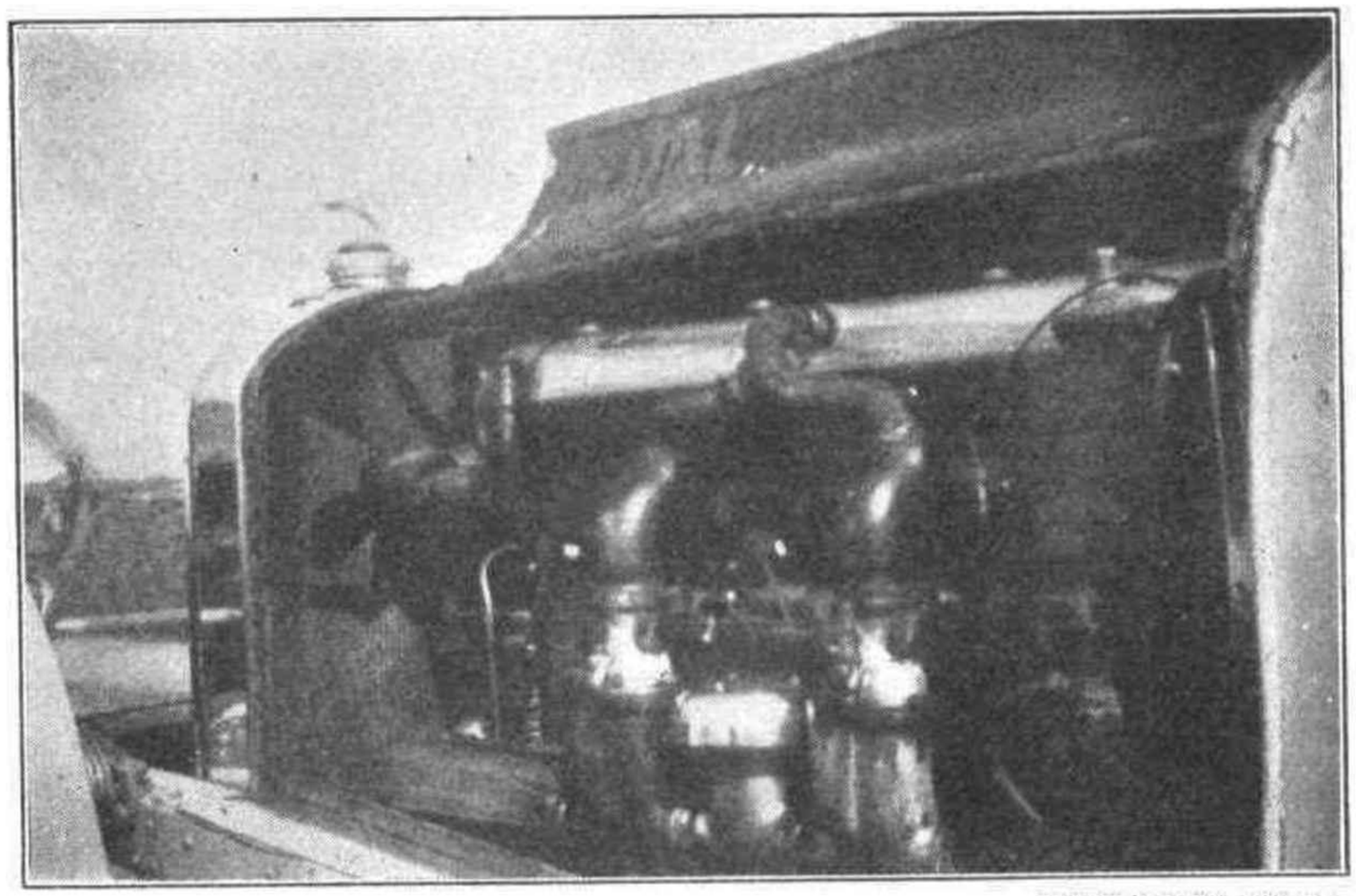
The fully balanced crankshaft is of chrome nickel steel, with four main bronze-backed poured bearings. The six big-end bearings are also of this type. An o.h. camshaft is driven by a vertical shaft at the rear end from the crankshaft through silent helical gears. The valves, two per cylinder, are operated by rocker arms. Tappet clearances when warm should be 0.005 in. for the inlet valves and 0.007 in. for the exhaust valves.

The oil pump is driven by the vertical timing shaft and draws oil from a gauze-enclosed trap in the sump. There is also a special piston pump which meters fresh preheated oil from an auxiliary tank to preserve the maximum sump level. A glass sight is provided in the side of the block to show the level of fresh oil in the auxiliary tank. This is an excellent idea for long-distance high-speed work but in normal conditions it has a tendency to provide too much oil, with consequent fouling of the sparking plugs. On right-hand-drive cars where the Autovac is on the left-hand side of the engine bulkhead, the auxiliary oil tank filler cap is inaccessible and the glass level sight half obscured. This is entirely due to the transposition of the steering column.

Provided normal routine checks on the sump level are made the auxiliary oil tank need never be used. The sump level is ascertained by the use of a three-way tap mounted on the base of the block under the forward carburetter. The first position (moving the hand lever forward) drains off any excess oil over the maximum level (two gallons capacity), the second position (moved forward again) is the minimum safe level, and if there is no discharge at this position—you have been warned ! The third position (again forward) empties the sump. In the position moved aft of the closed position the whole tap can be withdrawn for cleaning. It is not clear what advantage the designers had in mind over the normal dipstick procedure, as the latter at least indicates the amount consumed. One snag about this patent tap is the great care necessary when replacing the sump chamber in order not to jam the housing on its valve seating. Crankcase ventilation is embodied in the bell housing of the tap.

The oil filter is contained in the rear-end crankcase casting and is obtained by unscrewing a large cap. It consists of an unbelievable length of spiral-spring steel, the release of which even whilst cleaning should be avoided at all costs. Once let slip, it will encircle the garage twice and attempt to choke the well-meaning liberator !

Standard oil pressure when hot should be 42 lb./sq. in. (3 kg. per sq. cm. for those with gauges thus calibrated). Maximum oil sump content is two gallons.



[*Photo by R. H. Johnson*

BONNETFUL.—The imposing carburetter side of an S.S. " 38/250 " Mercédès-Benz engine. Note the twin carburetters, Autovac-fed, the ribbed air-intake pipe and the vertical Roots-supercharger.

The standard compression ratio is 7 to 1. Valve timing is checked by observation of a number of letters on the flywheel for each position of the four-stroke cycle in No. 1 cylinder.

Supercharger

The Roots-type two-vane, two-lobe supercharger is vertically mounted centrally at the front of the engine. It is gear-driven from the crankshaft to run at three times engine speed and blows air through the carburetters, unlike its normal British counterpart which sucks the mixture from the carburetter. Dimensions of the standard 8½ lb./sq. in. blower fitted to the S.S. model are : height 283 mm. and outlet port 64 by 107 mm. In effect it provides an eight-speed transmission, as follows : first gear unblown, first gear blown, and so on up the range of the box. Normally it is out of use, being braked by a special clutch assembly with eight pairs of discs. To operate, the foot throttle is depressed hard down to the floorboard, throwing over a trip-stop which is positioned at the normal full throttle opening (to prevent misjudged use of the blower). The movement is transmitted through rod controls to the driving clutch, which consists of 22 pairs of discs. It is extremely important that the foot throttle be held hard down all the time whilst using the supercharger as it is foot-applied pressure which holds the clutch in engagement. A powerful spring returns the throttle pedal immediately it is released.

The noise of a Mercédès blower is, to the occupants of the car, diabolic. After the first terrifying bursts of boost have been attempted and it is found that the engine does not blow up, the experience becomes extremely exhilarating. The noise rises like an air-raid siren and becomes quite as demented as a pack of Irish banshees. One literally feels the seat pushing one in the back and wheelspin on a greasy or wet road can produce a complete *volte-face*. It should be emphasised, for the benefit of the unimpressed who, whilst spectating on track or airfield, have only heard the blower cutting in and out, that a full appreciation can only be obtained whilst in the car. From a distance the blower does not sound all that impressive but if a mean advantage be taken of an unsuspecting passenger his first impulse is to bail out. [I first experienced this exhilarating sound at the age of 14, in a " 36/220 " along the Barnet By-Pass, and on returning home announced that I " felt years younger."—Ed.]

An incident illustrating another Mercédès aspect which should be allowed for occurred after an informal sporting race to Salisbury one Sunday morning when the author overtook Dr. W. A. Taylor, of " Alfi-Capa Caesar Special " fame, who, in his 3-litre Bentley, was conveying a friend to Salisbury station to catch a train they had already decided was lost. Having the advantage of surprise, we cheerily waved on passing, but the Bentley, true to its finest traditions, sensed it had seen a gauntlet dropped and gave chase. The shriek of a Teutonic blower echoed over the Plain that morning as the Druids stirred uneasily in their *unterwelt spuken*. The terrier 3-litre was shaken off but the Doctor later informed me they caught the right train ! After a good few minutes stop in Salisbury square and when just on the point of climbing up into the Merc., we were indignantly accosted by a most enraged couple whose car, it appeared, we had passed on the road by using a siren to clear the way, and did we not know this was illegal ? Tempers were rising after the lady had declared it was obvious I had never been taught to drive ; calm however was obtained when the bonnet was lifted and a short lecture delivered on the A.B.C. of supercharging.

To return to the technical description, whilst blowing, the Autovac is automa-

tically converted into a vacuum tank in order to balance float-chamber pressure, and a butterfly valve in the air intake of the carburetters is closed whilst under compressed air. A glass sight petrol reservoir is mounted on the dashboard to indicate excess petrol in the Autovac, through which it is free to overflow; when petrol is observed in the glass, blowing should be discontinued at once.

A point usually ignored or unknown in this country is that the instruction manual expressly states that the supercharger must not be used on gasolene only. A benzole mixture of approximately 50/50 is essential in order to avoid the dire consequences of excessive cylinder-head temperature. It is also not the manufacturer's intention for the blower to be used continuously; 15 to 20 seconds is quite long enough for the purpose for which it is designed, namely, to increase speed in each gear when hill-climbing. It should not be used at low speed, nor brought in at high speed in top gear.

The popular opinion held by many is that the "38/250" Mercédès is notorious for blowing its cylinder-head gasket. The answer is that any supercharged car will do this if the head is not thoroughly tightened down and when unsuitable fuel is used. The gasket should embody reinforcing around the water holes, not merely be punched through. The author's car, fitted with high-compression pistons, only once blew the cylinder-head gasket, *i.e.*, when the blower was used in bottom gear up a very steep hill. This was done in the initial exuberance of first ownership and sure enough the head was found to be insufficiently tightened down by the previous owner. To this day it has yet to be proved that the lone "38/250" driven by Caracciola in the 1930 Le Mans Race was forced to retire by reason of a blown gasket. The best evidence to the contrary is found in the words of the late Sir Henry Birkin, Bt., whose job it was to force the Mercédès with that object in view. In "Full Throttle," he writes: "The Mercédès' second battery was exhausted, the engine would not start nor the lights work, so Caracciola admitted defeat with no shame to car or driver. They had run alone for 10 hours and held more than their own against a meticulously-prepared team of five Bentleys—to have lasted as long as that was miraculous. I retired after 20 hours with a broken con.-rod."

A slightly larger blower, compressing at 10 lb./sq. in., was fitted in the S.S.K. model, whilst the S.S.K.L. had an even larger one producing 12 lb./sq. in., with a height of 317 mm. and an outlet port of 70 by 111 mm. This latter was known as the "Elephant" blower in England. It is not generally realised that three sizes were available for the "38/250" and many cars which are mistakenly described as fitted with the "Elephant" blower have in fact got the medium-size one. Within recent years only three genuine "Elephant" blowers were known to exist in this country, and now that the ex-Caracciola 1929 Irish T.T. car and the ex-Crozier S.S.K. have gone to the U.S.A. only one remains. It will be recalled that the fitting of one of these large blowers in Caracciola's car for the 1930 Irish T.T. resulted in his disqualification by the scrutineers, who contended it was a non-standard fitting, although a few had, in fact, been used on the Continent that year.

The main issue was that the "Elephant" blower was not fitted to the production "38/250" Mercédès as exhibited for sale in the Park Lane showrooms; but it was available to special order. It was certainly a border-line case over which most people agreed the scrutineers were at all events scrupulously fair to other competitors.

This system of supercharging "at will" has much to commend it, in preference to the continuously-engaged method. It has the advantage of economy in fuel consumption, greater reliability due to less use, improved flexibility at low speed and instant acceleration "on tap," which is extremely useful when in a tight spot. [Stutz employed such a system on the "Bearcat."—ED.]

CARBURETTERS

Normal aspiration is by two huge Pallas carburetters, fitted on the near side of the engine and provided with a hot-air crossover downdraught duct from the exhaust manifold to the inlet manifold. The rear carburetter has a choke device operated from the dashboard. A Ki-gass pump is, however, usually found to be indispensable for easy cold starting.

The carburetters rarely give trouble provided the correct combination of jets is used. These are as follows:—

Fuel	*Main Jet*	*Compensating Jet*	*Idling Jet*
Petrol	145	90	65/28
Petrol/benzole ...	140	90	60/28
Benzole ...	135	90	60/27

A box containing a full range of spare jets with special carburetter tools was provided with each car. A choice of petrol system was permitted to order, Autovac or air-pressurised petrol tank; the latter provided a hand priming pump, with pressure gauge and release cock, fitted on the dashboard. A small air pump is fitted at the rear end of the camshaft to maintain pressure whilst running.

Petrol consumption is not quite as staggering as present-day comments would lead one to believe. Used as a normal touring car a genuine 12 m.p.g. can be relied upon, and with deliberately careful driving 14 m.p.g. is possible, but the man who really drives this car to attain high average speeds and uses the blower through his change-ups must be prepared for a consumption of alarming proportions. The "38/250," one must remember, was designed at a time when petrol was cheap and economy of absolutely no consequence to those who demanded power with performance.

As a point of interest, there exists in this country one "38/250" model fitted with an experimental petrol-injection system but, whilst some improvement was obtained in the power curve, little, if any, was found in the consumption.

COOLING SYSTEM

The water pump is located under the exhaust-side portable cover plate. An automatic grease stuffing-box is provided, with a spring-loaded piston carrying an indicator with red and white diagonal sections. This indicator is observed through a peephole window in the cover plate; when red comes into view it is an indication that the grease cup mounted on the floor of the car requires refilling.

A drain tap is fitted on the pump inlet pipe through which the entire content of the cooling system, including the radiator, can be emptied. The fan is fitted at the front end of the camshaft drive and is provided with a slipping clutch in case of a front-end prang. This unusual feature was first brought to the writer's attention in a startling manner by Mr. W. Morley, a well-known Mercédès specialist, who nonchalantly grabbed the fan in order the better to pick out which erring tappet was causing noise. Emulation is not recommended, but use the left hand if you try!

The massive vee radiator, mounting the classic Mercédès star pedestal combining temperature gauge and mascot, is the crowning glory of the "38/250." It is of true honeycomb section, the core being cast, and cost around £50 pre-war. The capacity of the water-system is six gallons, which produces a tendency towards over-cooling. It will be found advisable to blank off about one-third of the radiator in cold weather. The implications of this large capacity are only fully realised when the purchase of anti-freeze solution is made!

Most of the competition models are adorned with very elaborate stoneguards of striking design. Various badges have been fitted by the works at different times. The earlier Model S ("36/220") had only an embossed star (not enamelled) on each side of the radiator header casing. Early S.S. and S.S.K. models had a coloured red and black centre badge in addition to the embossed stars, whilst later models have only the coloured centre badge, altered to blue and gold. Many of the cars exported to the U.S.A. carried a written name scroll attached to the honeycomb of the radiator.

ELECTRICAL SYSTEM

Bosch electrical equipment is fitted throughout.

The firing order is 1, 5, 3, 6, 2, 4.

The ignition system is dual, using coil and magneto, the coil supplying sparking plugs are on the exhaust side and the magneto plugs on the inlet side. In the event of failure of one system of ignition, the faulty member can be switched off from the dashboard. A marked falling off in performance is noticeable on single-source ignition but smoothness and pulling remain satisfactory. The correct distributor gap, points fully open, is not more than .016 in. Although using a dual distributor head mounted on the magneto, the coil spark-timing is set slightly in advance of the magneto timing. Advance and retard is manually controlled from the steering-wheel boss. When using the supercharger the ignition should be fully advanced. Fully advanced ignition takes place at 45 deg. before t.d.c. for coil and 40 deg. for magneto.

The starter motor is a Bosch, Type BJG 1.5/12 L11, of forward-moving armature type. Starting, by handle of staggering length, is not so hazardous as it would appear as the compression allows of only one pull up per swing from 9 to 12 o'clock, which, on full retard and with the help of coil ignition,

plus two shots of Ki-gass when cold, rarely fails. Decompression taps with spring-loaded valves are fitted on each cylinder but require constant finger pressure to open, having no positive lock. They are useful as a quick check on combustion conditions but of no help in starting on the handle.

The recommended sparking plugs for normal touring conditions, using petrol only, are : coil, Champion 16 ; magneto, Champion 7. For more strenuous work with frequent use of the blower Champion R3V should be used with the coil, and for flat racing Champion R1V on both sides. These are the plugs recommended in the instruction manual alongside the equivalent Bosch grading. The electrode gap should be 17 to 20 thou. inch.

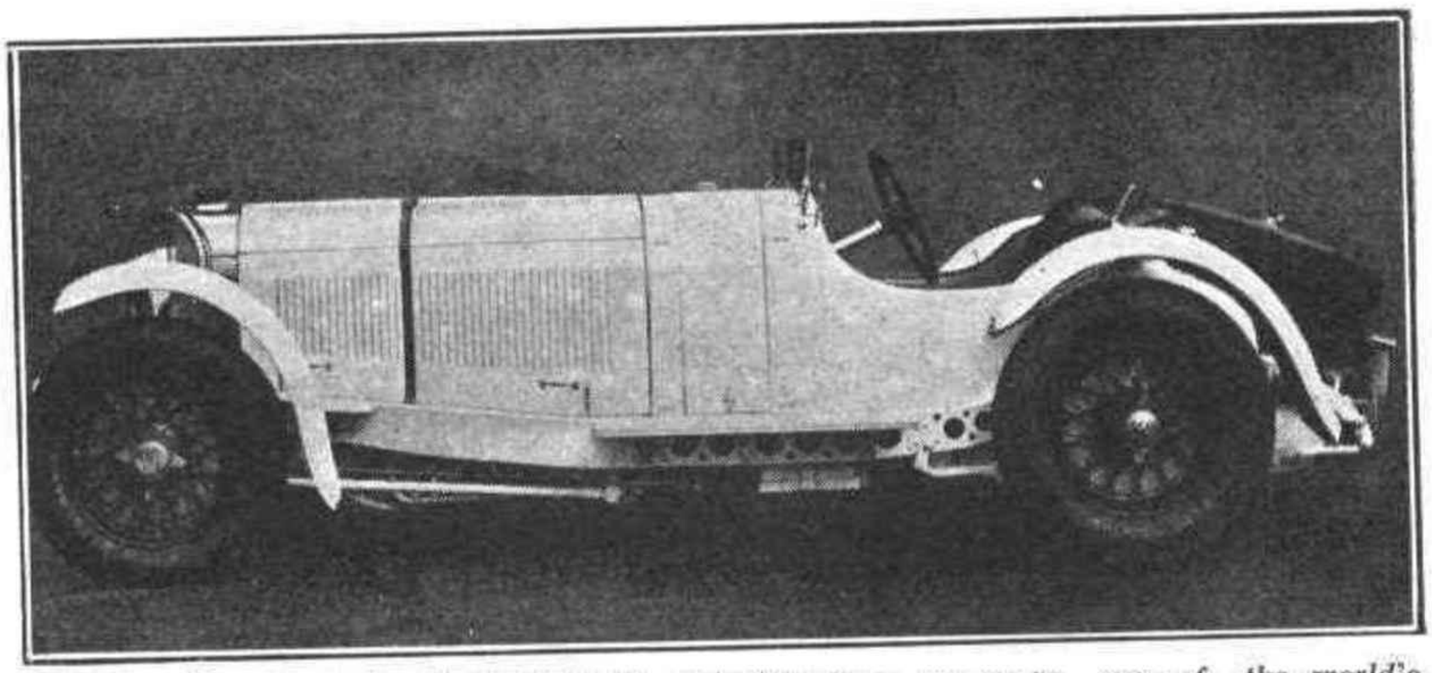
The dynamo supplying automatic regulated current to the high-capacity 12-volt battery is mounted under the cast-aluminium engine cover plate on the off side of the engine and driven in tandem with the magneto and water pump.

Zeiss 10-in. diameter headlamps are fitted, using Bilux bulbs. Dimming is operated by pressure on the inner ring mounted on the steering wheel; pressure on the opposite side of this ring operates the electric Bosch horn, which also has a duo-tone control switch on the dashboard.

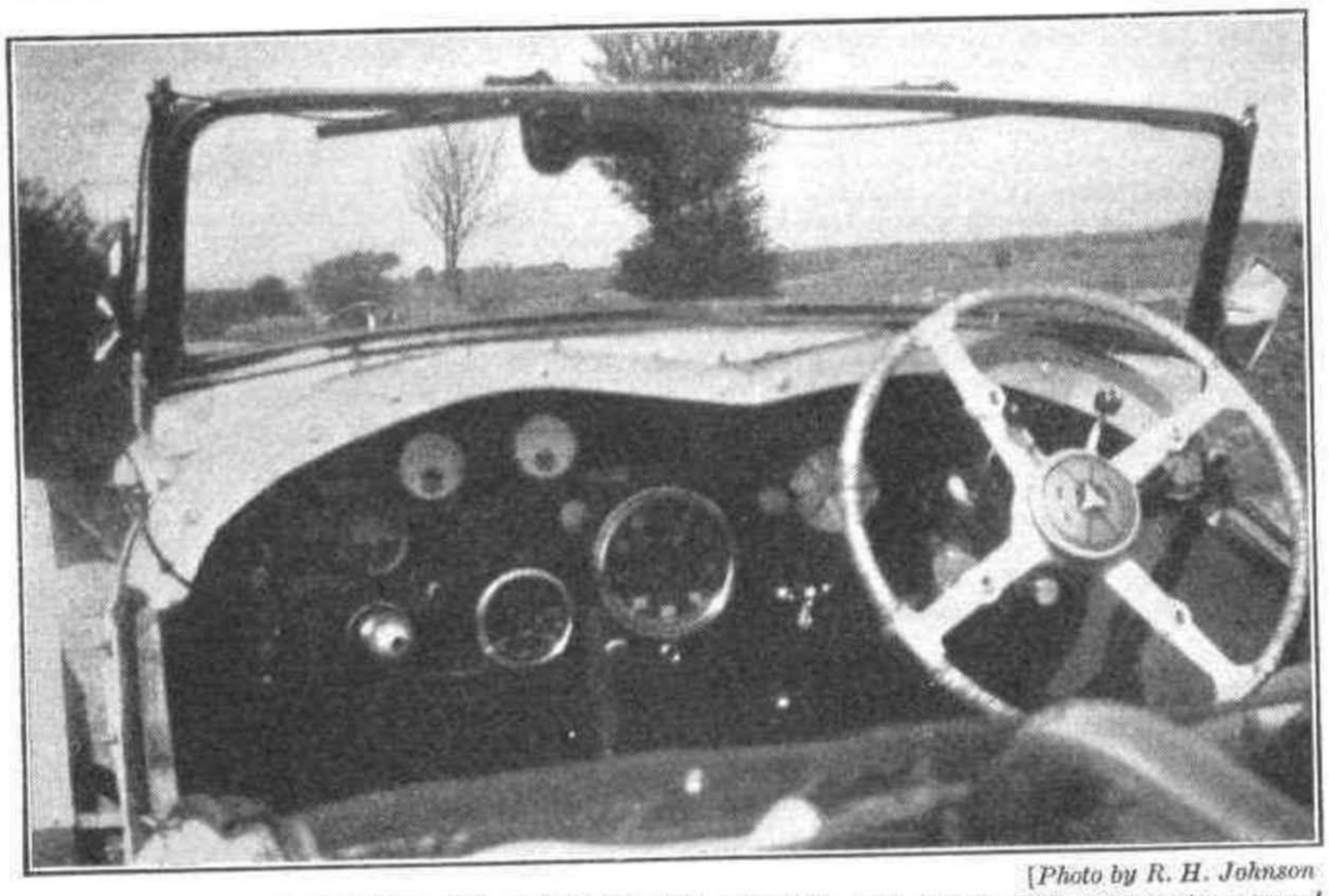
Fittings

The dashboard is certainly an enthusiast's delight and is strictly functional. The numerous fittings and gauges are as follows, with pride of place to a centrally-mounted huge revolution-counter boldly proclaiming "*Undrehungen in der minute*" : A smaller speedometer which really agrees with the rev.-counter and which is converted from kilometres to m.p.h. on export models. Oil pressure gauge in kilogrammes per square centimetre, one kg./cm.^{2} being approximately equivalent to 14 lb./sq. in. Oil and water temperature thermometers, Bosch ignition and lighting switch-box, electric clock, pneumatic fuel capacity gauge, reeled self-returning inspection lamp, dual ignition selector switch, dual dashboard lights, Ki-gass pump, petrol tank air pressure priming pump with test gauge, fuel overflow sight glass, choke lever, etc.

Other standard fittings comprise Bosch dual-blade windscreen wiper, trafficators on closed models, driving mirror, cigar-lighter, ashtray, bumpers front and rear, and a tyre inflating air pump with flexible hose supply line mounted on the gearbox on left-hand-drive cars only. The steering wheel is of very large diameter, well notched on the underside and having an inner ring for lamps dimming and horn operation. Mounted in its centre plate are two antennae, the left-hand one for throttle opening setting, the right-hand for ignition timing control. Direction of movement is indicated by zig-zag arrows, black for throttle, red for ignition, and the plate is surmounted with a large red and black Mercédès badge. An outfit of tools and spare parts was provided in portable cases.



S.S.K.—The short-chassis "38/250" Mercédès-Benz two-seater, one of the world's immortal sports-cars. Note that the side members are only partially drilled with lightening holes.



[*Photo by R. H. Johnson*

INSTRUMENT PANEL OF A "38/250"—in this case of an S.S. two-seater owned formerly by the author. Note the minor control antennae in the centre of the wheel.

S.S.K. Model

The S.S.K. differs somewhat from the long-chassis S.S. model.

The suffix K is for *kurz*, or short. The chassis is 1 ft. 5¾ in. shorter, resulting in a wheelbase of 9 ft. 8⅛ in. This was effected behind the mid-length cross-member, bringing the rear wheels well forward. In the driving position the elbow can actually rest on the mudguard. The chassis weight was reduced to 24 cwt., most S.S.K.s being fitted with the stark competition-type body, low-cut sides with no doors, and the passenger's seat set slightly behind the driver's. A short stub hand grip is mounted behind the driver for the passenger's use.

The standard blower was stepped up to deliver at 10 lb./sq. in. and, with high-compression pistons, the b.h.p. increased to 250. Over 120 m.p.h. was obtainable within safe revs. Competition models are fitted with an exhaust cut-out slide valve and the tyre size increased to 7.00 on the rear wheels. Power-to-weight ratio is 1 to 17 unblown, 1 to 13 blown.

This model was designed specifically for competing in the Continental hill-climbs such as Mount Ventoux, Frieburg, Semmering, Monte Carlo, etc. It was attended by continuous success, winning the European Hill-Climb Championship in 1930 and 1931. At the 1931 Mount Ventoux Climb Caracciola established a new record for the hill of 15 min. 22 sec., averaging 52.4 m.p.h., and in July, 1930, at Shelsley Walsh the same driver set up a new blown sports-car record of 46.8 sec., both records being gained in the S.S.K. model.

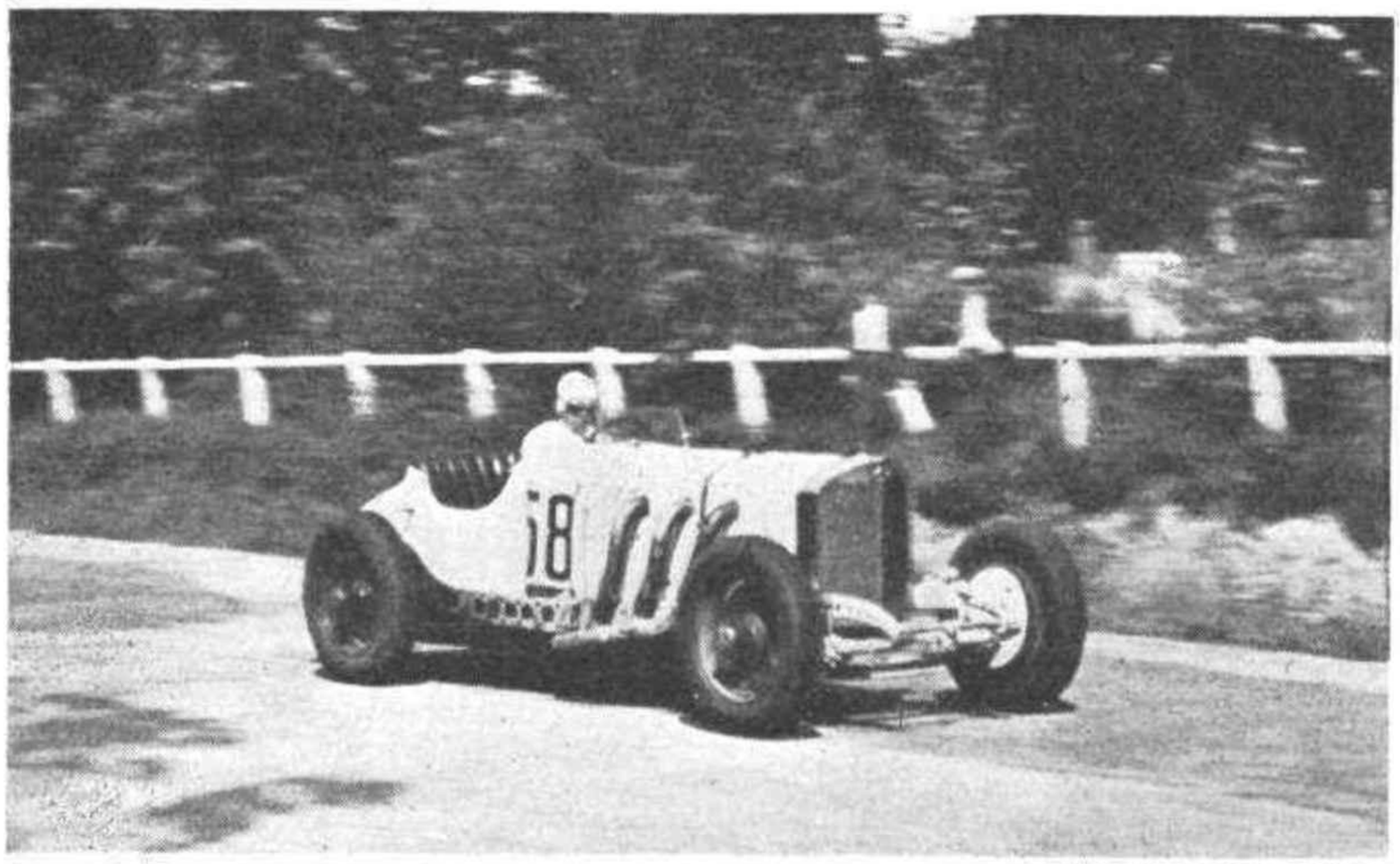
It certainly proved much superior to the S.S. in cornering on hills and fast road courses and from 1931 onwards was used exclusively in Grand Prix events.

The S.S.K. chassis was also fitted with a drophead coupé body to special order ; mention of these models has already been made, *e.g.*, the ex-Crozier car. Only one other remaining S.S.K. with a drophead body is known to be in this country.

The S.S.K. has been aptly described in humorous vein as the largest motor car with the least luggage space.

S.S.K.L. Model

The S.S.K.L. is the short-chassis S.S.K. with a lightened chassis. The suffix L stands for the German word *leicht*.



[MOTOR SPORT *copyright.*

S.S.K.L.—Caracciola driving a genuine S.S.K.L. Mercédès-Benz in the 1931 *French Grand Prix. Note the fully-drilled chassis of this most potent version of the* " 38/250."

This model was the ultimate development of this class or conception of sports car.

The frame was copiously lightened in no half-hearted manner, even the dumb-irons being perforated. The chassis weight was reduced to well under 24 cwt.

The S.S.K. engine was highly tuned, embodying a lightened crankshaft, high-lift camshaft with special valves, even higher compression ratio, and the famous (or infamous) balanced " Elephant " blower boosting at 12 lb./sq. in. The b.h.p. delivered was close on 300, with a power-to-weight ratio of 1 to 12.

Many Grand Prix races were won by this car, which reached a speed of 147 m.p.h. on the Avus track, and a grand all-time ultimate for the developed " 38/250 " engine of 156 m.p.h., in a Mercédès fitted with streamlined body, in the hands of Von Brauchitsch at the same track in 1931. In 1932 the same driver obtained the 200-mile record, averaging 121.6 m.p.h., on the Avus track. A superb specimen is preserved to posterity in the Daimler-Benz Aktiengesellschaft Werkn Museum at Stuttgart.

The S.S.K.L. will live in history as the only production sports car ever to approach the performance of contemporary racing cars.

PERFORMANCE OF S.S. MODEL

Reverting to the S.S., speeds based on the maximum safe r.p.m. of 3,200, 6.50 by 20 in. rear tyres, and the 2.5 axle ratio, are theoretically 125 m.p.h. and, using the 2.76 ratio, 112 m.p.h. Speeds in the gears (on 2.76 axle ratio) are: third gear, 93 m.p.h.; second gear, 62 m.p.h.; first gear, 35 m.p.h. Speed at 1,000 r.p.m.: 2.5 axle ratio equals 41 m.p.h., 2.76 axle ratio equals 35 m.p.h.

Power-to-weight ratio is 1 to 18 unblown and 1 to 15 blown.

An outstanding feature of the performance of this model is its ability to accelerate in top gear from a mere crawl without snatch or pinking, given judicious use of the ignition control. Advertisement slogans by the manufacturers claimed " 10 to 110 m.p.h. in top gear," which proved justifiable in practice; the real joy, however, lies in acceleration through the gears combined with an easy cruising speed of 80 m.p.h. with the engine turning at a comfortable 2,000 r.p.m.

A brief period of flat spot can be detected in the power output between approximately 75 to 85 m.p.h. in top, but with continued throttle opening the acceleration comes in progressively up to peak revs.

Acceleration figures are: from a standing start to 90 m.p.h. in 45 sec.; from 40 to 90 m.p.h. in top gear in just over 30 sec.; and from a standing start to 60 m.p.h. in 17.9 sec. Brooklands Test Hill was climbed in bottom gear in 11.4 sec.

A Brooklands 120-m.p.h. certificate is held by Zehender driving a stripped " 38/250."

Roadholding is outstanding. Only in severe circumstances is there any tendency to break away on corners. An empty fuel tank can result in slight tail slip but under normal loading cornering can be indulged in at high speed with confidence.

Dependability is all that could be desired. The " 38/250 " is a sure starter (and in the coldest weather) with a minimum of fuss. It has a regular slow tick-over quite free from oiling-up tendencies, carburation is even, requiring no choke assistance, and the transmission pulls smoothly without snatch even in the highest gear.

MAINTENANCE AND DRIVING

No tuning is required year in, year out, provided standard settings are maintained. The following remarks are offered as points of interest and advice to the owner-driver, many of which, although elementary, are important and have been brought to notice by experience of the model.

(*a*) The clutch is not the car's best component and must be treated with respect; 16 to 18 mm. free play in the pedal should always be present. Never slip the clutch or hold it out whilst waiting at traffic lights, etc., and always depress pedal to floorboard. It is advisable to have the plates slotted to relieve distortion.

(*b*) The supercharger should not be engaged at low speed nor at near maximum speed. The throttle must be held flat on the floorboard and kept there, slipping of the blower clutch, either when in or in letting out, must be avoided, but a momentary slip when engaging has the advantage of reducing initial shock on the rotors. Ignition should be fully advanced during blowing. Avoid low-gear blowing on wet roads, otherwise expect to correct the wheel-spin slide.

(*c*) Keep the brakes regularly adjusted by the handwheels provided. When relining, extreme care is necessary in bedding to suit the drum and must be done in situ. Brakes should be relined when the thickness is less than .08 inch. The copperised brake drums should never be painted.

(*d*) A fast tick over is usually caused by the foot throttle linkage sticking; to slow, kick the throttle down, allowing it to instantly spring back. Normal tick over is 100-150 r.p.m.

(*e*) The sparking plug cables from the dua distributor head to the magneto-fired plugs pass through the cylinder block in one bunch. It is advisable to inspect for oil saturation and to replace worn rubber glands where cables thread through the runway below the plugs. Connections to distributor head should be very carefully attached with no stray strands.

(*f*) Constantly observe water pump warning window and keep pressure on hand greaser cup.

(*g*) Shock-absorbers should be regulated on the hard side.

(*h*) Engine oil should be always topped up to the maximum level of the three-way tap. Never allow to run down to minimum.

(*i*) With air-pressure fuel system, release blow-off tap under dashboard when pressure builds up to 3 lb./sq. in. Safety blow-off valve embodied in the air pump or the filler cap may be blocked. This needs watching with a full tank.

(*j*) Full retard when starting reduces risk of damage to starter motor by the severe high-compression kick back.

(*k*) Special solid cylinder head gaskets cannot be used owing to a projecting lip on the cylinder liners.

It is beyond the scope of this article to attempt to describe procedure in tackling major maintenance operations such as decarbonisation, clutch withdrawal, etc., which require skilled specialist attention. Few present-day owner-drivers will possess the heavy tackle necessary or the special tools, for certain operations, which were originally supplied with the car.

Lastly, it should be kept constantly in mind that one is travelling much faster than realised. The change from the everyday run-about to a slow-revving, high-chassis car of this type can be very deceptive, particularly when coming up behind slow traffic. It is then that full appreciation is realised of what it takes to stop two tons at velocity X without servo or any other assistance!

RACING HISTORY

A long series of successes were achieved by the " 38/250," the extent of which has never received full appreciation in this country.

These successes of the big six-cylinder Mercédès started with the " 36/220 " Model S which came in first, second and third in the German G.P. in 1927 and 1928.

" Scrap " Thistlethwayte is considered to be the first to demonstrate the " 38/250 " to the British public, which he did to good effect by winning the 1929 Southport " 100," defeating the well-known supercharged Vauxhall Villiers. Some doubt exists, however, whether the car then used was a new S.S. model or the S. model which he drove in the 1928 Irish T.T., achieving fastest lap of 74.39 m.p.h. Information from readers possessing contemporary reports of the 1929 Southport " 100 " would be appreciated.

The successes of the " 38/250 " year by year may be tabulated as under:—

1929:
German G.P.—3rd (Momberger).
Irish T.T.—1st (Caracciola); fastest lap, 77.81 m.p.h., in Class B; average speed, 72.8 m.p.h. Defeated team of three blower " 4½ " Bentleys.
Monaco G.P.—2nd (Caracciola), S.S.K.
Monza G.P.—3rd (Momberger); 1st in first heat, winning from a 16-cylinder Maserati.
Irish G.P.—Fastest lap was by Thistlethwayte, 83.8 m.p.h.; retired with blown gasket.
Southport " 100."—1st (Thistlethwayte).

1930:
Monaco G.P.—3rd, S.S.K. model.
Mille Miglia.—1st (Caracciola and Werner), S.S.K.



[MOTOR SPORT *copyright.*

MERCEDES AT BROOKLANDS.—This is the late Sir Malcolm Campbell's S.S. four-seater, which for some time held the Class B Mountain lap-record at 73.86 m.p.h.

Avus.—1st (Caracciola), S.S.K.L.; averaged 119 m.p.h. over 183 miles; maximum speed, 147 m.p.h.

Irish T.T.—Highest average speed of 71.53 m.p.h. was by Sir Malcolm Campbell, driving the famous G.P.10.

Fastest lap was by Earl Howe of 77.2 m.p.h., driving the 1929 winning car acquired from Caracciola, UW 302.

Irish G.P.—1st (Caracciola), S.S.K. Lap record of 91.3 m.p.h. and averaged 85.88, attaining 137 m.p.h., beating Bentley team.

3rd (Earl Howe), S.S.; 1929 Irish T.T. winning car.

Hill-Climb Championship of Europe.—1st (S.S.K.).

Before proceeding, mention should be made of the widely-held conception that an intense rivalry existed between the official Bentley and Mercédès teams, whereas in actual fact they met in only three international events, namely, 1929 Irish T.T., 1930 Irish G.P. and 1930 Le Mans race. Of these, Mercédès won the first two races and Bentley the third. Over-confidence in only entering one car at Le Mans against six Bentley "entries" cost Mercédès their one and only failure in international competition with the Bentley marque.

1931:

Avus.—1st (Von Brauchitsch), S.S.K.L.; average speed 121 m.p.h.; maximum speed 156 m.p.h. 3rd (Caracciola), S.S.K.; average speed 115.39 m.p.h.

German G.P.—1st (Caracciola), S.S.K.

Belgian 24-Hour Race.—1st (Prince Djordzadze and Zehender), S.S.

Circuit of Lloo.—1st (Von Stuck), S.S.

Eifel Race.—1st (Caracciola), S.S.K.L. 3rd (Von Brauchitsch).

Mille Miglia.—1st (Caracciola and Sebastian), S.S.K.; 1,001 miles in 16 hr. 10 min.

Argentine National G.P.—1st (Zatuszeck), S.S.K.

Argentine G.P.—1st (Zatuszeck), S.S.K.

Geneva G.P.—2nd (Caflisch).

Le Mans.—2nd (Stoffel and Ivanowsky), S.S.K.; lap record, 87.27 m.p.h.

Czecho-Slovak G.P.—2nd (Von Stuck), S.S.K.

Irish G.P.—5th (Earl Howe), S.S.; lap record, 91.8 m.p.h., beating Caracciola's 1930 lap record of 91.3 m.p.h.

Hill-Climb Championship of Europe.—1st (Caracciola), 5 wins.

1932:

Avus.—1st (Von Brauchitsch), S.S.K.L.; achieved world's record for 200 miles, averaging 121.6 m.p.h.

Czecho-Slovak G.P.—3rd (Von Brauchitsch), S.S.K.L.

Monte Carlo Hill-Climb.—Record for the hill of 2 min. 59.4 sec., obtained by Prince Djordzadze driving an S.S.

1935:

Mille Miglia.—Caracciola, driving an S.S.K., put up a record average of 70 m.p.h.

Returning to appearances of the "38/250" in this country, we find that between 1929 and 1932 a few appeared frequently at Brooklands but, although always spectacular, they did not have the consistency in private hands of the "works" tuned cars.

Amongst the more interesting of Brooklands meetings, entries were as follows:—

1930:

Whitsun B.A.R.C. Mountain Speed Handicap.—Won by Sir M. Campbell driving an S.S. model at 64.8 m.p.h.

Autumn B.A.R.C.—Earl Howe lapped at 118.3 m.p.h. in the ex-Caracciola T.T. car.

September Mountain Speed Handicap.—Sir M. Campbell lapped at 71.39 m.p.h., whilst Earl Howe's best lap was 68.81 m.p.h. (He lapped the outer circuit at 118.3 m.p.h.).

1931:

Whitsun B.A.R.C. Second Mountain Speed Handicap.—Sir M. Campbell broke the lap record at 73.86 m.p.h., finishing third.

Autumn B.A.R.C. Second Mountain Speed Handicap.—Campbell's best lap was 72.13 m.p.h., finishing second.

October.—120-m.p.h. badge certificate won by Zehender.

1932:

J.C.C. 1,000-Mile Race.—Staniland lapped at 93 and 97 m.p.h. despite having blown up his engine in practice and rebuilding. Sir M. Campbell, on an S.S. (GP10), threw a blazing tyre.

In many of the lesser races held at Brooklands private owners often had the misfortune to retire due to either blowing the cylinder-head gasket or to supercharger faults. It must be admitted that the "38/250" has carried in the enthusiast's mind these labels to this day, and in addition to being voracious consumers of tyres due to the weight combined with high b.h.p., the initial cost debarred the acquisition of such a car, except to the very wealthy. These then are the chief reasons why the "38/250" did not appear to be a popular choice with the leading drivers of those days despite their unassailable international reputation.

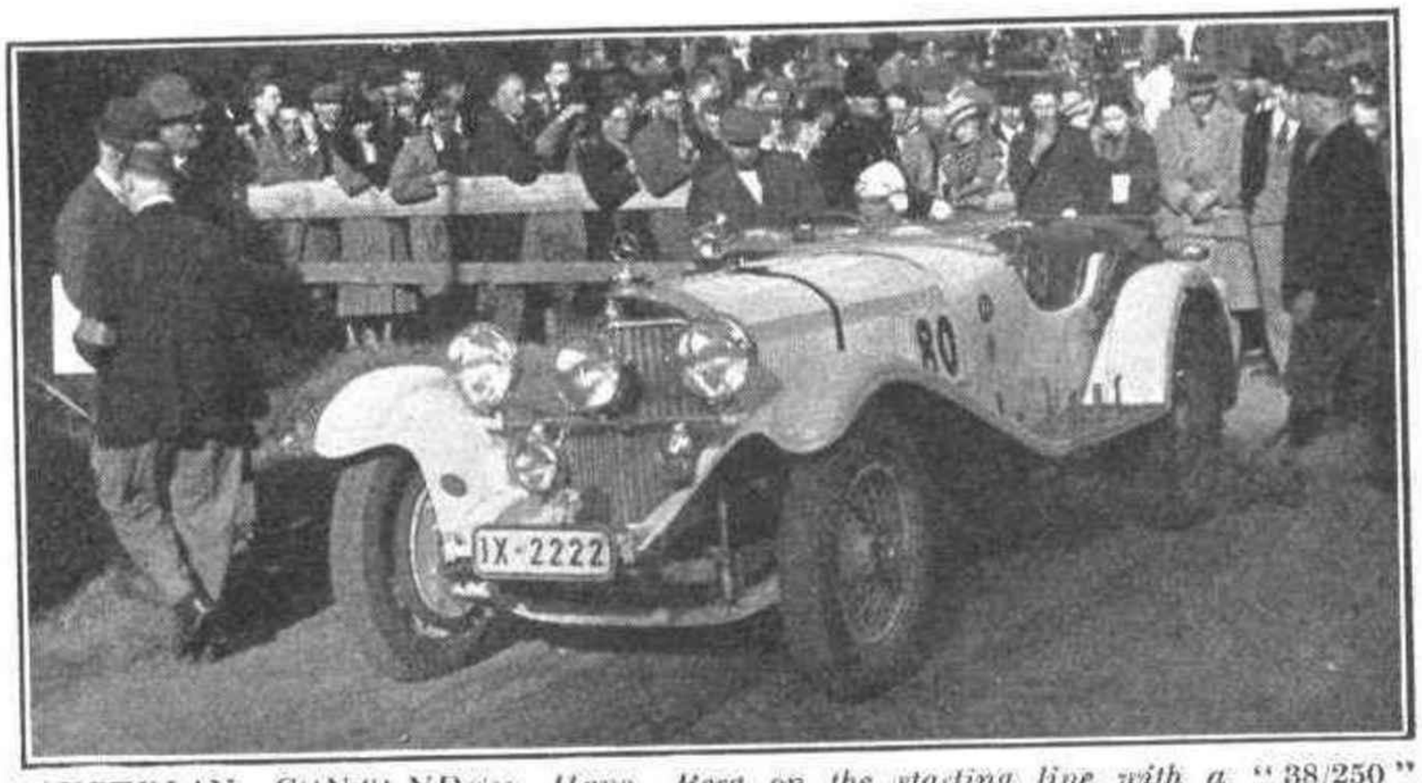
The racing record of the "38/250" will not be complete without reference to its appearances at British hill-climbs. In September, 1929, it made its first appearance, at Shelsley Walsh, when Earl Howe, driving the ex-Caracciola T.T. car, registered 47.6 sec., which was very creditable on the long-chassis model. At this meeting Thistlethwayte also entered an S.S. and scored 49.6 sec.

In July, 1930, Caracciola set up a new sports-car record for Shelsley of 46.84 sec., and at the same meeting Jack Dunfee, driving the Hon. Dorothy Paget's car, went up in 50.4 sec. In 1931, Earl Howe clocked 46.8 sec., improving this in 1934 to 46.2 sec., which remains the best time up Shelsley by a "38/250" Mercédès.

It will be of interest to Bentley enthusiasts to compare with the foregoing Forrest Lycett's best time at Shelsley in the famous 8-litre of 44.08 sec., which without the kick from a big supercharger is a most impressive feat of sheer driving skill.

In these present times of vintage-car enthusiasm a few notable examples of the "38/250" can still be seen in action. The best known of these has been Gerry Crozier's immaculate black drophead coupé on the S.S.K. chassis, which contributed elegance to our beloved Prescott meetings and was impeccably handled, but, alas, will be seen no more on this side of the Atlantic.

Earl Howe's original "36/220," now owned for many years by H. E. Rohll, with its beautiful sleek maroon two-seater body and torpedo running-boards, is also a well-known competitor.



AUSTRIAN CONTENDER—Hans Berg on the starting line with a "38/250" Mercédès-Benz at our Shelsley Walsh Hill-Climb in 1935.

Another present-day entrant which is considered to be the only authentic German team car in this country is N. Powell's silver two-seater S.S.K. with left-hand drive. Its exact racing history is obscure but it is reputed to be one of the ex-Caracciola cars used in Continental events and first brought to this country in 1935, when it was owned by that great Mercédès enthusiast D. Conan Doyle, and later by Sir R. Gunther.

Other examples include a "38/250" driven by D. Storr, which in the 1951 B.D.C. Silverstone Invitation Race came in third behind the 8-litre Barnato-Hassan and Tony Hartridge's Speed Six Bentley.

Brighton Speed Trial spectators will be familiar with Mrs. Lee Kennard's white competition-bodied two-seater on the S.S. chassis. This car was tuned by the late R. Arbuthnot and has high-compression pistons and the 2.5 axle ratio. It is probably the most powerful sports car to be seen handled by a lady driver in post-war meetings and was previously owned by the author.

The ex-Dorothy Paget four-seater tourer has turned up and is now owned by G. Haft, whilst the blue S.S.K. ex-Roy Lewis has changed hands recently. Of the famous examples well known in pre-war days only the ex-Roy Eccles maroon two-seater S.S. remains untraced. The famous ex-Sir M. Campbell white S.S. four-seater, GP10, is still in this country.

Summary

The "38/250" is now becoming a rare specimen of the high-performance vintage sports car. It is almost certain that a few were scrapped during the war, which accounts partially for their non-re-appearance in the numbers we were accustomed to seeing. Let us hope that the remainder are still laid up awaiting liberation when the injustice of the horse-power tax anomaly is corrected.

Strangely enough there have been no reports from tourists or correspondents of any examples having been seen on the Continent. It is ironic to contemplate that the country of origin was guilty of their extinction as scrap metal!

Trying to assess how many cars of this model were manufactured is a matter of speculation, owing to the chassis numbers being allocated in a continuous sequence over a range of concurrent models, including the "33/180" and "36/220." A range of chassis numbers has been observed implying an output of over 3,000. This is not a very large output considering it was spread over the years 1928-1931 and possibly included four different models, but lacking the official figures it can only be regarded as an assumption.

The writer has kept a record of all models known to be in existence at the present time, the numbers being as follows :—

Country	*S.* "36/220"	*S.S.* "38/250"	*S.S.K.*	*S.S.K.L.*
Gt. Britain	25	30	6	—
U.S.A. ...	7	6	6	—
Germany ...	—	—	—	1
Australia ...	—	—	1	—
S. America	—	3	—	—

In addition, three S models and three S.S. have been fitted with diesel engines in this country.

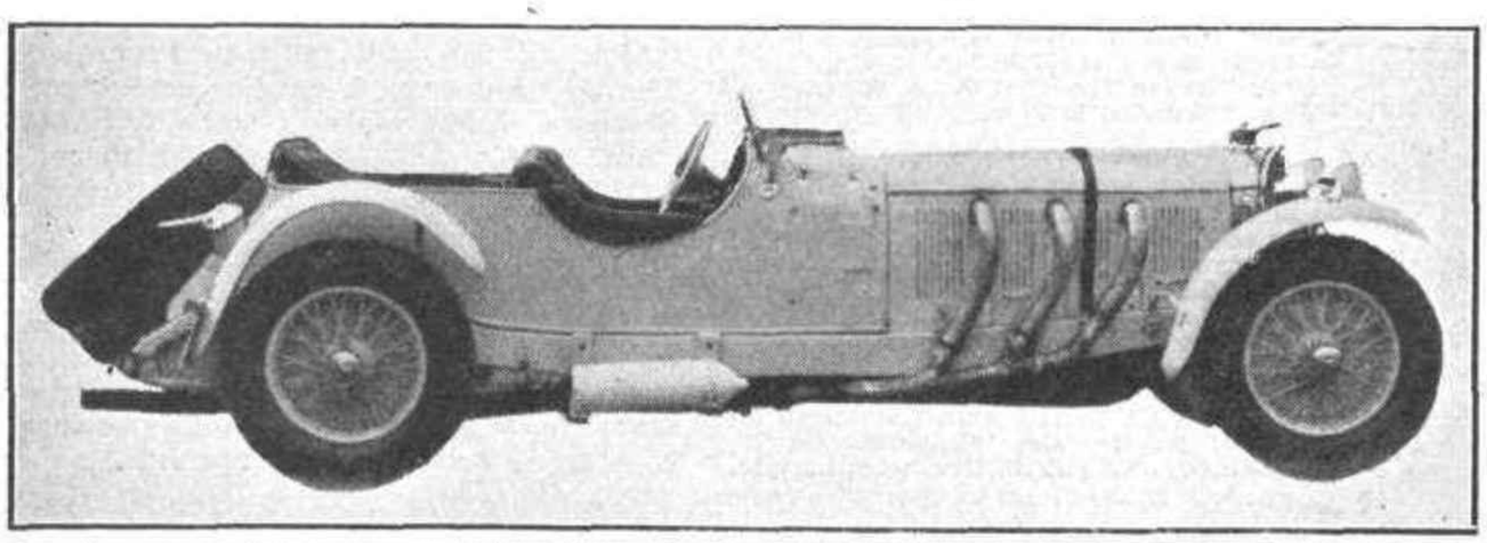
The above figures represent a mere residue of the total production, *and are far from complete.*

Conclusion

This narrative has been confined to the model, above all others, which has given colour to the saga of Mercédès. Greater heights of fame were to be achieved later with the scintillating successes of the pukka G.P. racing cars. Sleeker and more luxurious supercharged Mercédès production models took the limelight of the world's salons, but to the true sportsman of those days nothing can ever take the place or attain the appeal of those full-blooded, deep-throated super-sports supercharged "38/250s."

At the 1939 Berlin Motor Show a new model was displayed called the 580K, which, owing to the war, never went into production. A maximum speed of 140 m.p.h. was claimed and, as Mercédès have always been conservative over published performance figures, this would have been the world's fastest production car.

A resurgence of that inborn genius of Gottlieb Daimler and Karl Benz for automobile design is now in process on the drawing-boards at Stuttgart-Unterturkheim. New models have been shown bearing the indefinable stamp of pedigree ; with each new revelation the pulse beats faster, rumours of mystery Grand Prix cars in preparation once more stir the imagination—the three-pointed star is in the ascendant. The toast of International motor sport, as it was in the beginning, may be again, *Hoch die Mercedes.*



HISTORIC CAR.—The S.S. "38/250" four-seater with "Elephant" blower in which Caracciola won the 1929 T.T. at 72.8 m.p.h., making fastest lap at 77.81 m.p.h., and beating the team of "blower" Bentleys. The car was raced later by Earl Howe. Conan Doyle has since sold it to America.

RUMBLINGS—continued from page 64

longerons above being 16-gauge 45-ton steel tubes. The geometry of the rack-and-pinion steering has been improved, the transverse leaf spring i.f.s. stiffened up and twin brake master cylinders incorporated. The rear suspension, which last season was noticeably deficient when compared with newer layouts, has been replanned to allow of greater wheel movement, and a magnesium alloy final-drive casing is now used. The J.A.P. engine, the gearbox and the final drive are now virtually one unit, there is provision for easily tensioning the driving chains and 4 lb. has been saved in unsprung weight at each rear wheel by the adoption of magnesium wishbone connectors. The springs at each end now use four instead of six leaves, giving softer suspension, and the Mk. VI Cooper is 65 lb. lighter than the Mk. V.

The very successful Kieft, which served Stirling Moss so well last year, is now in production, priced at up to £700 without engine and up to £800 powered, in each case not counting purchase tax. D. Powell Richards, Jack Westcott, Ken Wharton, C. D. Headland, W. Webb and Don Parker are likely to have these Kiefts ready in time for the first 500-c.c. race this year.

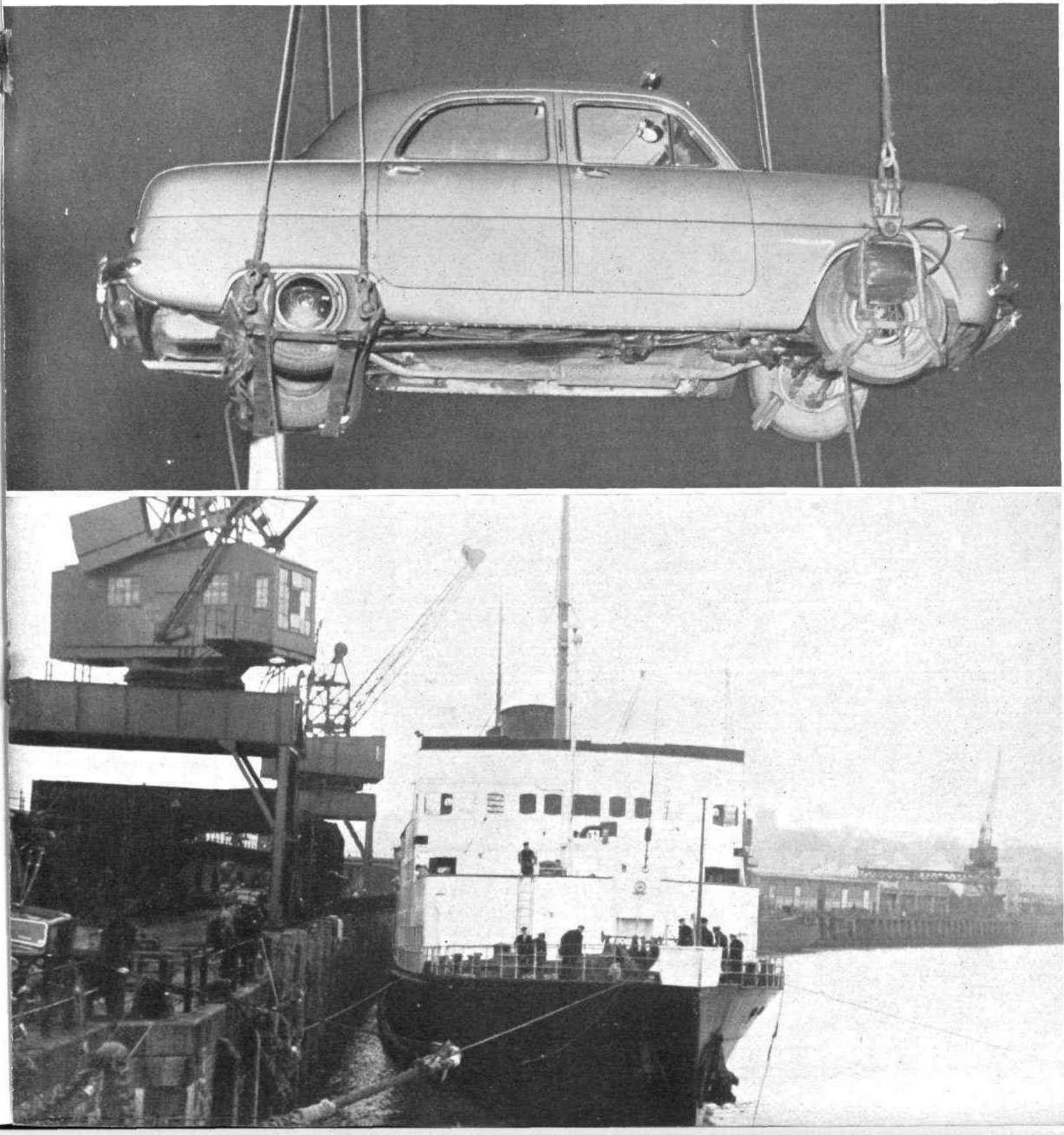
In the sports-car field, Gerry Ruddock, of H.R.G. fame, has joined up with Jim Mayers and Pat Griffiths and their Monkey Stable of 1½-litre Lester-M.G.s will compete in major sports-car races at home and abroad. Merchiston Motors has formed the Ecurie Ecosse, a team of Jaguars to be driven in at least fifteen 1952 British sports-car races by Ian Stewart, who will have a C-type XK, Bill Dobson, Sir James Scott Douglas, Bt., and David Murray, with XK120s. This Scottish team will be managed by Murray, and the cars will be prepared under the supervision of popular "Wilkie" Wilkinson.

All in all, the 1952 English racing season, backed up by our exciting sprints at Shelsley Walsh, Prescott, Bo'ness and elsewhere, is likely to be extremely satisfactory. Come what may in the way of increasing cost of motoring and political restrictions, the fun should wax fast and furious. Soon enthusiasts will again plan routes, collect wives, girl friends and those females currently described as attachments, throw into their cars sunglasses and sou'westers, shooting-sticks and gum-boots, picnic-baskets and umbrellas, ready for an early start to a motor-race venue. Once again the vivid sports clothes of the men (or their oils! ins ?) and the brief summer attire (or mackintoshs and coloured "brollies" ?) of the girls will mingle with the shimmering polished (or carefully shrouded ?) shapes of the racing cars in the sun-drenched (or mud-boggy ?) paddock. Come what may, motor racing is *the* Sport.

PICTORIAL REVIEW

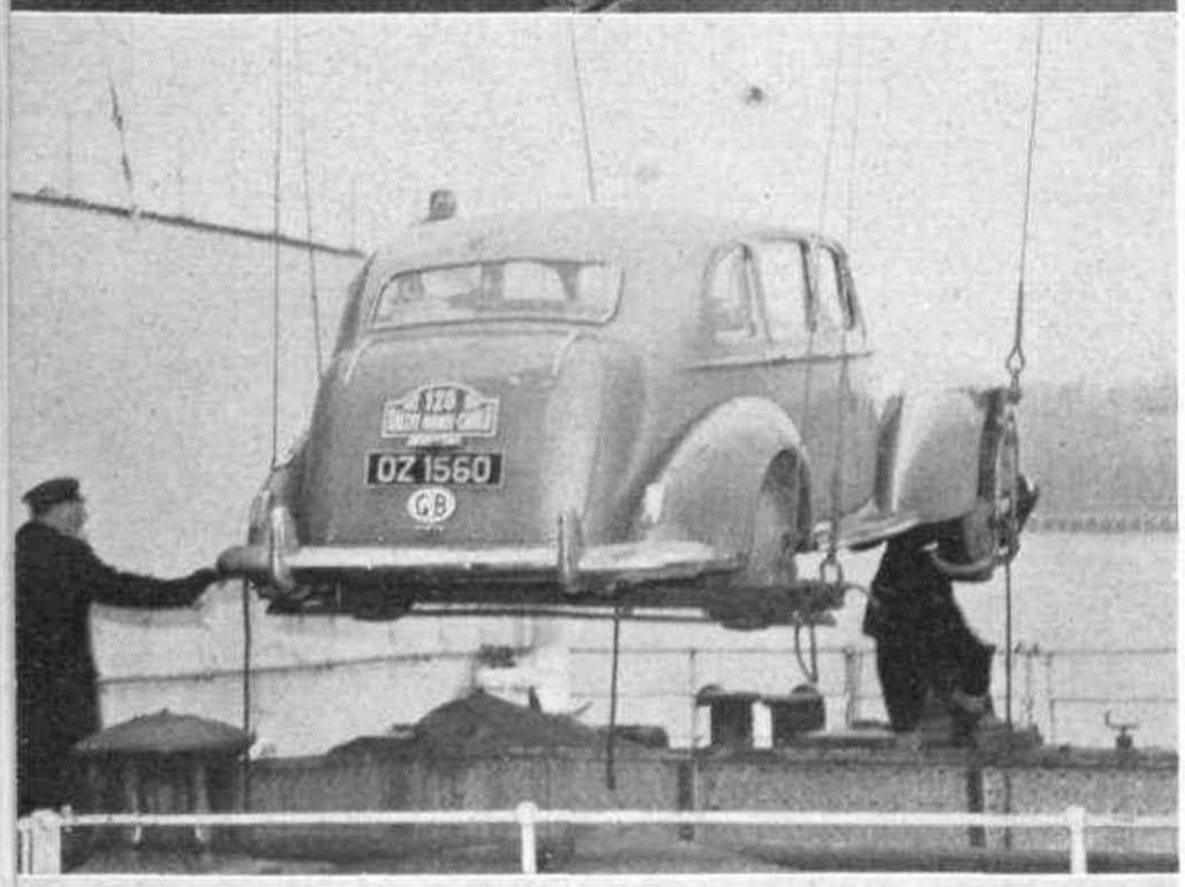
THE MONTE CARLO RALLY AND THE M.C.C. EXETER TRIAL

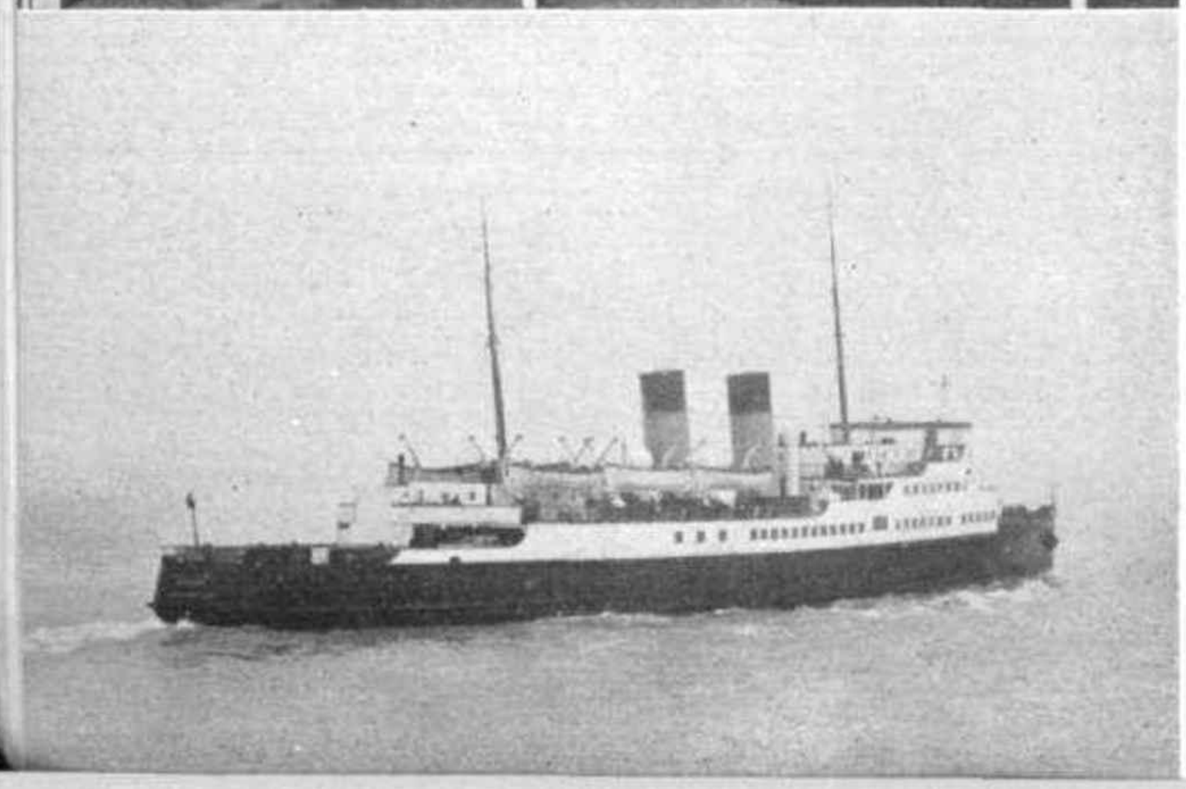
Top : IN THE SLINGS AT FOLKESTONE.—A Ford Zephyr on its way to the Continent during the Monte Carlo Rally.
Bottom : QUAYSIDE VIEW of the "Dinard" waiting to embark the Glasgow contingent of the Monte Carlo Rally.













TOURER IN A TRIAL.—P. G. Elbra's Morris Minor on Fingle Bridge in the last M.C.C. Exeter Trial; it took a Third-Class Award.

JOURNALIST AND COMMENTATOR.—One of the "works" team of Jaguar Mark VIIs at Folkestone in the early morning of January 23rd. Gordon Wilkins is in the driving seat and his co-driver, Raymond Baxter of the B.B.C., stands beside the car.

ROOMY CARRIAGE.—E. W. Guero and F. V. Baldock with their Monte Carlo Rally Hillman Minx Utility prior to embarking.

DOWN SHE COMES!—The Humber of R. J. Adams and E. D. McGuire Continental-bound on the Monte Carlo Rally.

AWAY.—The Dinard sails on time, the hopes of the Glasgow contingent running high. They had had a fairly easy journey to Folkestone, except for black ice in the Welsh mountains.



IN THE SPORTING TRADITION, C. J. McCann Fingle Bridge in the Exeter Trial. Note the trials f First-

SALOON ENTRY.—The "Exeter" is the happy hunting-ground of ordinary cars, their entrants eager to capture awards from the M.C.C. Here is just such a car—R. Etherington's Riley Nine, which creditably took a Third-Class Award.





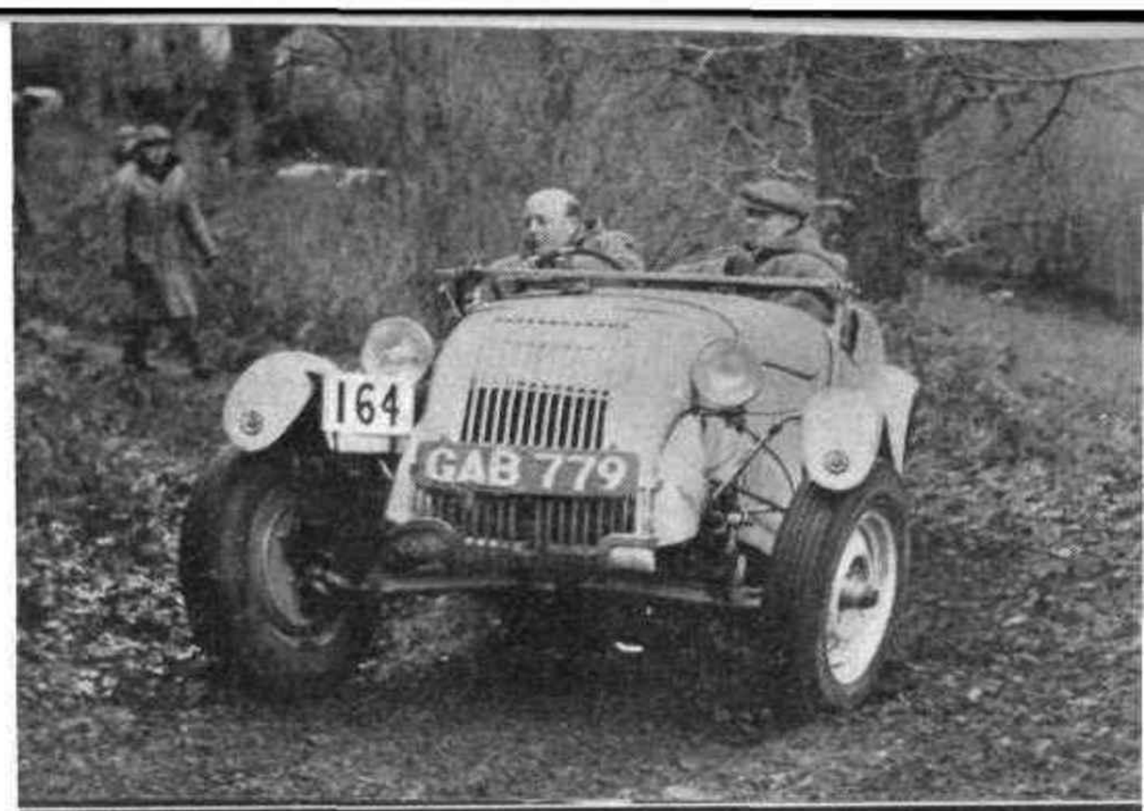
OLD FAVOURITE.—A familiar "Exeter" competitor in unfamiliar guise was W. J. Abernethy's 1,535-c.c. Austin Antique. The saloon top had been cut off, giving, as you see, better "bouncing facilities" to driver and passenger. It was less successful this time, and retired.



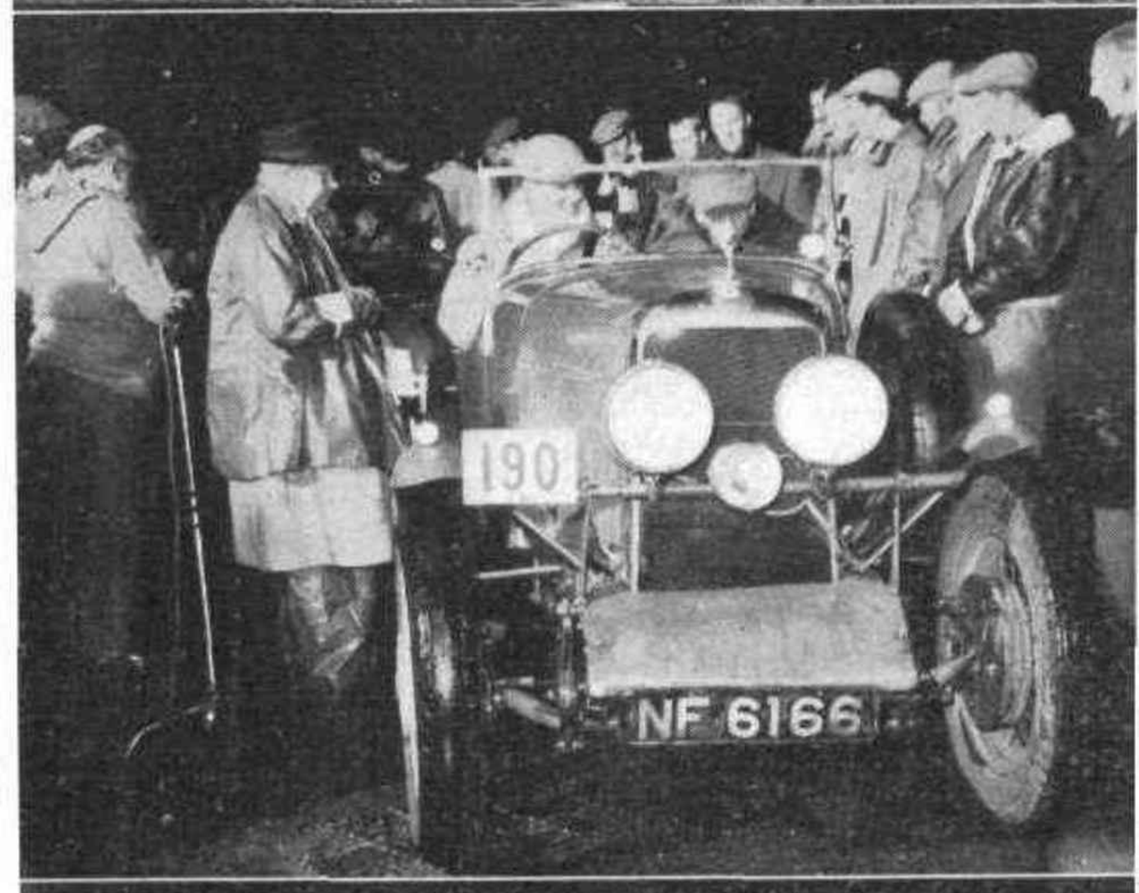
... the screen of his Morgan "4/4" folded flat while tackling ... wings. With the "Plus Fours" in the team he won a ... Class Award.

A MODERN.—D. C. E. Johns takes his Austin A90 up a "section" in the "Exeter." He gained a Third-Class Award.

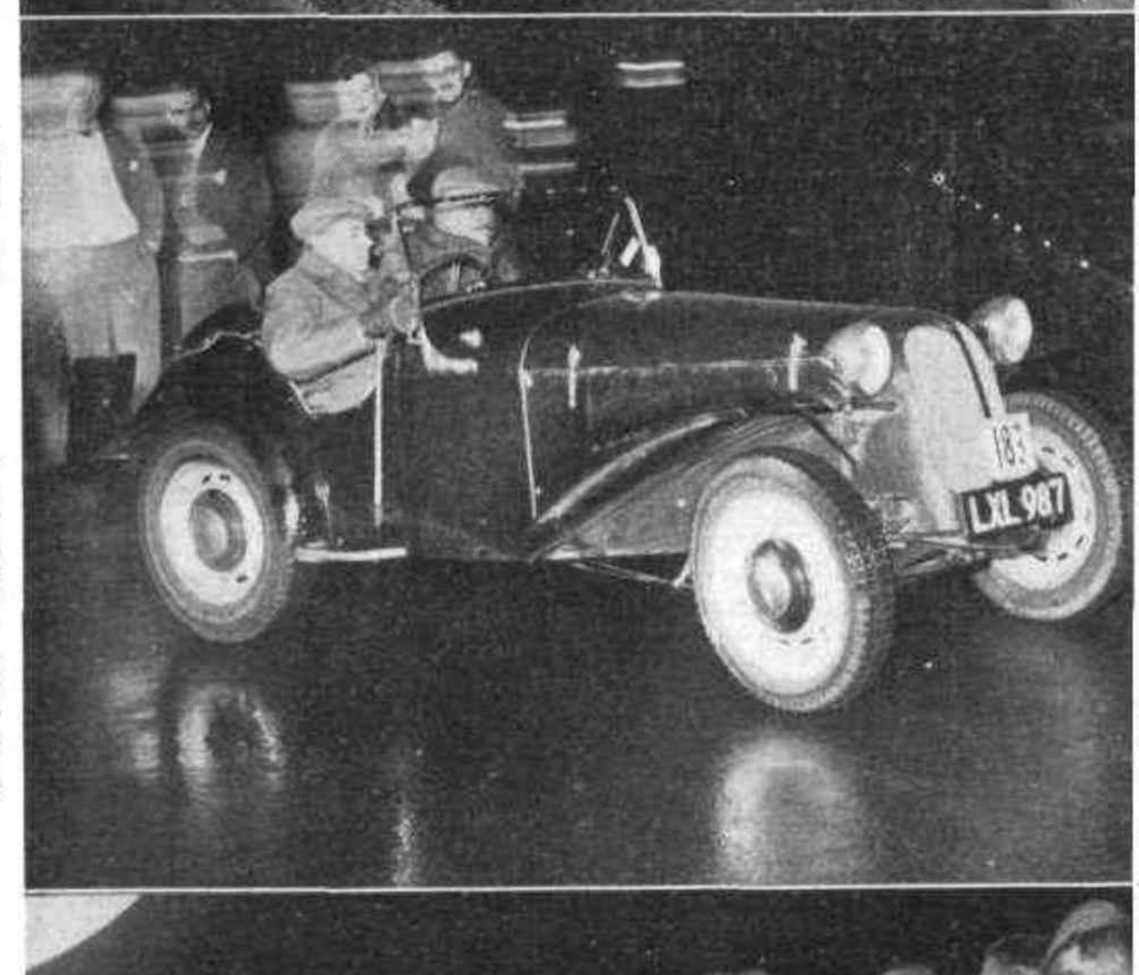




AND A TRIALS JOB.—Accustomed to slimier stuff, H. C. Roberts' Allard had no qualms during the "Exeter" and gained one of the coveted First-Class Awards.



NIGHT START in the "Exeter." J. A. Hebdon seen leaving the Virginia Water control. He was down to drive a 1,203-c.c. Delta Special but to us it looked like a "12/60" Alvis!



TIME TO GO!—And T. H. Church's Dellow does, at the start of the "Exeter." He qualified for a Second-Class Award.

AUSTIN A40 SPORTS.—But this one was not sporting enough to complete the course in the "Exeter"! The driver is C. A. Mansell, and did he know his competition number was obscuring his front registration plate?



Monte Carlo Rally Bulletin

LONDON, *January, 23rd*

BEFORE the Rally started came news of roads snowed-up and the intensely cold weather threatened more snow to come. But conditions improved before January 22nd and the Glasgow contingent got away in good order, the first car flagged off by the Rt. Hon. The Lord Provost, Sir Victor Warren, from Blythswood Square—which must now seem to the drivers so very far away!

The only hazard on the 300-mile run to Llandrindod Wells was patchy black ice, which made exposed corners on high ground treacherous. But the competitors made good time and could afford to take the final twisting section from Welshpool to the Control cautiously at 20-25 m.p.h. Little knots of spectators had gathered at the worst corners, but no untoward incidents rewarded their vigil.

At the Hotel Metropole in Llandrindod, floodlit in a bedecked town, there were rumours that the first car was due in at 9.10 p.m. and as 10 p.m. approached with no sign of Rally cars anyone driving anything at all "sports" was eagerly peered at, cheered on and offered 80-octane from two-gallon cans at the petrol stations. But the arrival time proved incorrect and soon competitors came quietly in, on time. Mostly they came in small groups, a Jowett Javelin amongst the first four, but the intrepid Reece brothers, in a Ford Anglia, came by alone, going quicker than most on the ice and with a healthy exhaust note, although quite a lot of cars had obviously overtaken them, as they had been first away at Glasgow. Zetter's A.C. was well-up, with crew of four. The only car in a hurry on the ice here, blowing an old-fashioned Klaxon-style horn, was a Standard Vanguard. Many drivers, including a Mark VII Jaguar with Jack Newton (of Notwen) at the wheel at this stage, had used an easier route.

As cars refuelled at the two flood-lit petrol stations, with Dunlop and Mintex service vans in close (and we suspect optimistic) attendance, or, after checking in past a Lucas-lit official, parked, lights off, behind the Metropole, interested crowds inspected them critically. F. P. Ground's Javelin, with twin spare wheels on its roof rack and a roof spot-lamp, was already taking on oil. The "works" Jaguar Mark VIIs, in one of which Gordon Wilkins and Raymond Baxter were coping with both the Rally and B.B.C. broadcasts, were seen to be minus their rear-wheel "spats," to have had their knave-plates removed from the hubs and to possess louvres in the bonnet top panels for screen de-icing. Some drivers had mere heater-strips on their screens, others more ambitious heater-panels. The latest Lucas spot-lamps were on nearly every car. Most of the cars were very clean at this stage, notably C. F. Bartlett's blood-red Vauxhall and the Ellison/Mason fixed-head Jupiter bodied by J. E. Farr of Blackburn. Mrs. Johnson's Riley had ingenious extended sides to its luggage locker and a roof spot-lamp. Some competitors did not seem to mind carrying big loads in roof-racks, amongst them the Warwicks' Jaguar and Flockhart's Ford Pilot.

Knave-plates could be carried inside the cars if desired, and apart from the "works" Jaguars, Bolton's Vanguard had them removed from the wheels. An interesting car was Vard's 2½-litre Lagonda, which carried no snow-chains, incidentally. The front-seat passengers in Hobson's Austin and Offley's Sunbeam-Talbot had dental-type head-rests behind their seats. One Riley sported an Order of the Road badge and an Armstrong-Siddeley sphinx rad. cap mascot, no doubt from the owner's well-remembered old car.

As we prepared to leave Llandrindod, Dorothy Stanley Turner came in driving a new 3-litre Alvis, crunching in a gear. Opinions were divided on whether the Hereford or Worcester route was the better. Ice persisted for some miles, and there were occasional dust-clouds, but there was practically no fog, at all events as far as Oxford. Little groups of enthusiasts stood at vantage points right through the night and police and R.A.C. scouts waved the cars on through the towns—surest sign that Britain is at last truly motor-minded. Nor could the passage of the cars, widely-spaced and running quietly, have troubled anyone. Garages were open in Moreton and Chipping Norton. Russell's Javelin, Collins' Morris Minor and Guero's Hillman Minx Utility were not in a hurry, but most of the competitors were cruising at a brisk speed, so that during a very pleasant night run we had to keep the MOTOR SPORT Morgan Plus Four at 70 m.p.h. and corner fast to overtake them. Ellison's coupé Jupiter pulled up in a town, probably dazzled by the lights of a car behind it and a few others had stopped by the road-side. But the Hillman Minx saloons of Kemsley and Walshaw were certainly pressing-on, very impressively for 1,265-c.c. side-valve cars. Indeed, in Moreton-in-the-Marsh spectators "got their money's worth," for, misled by a Riley, one of the Minx followed in at speed and in a cloud of dust, up an escape road labelled "Unsuitable for Motors"—and let us confess, the Morgan followed them both! On the other hand, a non-competing Austin A40 was going much faster than Ellison's Jupiter, faster in fact than a competing A40—reminder that the Rally is not a race and that under good conditions there is no need to exceed 60 or even 50 m.p.h. to hold the required average speed. Up Fish Hill we came upon a Javelin going strongly, but rolling somewhat as it cornered, smoke and showers of jolly sparks coming from its "Wyresoles" tyre treads—incidentally, a third of the British competitors were using these retreads, although R. C. Porter's Riley relied on Swedish Wittmer Skid-Safe tyres on its back wheels and the "works" cars on standard Dunlops.

If the weather in England was lenient, competitors still had plenty of worries. They knew that snow had fallen in Monte Carlo itself, an almost unheard-of occurrence, and that on its way there the Sunbeam-Talbot 90 of Stirling Moss and John Cooper had had to be towed out of a snow-drift. They knew too that, after Louis Chiron had hit a wall in his Alfa-Romeo while trying the course for the Regularity Test, the speed required for this had been dropped from 50 k.p.h. to 45 k.p.h., upsetting many very elaborate and painstaking calculations. However, many drivers were probably secretly relieved, for not many thought the speed for this decisive test possible of attainment, although Sydney Allard, using to the full his Allard's acceleration, had pronounced himself satisfied he could do 50 k.p.h., after a pre-Rally trial.

So, with the Rally Cross-Channel steamer sailing a calm sea, at our printer's request we must leave the competitors to the adventures ahead of them. A detailed report of the Rally is planned for next month's MOTOR SPORT.

N.B.—Later reports stated that Garrard's Sunbeam-Talbot 90 was delayed momentarily due to a short circuit and that Baxter got lost for a while in Brussels. Foster changed a punctured wheel on his Javelin without dropping below schedule, and on this route a Swedish Ford-Zephyr was first into Hamburg Control. The Munich starters experienced bad snow conditions for some hundreds of miles after the start but most routes were clear. Those late at controls on the second day numbered the Harper/Turnbull Vauxhall-Velox, the Franklin/Burgess Austin (at Hamburg), and Holt's Ford Zephyr (at Lille).

MATTERS OF MOMENT

—*continued from page* 61

The coming change in Formula I makes it interesting to speculate on the possibility of blown 750-c.c. cars. Alfa-Romeo might be reluctant to discard their specialised knowledge of supercharged engines and an eight-cylinder half-size version of the present B.R.M. V16 engine has been mentioned. Undoubtedly, however, unblown 2½-litre cars will predominate in 1954. Consequently, the performance of this season's British 2-litre cars is of immense interest, for the majority of them, joined perhaps by Jaguar, are likely to have been "inflated" two years from now into Formula I cars. Those that fail this year to be accepted for classic races will presumably appear in handicap and Formule Libre events, along with the usual intriguing "one-off" entries, such as Oscar Moore's H.W.M. with enlarged Jaguar XK 120 engine and pre-selector gearbox. And Formula III will continue to thrive on intense rivalry between Cooper, Kieft, J.B.S., Parker and the rest.

LATEST ALLARD SUCCESS IN BRAZIL

Pedro Romero (Cadillac/Allard) won the 50-mile Interlagos Sports Car Race on January 12th in 45 min. 47.9 sec. Francisco Azevedo (Maserati) was second.

THIRD TIME UNLUCKY!

The Editor Goes on Another "Exeter" with Neil Smith in the 1921 Tamplin Cyclecar

I HAD strong hopes when I rode up to Virginia Water in a Jowett Javelin at midnight on December 28th last year, to ride through the 28th M.C.C. Exeter Trial in Neil Smith's 1921 V-twin Tamplin-J.A.P. cyclecar, that I could call the subsequent account "Third Time Lucky."

That was not to be, but I hope the title I have been forced to adopt does not sound disparaging to the owner and driver of the Tamplin. Such is certainly not my intention, for no one could prepare more adequately, drive so sympathetically or work with such tenacity when trouble strikes as Neil Smith. As to whether one should enter such an old vehicle for the "Exeter," my feeling is that definitely one should! The whole essence of this great M.C.C. event, which originated in 1910, is that it is a touring trial and that comparatively ordinary cars shall stand a sporting chance of getting up its very sporting hills. Whereas the long night run is a boring affair in a modern saloon and the observed sections "a piece of cake" for trials specials, both become adventurous when tackled in an unusual and grandfatherly car. We retired, it is true, but the Tamplin went from London and two-thirds round the route and back to London, and it caused no more delay to fellow competitors than others who failed on the hills. And, undeniably, the thing was enormous fun in a rather grim, tough fashion!

That these M.C.C. trials are enormously popular is evidenced by the 1951 entry—144 cars, 89 motorcycles, 25 combinations and five tricars, a total of 263. That the long night run and the length of the daylight section takes its toll is evident from the fact that, non-starters apart, 25 cars either retired or failed to get an award. I was glad to see that the "Exeter" is still largely the preserve of the ordinary cars—saloon Hillman Minx, Lancia Aprilia, Jowett Javelin, Standard Vanguard, f.w.d. Citroën, Vauxhall Wyvern, Austin A40, Sunbeam-Talbot, Triumph Renown and Ford Anglia and Prefect, and Pilot, for example, and an elderly Riley Nine, Hayward's vintage Bayliss-Thomas, the Austin Antique, its top now removed, leaving jagged edges, Bingham's four-speed "Chummy" Austin Seven, Denyer's old Lea-Francis, besides sports M.G., Singer and H.R.G., etc.

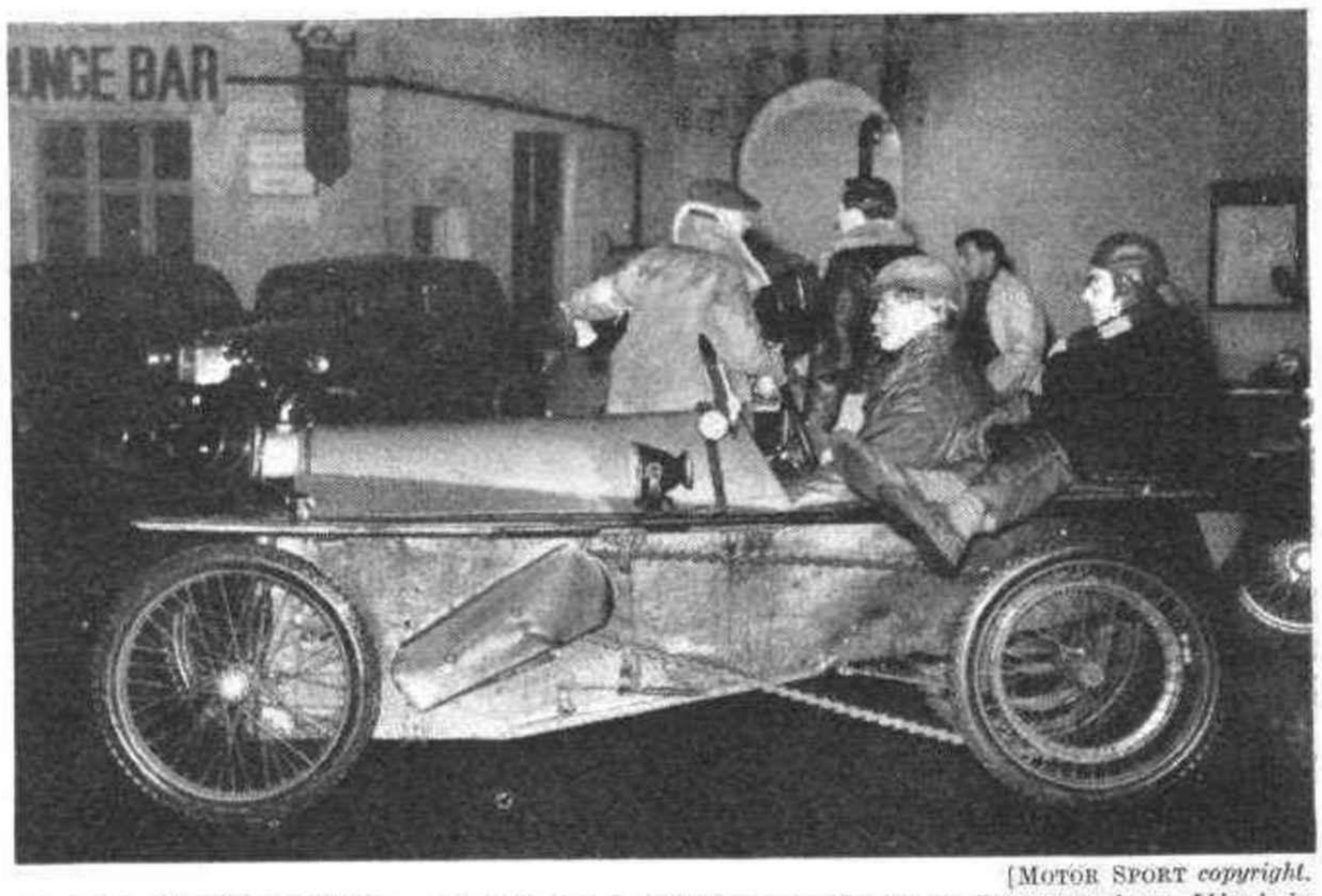
The scene at the Virginia Water start was typical. Cars parked under the trees beside the hotel, queerly-garbed men and women crowded in the lounge sipping coffee, girl navigators attractive under the disguise of helmets and duffle coats; a nostalgic scene, vividly lit up this year by enormous flares on the end of long sticks wielded by an intrepid member of the B.B.C. television outfit.

Smith took two links out of the Tamplin's raw-hide belt, we put on masses of clothing, 1.44 a.m. came up and, cheered by the onlookers, we took off. This time all went well, and, accompanied by the Javelin and MOTOR SPORT's Jupiter, we got along in fine style at a cruising speed of 40 m.p.h. I was very early aware, however, that the close-coupled back seat of a Tamplin, and more particularly the restricted leg-stowage space beside the driver, must have been intended for strictly "occasional" use. I was to become increasingly aware of this before our 450-mile journey terminated! If one goes to sleep one is liable to fall out onto one's head, as the seat has no back; the effect of sitting upright for hours on end is tougher on the stomach muscles than rowing, and the more tired the passenger becomes the less easy is it to mount and dismount, the hood sticks acting as an effective barrier to a human cocoon trying to slide in over the top of the flat wooden mudguard. How the lady-friend managed in the voluminous skirts of the early nineteen-twenties is beyond comprehension, but no doubt matters were even more interesting during the subsequent era of the knee-length skirt!

To offset the uncomfortable seat, the suspension absorbed shocks and my driver acted as a wind break, so that I never felt as cold as did occupants of some of the closed cars. We passed the spot where the Tamplin's fibreboard frame had split and caused our retirement in the last "Land's End." As we left Andover behind torrential rain fell, whipped by a gale, which after Amesbury turned to sleet, so that the off side of our faces froze painfully and visibility had to be provided by the Jupiter's spotlight, shining close behind us. But we reached the Mere check with plenty of time in hand, had coffee, checked out, and paused to remove some more belt links. A Morgan three-wheeler had been spotted, presumably very late, but for us the main road run down A303 to rejoin A30 proved trouble-free.

About Honiton the dawn came and later numbers began to swish past. We overtook the Bayliss-Thomas, which seemed to be wandering about looking for somewhere to rest, and A. H. Clark, riding much behind time on his 123-c.c. B.S.A. Bantam motor-cycle. At Exeter we had a good half-hour in hand before checking in. Then, transport by Jowett, we were at Dellar's, eating the traditional, and excellent, "Exeter" breakfast, conscious, however, of a very damp "seat"! Restarting, we triumphantly passed the spot where the Tamplin had lost an exhaust valve cap irretrievably during the 1951 "Exeter."

A long queue of cars at the foot of Fingle Bridge suggested trouble ahead. We had to start on a steep gradient and, although the Tamplin carried us manfully round the first corner, it stopped with belt slip immediately afterwards. We were manhandled up as far as the re-



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2 *A.M. FLASHLIGHT.—Neil Smith caught by our camera as he starts from Virginia Water on the last Exeter Trial, with the Editor in the stern—and, despite what angry readers may write to us at times, the latter is NOT a misshapen dwarf. His non-standard appearance on this occasion is attributable to the comfortable (?) passenger seat of the 1921-model Tamplin!*

start, where we parked by Westropp's "PB" M.G. coupé, to await a tow to the summit of this twisting, mile long 1 in 5 hill by the official Land Rover. While waiting we saw Bingham's "Chummy" Austin Seven make light of the hill and re-start. By well-timed bouncing on the part of two hefty men in the back seat of his Red "X" Special, R. G. Redford just got away, only to have clutch trouble before the finish.

While Fingle was taking its toll Smith removed more links from our belt (before the end of the trial he had removed *twenty* in all!), and we then proceeded along twisty roads to Stonelands, some 2½ hours behind schedule. Here the belt jibbed at the "flying start" into the right-hand corner and we never saw what lay beyond. After the route card had given me some nasty moments finding the intended way through Moretonhampstead, we came, without hope, to Simms, spotting Scroggs' venerable Trojan (he was marshalling) parked at the approach. The Tamplin went up the straight 1 in 3½ climb non-stop—at the end of the tractor's cable.

A long main-road run brought us to Higher Rill, the West-Country sun casting a weird cyclecar-shadow on the road beside us. We drew off the slippery approach lane to remove more belt links and the *Autocar* arrived in an open Ford Prefect, said we deserved to have our photograph taken, and pushed us off. We continued strongly and had we been allowed a flying run at the hill, might have got up—the V.S.C.C. Light Car Section would be well advised to note how dampening is the "standing start" on a lightcarist's morale! More pushing, more belt-shortening, and we proceeded towards Harcombe, determined if possible to complete the route even if we couldn't climb the hills. Alas, a tinkling noise that had begun to puzzle us got worse, was investigated, and proved to be the steel driving pulley on the gearbox countershaft coming in half. So, having paused while C. E. Neale's Sunbeam-Talbot saloon had been extricated from a ditch, we pushed the Tamplin into a field, spread the tools in the car's capacious locker on an oilskin, and removed the pulley. Smith improvised rivets from brass screws, mended the pulley, reassembled, and on we went to see what Harcombe was like. But belt-slip stopped us before reaching the hill, so we turned round and came down, deciding at last to retire. It was now dark and, hoping that the Javelin might be awaiting us at Lyme Regis, where Smith's brother had retired his Carden cyclecar in 1950, we sought to reach this delectable watering place. It was only five miles away, but great hills intervened, up which we pushed the Tamplin, driver walking beside it, a task that was no joke, clad as we were in hundredweights of clothing.

Just before Lyme Regis a friendly garage found screws with which Smith proposed to make a proper repair of our belt pulley, and in the town the Royal Lion Hotel made us more than welcome. The proprietor at once offered us the floodlight in his yard to work by, fed us well and discussed accurately Tamplins and contemporary cyclecars. A jolly post-Christmas party was in progress within and, before we left, many were the good wishes we received for a safe run home. Obviously the Royal Lion is a hotel to remember if you are stranded in Lyme Regis or intend to have a holiday there . . .

After dinner, Smith patiently and effectively dealt with the pulley and fitted a new belt, whereupon, with a certain amount of persuasion, the Tamplin climbed out of Lyme Regis, bound for Chard, A30 and home. As I walked behind it I derived pleasure from its spidery silhouette, which was pure unadulterated 1921.

On all but the steepest main road hills the belt gripped and the vee-twin J.A.P. had ample power. In motor sport speculation is dangerous, but I really think that, given all-chain drive, the Tamplin would have put up a convincing show on the "Exeter" hills, for the tiny-section tyres do not seem to spin and the engine will slog happily at walking pace. Smith is likely to try again this year, perhaps, appropriately, in the V.S.C.C. Light Car Section of the "Land's End" at Easter, using a modified belt, and then we shall see . . .

We made good progress from Chard to Yeovil but here our lights were too dim to drive by and our spare battery was in the Javelin, which had gone on home. It was now about 1 a.m. on the Sunday. At this grim hour West of England Cars, Ltd. offered us breath-taking hospitality. Asked if we could push the Tamplin into their yard, they insisted on putting it in the showroom and, producing a camp bed and blankets, led us to an adjacent flat, telling us we would be called at daybreak—service indeed, for which they made no charge. Our warm respect for West Country hospitality sealed, we recommenced at 8.30 a.m., and came through Sherborne, Shaftesbury, Salisbury (where an old Singer Senior saloon was seen) and Stockbridge in fine style, breakfasting near Lobscombe Corner. We must have averaged over 30 m.p.h. up A30, for I was home well before lunchtime. Smith, quite indomitable, went on to the far side of London, remarking that he would have time to wash the car down before tea! For me the 1951 "Exeter" had ended, 36 hours after I had started out—what a wonderful place is bed!

Those who gained "Premiers" in this most enjoyable of trials are shown below. It only remains to express the hope that, no matter how trials-cars and mud-trials may change down the years, these M.C.C. classics will continue virtually unaltered, as I am sure they will, even though "Jackie" Masters had to do a bit of pleading for them at the last R.A.C. Clubs conference!—W. B.

Those who gained First Class Awards were: R. Wilson (L.R.G.), E. D. Scobey (Allard), H. Mayne (Fanfold), T. S. Hicks (M.G.), G. S. Edwards (Allard), E. H. Dennis (H.R.G.), A. L. Chard (Ford), A. A. Wilson-Gunn (Dellow), G. M. Sharp (M.G.), M. K. Roberts (Morris Ten), P. H. G. Morgan (Morgan Plus Four), W. A. G. Goodall (Morgan Plus Four), C. J. McCann (Morgan), H. C. Roberts (Allard), A. G. Robbins (M.G.), Mrs. S. J. Fleetwood (Ford), J. Tucker-Peake (Scarlet-Runner), H. Gilling (H.R.G.), G. M. Boyes (Batten-Special), A. G. Curwen (Austin Seven), A. D. Hasemer (Austin Seven), R. E. C. Brookes (E.R.P. Special), H. J. Haward (Bayliss Thomas), E. W. Pike (E.P.S.), E. G. Smith (A.R.M.), G. T. Williams (H.R.G.), C. R. Price (Dellow), P. A. Linney (H.R.G.), W. F. Mead (Dellow), D. Read (Dellow), R. N. Richards (R.B.W.), H. Cocker (Riley Nine), A. L. S. Denyer (Lea-Francis).

B.A.R.C. MIDNIGHT MATINEES

On January 11th and 18th B.A.R.C. members filled the comfortable Curzon Cinema for their private midnight show of motoring films—a delightful innovation devised by John Morgan for his members' pleasure, and now in its third year.

The show opened with some particularly good filming of Shelsley Walsh by the Shell film unit. This was followed by a Television Newsreel of Farina's mastery of Goodwood and Parnell's efforts to secure second place, Brian Shawe-Taylor being caught in the bushes at Woodcote on the lap on which his E.R.A. later experienced its unhappy accident.

Movietonenews and Gaumont-British News provided selected motoring features, punctuated by shots of football, ice-hockey and other sports, and a very fine parade of bathing beauties, without which the midnight matinée would be incomplete and until the showing of which even the most blasé members stay wide awake. [We intend to apply for track passes to one of these parades.—ED.]

Mickie Mouse also did his stuff and a preview was shown of a new Metro-Goldwyn-Mayer cartoon in which America laughs at its own style in automobiles, a film no vintage enthusiast should miss. Shell showed Stirling Moss explaining the four-wheel-drift to Raymond Baxter, first using a fine scale-model of the Rob Walker Delahaye on a bar counter, then with a Jaguar XK120 at Silverstone. In the early part of this film and in one of the newsreels we saw the great Jaguar XK120C victory at Le Mans—and in both instances brief but effective night shots were included.

The show concluded with the Vacuum Oil Company's colour film of the 1951 Indianapolis "500," which gave a good general impression of the atmosphere and character of this American race. It was noticeable how comparatively leisurely were the pit-stops, change of two wheels and refuel of a leading car occupying 50 sec., for instance. This film, for which Sound Services Ltd. installed a special 16-mm. projector, was devoid of advertising matter and had been flown over from America.

The Midnight Matinée has become an accepted social event in the motoring calendar and this year the moonlight night of January 11th made the run home an additional enjoyment.

BETTER BY RAIL!

A special train of 13 International Ferry Service railway vans was used to take the Austin exhibits to the Brussels Motor Show. The gaily-decorated locomotive pulling the Austin Special excited great interest *en route*. This is the first time any British car manufacturer has adopted this method of transporting its vehicles to a foreign motor exhibition. The great advantage of sending them in this manner is that they arrive at their destination in spick-and-span condition, almost ready for the Show stands. The Austin Motor Company will again use a train for getting its exhibits to the forthcoming Motor Shows at Amsterdam and Geneva.

AN IMPORTANT ANNOUNCEMENT

3/6d. SPORTS PLUG NOW AVAILABLE

When we first introduced WIPAC 3/6d. Spark Plugs we pointed out that they were designed, primarily, for side valve and two stroke engines, and were not recommended for high compression and super sports engines.

The fact that many enthusiasts wrote to tell us that they were using them successfully on O.H.V. and super sports engines did not encourage us to alter our recommendation.

Instead, we went ahead with our plans to produce a WIPAC Sports Plug suitable for high compression engines. This plug is now ready and in production. It is the WIPAC P4T—the first Sports Plug to sell at 3/6d. and is guaranteed for 10,000 miles.

We know that this news will be welcomed by all owners of sports cars. If you have any difficulty in obtaining WIPAC Plugs please write to us, stating the name and address of your usual garage or dealer.

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WICO-PACY SALES CORPORATION LTD., BLETCHLEY, ENGLAND

SIDESLIPS

by

"BALADEUR"

"IT'S like abroad," says Mr. Prendergast in Evelyn Waugh's novel *Decline and Fall*, "no one would want to go there if they hadn't been told it existed." I have always thought this a particularly profound remark, and about half the motorists I know entirely agree with Mr. Prendergast. The other half, however—and I must admit that it is the half among which I myself am numbered—spend one part of the year motoring on the Continent and the other part thinking how long it will be till they get back there again. Some of them, indeed, even tend to agree with a famous correspondent to one of our contemporaries who once shattered the complacency of his stay-at-home adversaries by blandly remarking that he had "never regarded England as a motoring country."

This motoring *wanderlust* is, moreover, no new thing, and as long ago as 1907 *The Car Illustrated*, a beautifully produced journal which, alas! can no longer be described as a contemporary, thought it worth while to publish what it described as "a detailed guide to those intending to tour or travel with motor cars on the Continent." A copy of this publication has recently come into my possession, and I must say that I have found it a mine of delightful information. In order to convey some impression of its contents, I propose to try to pick out some of the richer nuggets.

In the first place, of course, the intending tourist must decide on his car, and in this connection the guide seems to suggest that to hire one was at that time by no means an unusual proceeding. "In selecting a 'make,'" we are advised, "two considerations are vital—finish and simplicity of the mechanism, and comfort in the tonneau both as regards its seating capacity and the care with which it is hung on its springs." Students of language may note in passing that "make" is still a jargon word, worthy of inverted commas, while tonneau is not as belonging, presumably, to standard English. "Be sure the brakes are in perfect order, and have every nut and bolt tested. Also the steering gear should be overhauled. A week's examination of the car in advance is not too much." I wished I could get "every nut and bolt tested" in a week nowadays!

"As to horse-power," continues the guide, "20 to 30 is ample. Cars of 20-h.p. will go over the Stelivo Pass—on the first speed, perhaps, but nevertheless with relative ease." This almost casual reference to the Stelivo is interesting, if only because in his *High-Roads of the Alps*, published three years later, Mr. C. L. Freeston seems to take the attitude that the Alps were still something of an undiscovered country to the motorist, and were to be regarded with a fair measure of awe. Perhaps, indeed, the author of the guide had slight qualms about sending unsuspecting tourists to the mountains with entirely unsuitable cars, for he adds, apparently rather irrelevantly, that "the average weight of a 20/25-h.p. tourist car with five up (including the *chauffeur*) and the necessary amount of luggage is about 1½ to 2 tons. This assumes that only a Cape cart hood is employed."

The employment of a chauffeur is, of course, also assumed, and some good advice is given in this connection. You should "never take a *chauffeur* who is not an expert engineer as well as a clever driver"; and, in spite of this latter quality, you should, with the emphasis of italics, "*prevent him scorching*." Again, "a *chauffeur* with a knowledge of French is always of very great assistance," because, among other things, "he amuses himself more easily when off duty"; although this last point seems to be almost negatived by the injunction that you should "if possible (!) avoid taking a *chauffeur* whose manners are bad and natural instincts low." Finally, you should "ensure that he fits himself out neatly and tidily, and that his clothing is appropriate. Otherwise he may get sunstroke in Italy and pneumonia on the Swiss passes." For one horrible moment one suspects that even the Edwardian Age is getting soft about servants—until one reads on to the next sentence. "This," concludes the author triumphantly, "is awkward for his master."

Moreover, once on the Continent, it is not only the chauffeur who must mind his manners. "The public are generally frankly hostile to motorists as a class," says the author cheerfully, "but courteous and well-disposed to individuals. As a rule missiles are thrown only at fast drivers, or at cars which have the ill-luck to follow fast drivers." Unless you run into this sort of misfortune, there are a few simple rules for keeping out of trouble. For instance, it is advised that one should "never kill live stock on the road wantonly," but should "do one's best to scare animals or poultry away from the course of the car . . . Some motorists use a little stick wherewith to pat the bonnet and produce a metallic sound." My word, French chickens have learnt a thing or two since 1907: they clear off quick enough now, and I never pat the bonnet with a little stick. So, alas! have the humans. "If you break down in a town or village and have to repair, for instance, a tyre, do not assume a hostile attitude towards the crowd of curiosity mongers . . . Some of them will help, often for the honour, and it is not unpleasant to get someone else to do the pumping up." It certainly would not be.

"Extreme politeness to all officials is vital," we are warned, "particularly to the police and Customs authorities." It must certainly have been easy to get into trouble with the former, if only over the speed limit. Unlimited speed, even on the open road, was legally permitted, only, rather curiously, in Germany and Holland, the regulations in the former country stating, in the best Teutonic style, that "if there is a clear view, speed may be increased so long as the driver remains capable of carrying out his obligations satisfactorily under all circumstances." "Within enclosed spaces," however, "the speed of a motor vehicle must never exceed the pace of a horse trotting; and presumably one of the driver's obligations was to know how fast a horse trots. In France the speed limit in open country was 18½ miles an hour—and presumably was such in 1903 when the Paris-Madrid race was run and Gabriel averaged over a mile a minute from Paris to Bordeaux. "The speed limits," remarks the guide complacently, "are continually exceeded." At this time in France only cars capable of exceeding 30 kilometres, or 18½ miles, an hour were required to carry number plates, and, very reasonably, "motorists consider this recognition of their possible speed as a permission to travel at it."

Belgium, Portugal, Switzerland and Denmark agreed with France in imposing a limit of 30 kilometres an hour. In Sweden this was evidently considered a bit fast, and the limit was set at "25 kilometres in the day and 10 kilometres at night"; while of Norway we are merely told that "motoring in Norway is practically unknown, and regulations are drastic." So they were—on paper—in Spain: "the maximum speed in the open country is 10 kilometres or about 6¼ miles an hour; in inhabited places it is 5 kilometres or 3⅛ miles." But, adds the guide reassuringly, "these regulations are, in practice, absolutely disregarded." I imagine that King Alfonso XIII was already seeing to that!

On the other hand, Italy, although only a few years before it had been said to be too deeply riddled with autophobia to allow town-to-town races to be run there, was now more liberal than France, at least in the matter of the speed limit. "In the open country a speed limit of 25 miles (40 kilometres) an hour is laid down," says the guide; and as a result, no doubt, "the speed limits are said to be generally observed, though," adds the guide, remembering that there are always black sheep in every family, "in the country the rate is sometimes brought up to 38 miles (60 kilometres) an hour. Shepherds and peasants, however, complain that sheep and cattle are run over by motor-cars driven at a furious speed." I should think it must have been pretty furious if they ran *over* much in the way of cattle. Austria, like Germany and Holland, was even more liberal than Italy, the regulations contenting themselves with saying that, in the open country, "the driver must always be master of his speed." To redress the balance, however, it was added that "the timely use of the horn is stringently prescribed." Wise Austria!

As a matter of fact, of course, a good deal of emphasis was laid on the motorist's horn in other countries besides Austria. In Belgium it had to be audible sixty yards off, in Holland a hundred. In Switzerland "every car must carry one deep-toned horn *only* . . . which must be frequently used"; and in Spain, in spite of a speed limit of 6¼ miles an hour, "the frequent use of the horn is strongly counselled"—although, as an alternative, you were still allowed to use a bell. On the other hand, in Holland "excessive horn-blowing is forbidden," and "in

Paris, by a recent police regulation, defective silencers, blinding light, and abusive use of horns are forbidden." As far as horns are concerned, I think that this regulation was enforced, about thirty years later.

In any case the author of the guide is in no doubt as to where he stands in this matter. "Motor horns ought to be sounded far oftener abroad than is customary," he states, quite categorically. "The motor horn can hardly be too powerful. The ideal outfit is to carry two horns, one of which can be sounded by the driver and the other by some occupant of the car . . . There need be no fear that this suggestion of double noise will create a nuisance. Far from it . . . It is, of course, notorious there is nothing like the human voice for effectiveness—a 'Hi, hi!' on an emergency is worth all the motor horns in existence. A shrill toy trumpet is not to be despised." I must remember to try that one some time.

Lamps, as provided for in the regulations, have illumined a dark spot of my ignorance. In all the countries mentioned it was necessary, as one might expect, to have two lamps at the front of the car and one at the back, except in Belgium, where one front lamp and one at the back was apparently sufficient. (In this country, incidentally, motorists had only recently succumbed to the efforts of authority to induce them to carry more than one lamp in all. In *Cars and How to Drive Them*, published, also by *The Car Illustrated*, in 1903, a writer had strenuously contended that this was all that was required of them. In this contention he based himself on Section 2 of the Locomotives on Highways Act of 1896 and the regulations made in pursuance thereof by the Local Government Board. In these regulations, as far as lamps are concerned, as he pointed out, "the singular number is carefully retained"; and he goes on to quote: "'the lamp shall be so constructed and placed as to exhibit a white light visible within a reasonable distance in the direction towards which the light locomotive is proceeding, or is intended to proceed'—there is nasty sarcastic tinge in this phrase!—'and to exhibit a red light, so visible, in the reverse direction. The lamp'—singular again—'shall be placed on the extreme right or off side of the light locomotive in such a position as to be free from all obstruction to the light.'" And nowadays they say it is illegal even to park a "light locomotive" with a single light arranged like this!) But to return to the Continent and 1907, it was only necessary for the tail lamp to be red, as far as I can see, in Switzerland and Spain; and, indeed, a tail lamp of any sort seems to have been regarded as hardly worth fussing over. "As to the lighting of the rear lamp," says the author of the guide, "it is desirable to do this, but every tourist has found that it is often not vital." But what did surprise me and, as I have said, illumine my ignorance, was to discover that in France, Italy, Spain and Switzerland the left-hand front lamp had to be green, although in Switzerland, as a concession, "the green lamp can have a white band in the centre or the centre itself white." Has anyone recently found a veteran car, I wonder, equipped for foreign touring with a green front lamp-glass?

There was no such thing, evidently, as an International Driving Licence in 1907, although in many countries the motorist's national licence was accepted. In others, however, a local licence was necessary, and its acquisition usually involved taking some sort of a test. In France this was "supposed to last about fifteen minutes and to include a drive round streets with a *viva voce* examination as to construction, working and repairs." If these took place simultaneously, I can imagine that it was fairly easy to distract the examiner's attention from your rabbit-like performance in Paris traffic with a spirited discussion on the working of a differential or the best way to replace the spring of an automatic inlet valve. In Austria also the official examination involved "a knowledge of the mechanism of the vehicle," while in Germany "motor vehicles may only be driven by persons who thoroughly understand their mechanism . . . and can show a certificate to that effect from an officially recognised expert." I wonder how many of us nowadays could extract such a certificate from some recalcitrant Professor Doctor Engineer!

The reputation of Germans, incidentally, stood extraordinarily high with English people in 1907, and it would be a melancholy exercise for any present-day German reader of this guide to reflect on how this reputation has suffered as a result of two wars. For instance, according to the author, "One can always be quite sure that a hotel which obviously makes a special appeal to Germans is more than passable." With regard to hotels in general, you should "always go to the best hotel in any place," but "many motorists never take off their luggage until terms are settled—it is wiser." On meals, too, he has some very sound advice. "Some motorists prefer taking a luncheon basket to obtaining lunch *en route* . . . this is a mistake. Occasional luncheon by the way has the charm of a picnic, but too much of it bores and becomes unsatisfying. It is so easy to obtain excellent lunches abroad; never judge a restaurant by its appearance."

Petrol, observes the guide, is usually sold by the litre but sometimes by weight; and this observation stirs the deepest recesses of my memory. The first time I ever undertook a Continental motor tour without parental protection my companion was eighteen and I was really seventeen, but I had said I was eighteen too, because otherwise I should not have got an International Driving Licence. We passed through France and we got very good at calculating how much petrol was costing, at so many francs for a litre. Then we got into Italy, and did the same sums with lire. Finally we crossed into Austria, and at our first fill-up asked the price of petrol. "So many krone for a kilogram," replied the garagiste. We looked at each other, I remember, in horror. "There are *x* krone to the £," we said, "there are 4.54 litres to a gallon, one cubic centimetre of water weighs a gramme, and, oh! Lord, what is the specific gravity of the petrol at a wayside Austrian garage?"

It seems that *triptyques* existed in 1907, if not *carnets de passage en douanes*, but the guide by no means assumes that touring motorists will necessarily avail themselves of this facility. The alternative was to pay the duty, sometimes calculated *ad valorem* but more often, apparently, by weight, when you went into a country, and to recover it when you came out again against the receipt for the payment. This system was not so intolerable as it sounds, for the simple reason that there was real money in those days. Then, unlike nowadays, when the Chief Cashier of the Bank of England said "I promise to pay the Bearer on Demand the sum of Five Pounds"—he did not concern himself, of course, with smaller amounts—he really meant it, and would hand you, on demand, five golden sovereigns which were perfectly good money anywhere from Calais to Constantinople. Those who believe in the inevitability of progress, and consequently claim, for example, that modern cars are superior to those of the vintage era, might like to chasten themselves a little by comparing these international monetary arrangements of 1907 with those ruling in 1952.

CLUB AFFAIRS

The new secretary of the Cranleigh & Dist. M.C. and C.C. is A. T. Leighfield, Cornerfield, St. Nicolas Avenue, Cranleigh, Surrey.

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The Lagonda Club is holding a 24-hour rally on March 1st and 2nd, starting near Banbury and finishing near Worcester. There will be special tests *en route*, including a speed section, a night navigation section, a regularity test in the Welsh hills and some trials hills. Bonnets will be sealed and the emphasis will be on motoring rather than on "comic" hazards. Details from: A. Jeddere-Fisher, Apsley Cottage, Kingston Blount, Oxon.

* * *

The Vintage S.C.C. is planning a social visit to the oldest passenger-carrying railway in the world, which is referred to elsewhere in this issue. It will probably take place on April 27th.

* * *

The Allard Owners Club held its first annual dinner and dance at the Frascati Restaurant on January 8th. Sydney Allard was stranded in Paris at 1 o'clock the same day and caused amusement and excitement by his description of the journey. Dinner commenced at 8 o'clock, when a member was heard to remark "obviously the only way to get a good dinner is to buy an Allard." After the toasts and speeches, which were given by "Goff" Imhof, Cyril Wick and Sydney Allard, the M.C., Mr. C. Nugent, saw to it that everyone thoroughly enjoyed themselves. This will long be remembered by those present as one of the most successfully sociable club dinners to date.

* * *

If you are in Devon on February 17th, do not miss seeing something of the N. Midland M.C. Kitchen Trophy Trial—it is hoped that Stirling Moss will drive a Harford and Reg. Parnell also compete! The start is from the "Rising Sun Hotel," Bamford, at 10 a.m.

Club News

WE HEAR

Jarvis & Sons, of Wimbledon, have a new telephone number—Liberty 8221.

Congratulations to Robert Baird on the birth of his second son. Baird hopes to drive Ferraris again this season and is negotiating for a four-cylinder Formula II car and may also procure one of the new 2.5-litre sports Ferraris.

A reader in Durham is rebuilding a 1925 Newton-Ceirano and G. Stapleton, like Ted Pool, is running a 1925 " 8.3 " Renault.

The remains of a Fiat, thought to be an Edwardian of modest h.p., lie in a yard at Barrow-in-Furness and might be useful as spares. Eric Manby has built himself an impressive special, consisting of a Bedford JCV 10-12 cwt. chassis, with a Vauxhall J-type 4.7 to 1 back axle and the saloon body from a 1948 1½-litre Jaguar. The steering arm came from a 3-ton Bedford (it was cranked to suit), the seats from a Sunbeam-Talbot, the front wings from a Vauxhall Velox, and the specification includes a Servais silencer, Fram oil filter, Ford V8 horn grilles, Hillman Minx screen wipers and a Rover " 75 " front bumper. The radiator is from a 1938 2½-litre Jaguar and Lockheed brakes are used. Photographs prove that the appearance is quite up to modern production-car standards. Good show! R. G. Davies, 14, Lyttleton Street, Barbourne, Worcester, seeks advice about 1924-30 V-twin Blackburn engines as used in Morgans, as he has two of these and wants to rebuild one of them.

J. H. Nunn runs an "1,100" Fiat d.h. coupé which averaged 40¾ m.p.g. for 1,590 miles during the last *Daily Express* Rally. He uses the 11/42 final drive in place of the usual 9/42 and used two gallons of 80-octane and 37 gallons of Pool. Normally the Fiat is run supercharged, using an Italmeccanica Roots blower, when the consumption is 50 m.p.g. at 40 m.p.h. This is with the standard Zenith carburetter with 22-mm. choke and 100 main jet. Fellow Fiatists may copy!

At Southend an A.C. Sociable has been unearthed in a field and is to be restored, while someone else is busy restoring a 1914 Swift cyclecar. Then Chris. Shorrock finds he must get rid of his 1926 " 23/65 " sleeve-valve Peugeot Victor Broome saloon. This car has been in Shorrock's family since new, has covered only about 16,000 miles, starts easily, and is probably the only Peugeot of this type in England. He seeks a good home for it—letters will be forwarded. Minimodels are thinking of introducing a toy 4½-litre Ferrari. John Vessey is restoring a 1911 two-cylinder Renault. A 1922 11.9 Standard two-seater was amongst the cars serviced by Kennings, Ltd., of Peterborough, during a recent Standard and Triumph service week.

Knight still has his short-chassis racing Brescia Bugatti and is building a special comprising a Speed Twenty Alvis engine in a lowered Silver Eagle Alvis chassis, with ¼-elliptic back springs having radius-rods above them, Alvis front axle and gearbox and Jeep radiator block. Some years ago Lamb's Ltd., of South Woodford, presented a 1906 30-h.p. Standard two-seater to the S.W. Essex Technical College Museum. It was brought out recently to convey a party of clowns to the King George V Hospital, where they performed before children and patients. It is a pity when old cars fulfil funny roles, but in this instance the Standard performed a good service.

Housewife last November included a very fine drawing, by Martin Aitchison, of a vintage " Chummy " Austin Seven, with one of its stories. A 1923 200-Mile Race twin o.h.c. Newton racer languishes in a Manchester cellar, while a 1928 6.4-h.p. Peugeot 2/4-seater, which the American Army had been using as transport in search of alcoholic sustenance, was saved by an antique dealer and was for sale in Surrey last month.

H. D. Spirey got a long story about his " old crocks " in the *Scunthorpe Telegraph* recently, when he parted with his 1911 G.W.K. to L. D. Lee, whose firm made the original Coventry Simplex engine. The G.W.K. went from Crowle to Coventry faster than the train in spite of breakfast and lunch stops and averaged 42 m.p.g. Mr. Spirey's other old cars include a 1911 Rollo cyclecar, a 1923 Fiat and a 1924 57-h.p. Daimler shooting-brake. Arising out of a letter in last month's issue, S. J. Digby remarks that he is restoring a 1914 7-h.p. Perry. The original owner, a clergyman now nearly 90 years of age, has been promised a ride when the work is completed.

We are glad to learn that the *News of the World* is again backing the Ulster Trophy Race on June 7th.

Victor Axel Berg has replaced his 100 m.p.h. 4½-litre Invicta with the fabric-bodied two-seater " 30/98 " Vauxhall raced at Brooklands before the war by Clive Windsor Richards. The N.W.L.M.C. hopes to receive an invitation to a tough trial in the Swiss Alps about the time of this year's Alpine Rally.

FIXTURES FOR FEBRUARY

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

3rd.—Hagley & Dist. L.C.C. Clee Hill Trial, Shropshire. *C.I.*
Herts C.A. & A.C. Car Trial. *C.I.*
10th.—M.G. Car Club (S.E.). Chilterns Trial, Chilterns. *C.I.*
Southsea M.C. Trophy Trial, Petersfield. *C.I.*
Leicestershire C.C. Bacon Trophy Trial.
16th.—Torbay M.C. Tests, Dartmoor. *R.*
17th.—Birmingham U.M.C. Trial, Worcs-Warwicks. *C.I.*
Lothian C.C. Trial, Edinburgh. *C.I.*
N. Midland M.C. Trial, North Derbyshire. *C.I.*
Morgan Three-Wheeler Club. Signpost Trial, Keston Ponds Car Park, near Bromley, 10.30 a.m.
23rd.—Cheltenham M.C. Trial, Cotswolds. *C.I.*
24th.—N. London E.C.C. Trophy Trial, Herts. *C.I.*
23rd-24th.—Cambridge U.A.C. Rally, Yorks, etc. *N.*
24th.—Sheffield & Hallam. M.C. Trial, Derbyshire. *C.I.*
Edinburgh U.M.C. Driving Tests, Edinburgh. *C.I.*
N.L.E.C.C. Jacobean Trophy Trial, Hertingfordbury, *C.I.*

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VINTAGE S.C.C.

The V.S.C.C. fixtures for this year are as follows :—

Feb. 17th.—Bisley Rally.
Mar. 22nd/23rd.—Pomeroy Trophy.
April 19th.—Northern Trial.
May 3rd.—Race meeting, Silverstone.
July 12th.—Race meeting, Silverstone.
July 27th.—Madresfield Rally.
Aug. 16th.—Prescott Hill-Climb.
Oct. 4/5th.—Welsh Rally.
Nov. 1st.—Nidderdale Trial.
Dec. 7th.—Bisley Rally.

The club has informal monthly evening meetings at " The Phoenix," Hartley Wintney, Hampshire, on the first Thursday in the month; at the " White Lion," Cobham, Surrey, on the third Thursday; and at the " Jolly Farmer," Enfield, on the last Thursday; while the Midland Section meets on the second Thursday at the " Red Lion," Church Street, Birmingham, and the Northern Section at " The Crescent," Ilkley, on the last Thursday.

A very big edition of the club's inimitable " Bulletin," edited by Ronald Barker, appeared at Christmas, and four issues will be published this year, the first due next month—they are not to be missed!

The club caters primarily for pre-1931 cars, the annual subscription is 25s., and details are obtainable from T. W. Carson, Mellaha, Pack Lane, Kempshott, Basingstoke, Hampshire.

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CITROEN C.C.

John Heath, of H.W.M., has honoured the Citroën Car Club by becoming its President. A dinner and dance has been arranged as celebration of this event in honour of the president and will take place on February 29th, at the Berkeley Rooms, Zeeta House, Putney High Street, S.W. Tickets are now available, at 21s. each, and as numbers will be restricted, members are advised to make application to John B. Layton, Gen. Sec., C.C.C., 103, Kingston Hill, Surrey, as soon as possible. During the evening the Kendall Trophy and other awards for 1951 won by members will be presented, followed by dancing until 12.30 a.m.

The C.C.C. has now over 300 members and at the present time is rapidly expanding. Many interesting events and social gatherings have already been arranged for 1952, the immediate fixture list being as follows :—

Feb. 29th.—Dinner and dance.
Mar. 20th.—Monthly get-together at the Gunn Inn, Findon, near Worthing, Sussex.
April 4th.—Monthly get-together at the Albert Hotel, Kingston, Surrey (with film show).
April 26th.—Night reliability trial.
May 10th.—Monthly get-together, The Thames Hotel, Maidenhead.
June 8th.—Mystery run.

VETERAN C.C.

The Veteran Car Club's provisional fixture list for 1952 is as follows :—

Feb. 16th.—A.G.M., South Kensington Hotel London, 12.15 p.m.
April 12th.—Rally to Esso House, Abingdon.
April 26th.—Rally to Hendon Police College.
May 11th.—Shuttleworth Memorial Trophy Meeting —rally and speed trials—Biggleswade.
May 24th.—Cleethorpes Rally (invitation from the Grimsby M.C.).
May 31st.—Midlands Section Main Event—rally to Stourbridge with driving tests.
June 7th.—Swindon-Cirencester Rally (a South-Western Section event).
June 14th.—*Kent Messenger* Run.
June 21st.—South-Eastern Section Main Event (venue not yet decided).
July 26th.—A speed hill-climb.
July.—Continental Rally.
Aug. 2nd.—Plymouth Rally (a South-Western Section event).
Aug. 9th.—South-Western Section Main Event—Yeovil-Montacute Rally.
Aug. 23rd.—Tunbridge Wells Rally (invitation from the Tunbridge Wells M.C.).
Sept. 7th.—North-Eastern Section Main Event—Hull-Scarborough Rally and Concours d'Elegance.

Sec. : J. Jane, 46, North Row, London, W.1.

"BLUEBIRD" HOT-ROD ?

According to a Wembley newspaper :—

"American car racing promoter, Captain S. F. Crise, is sure that the late Sir Malcolm Campbell's car 'Bluebird,' now owned by the local car dealers, Simpson Brothers, 345, High Road, Wembley, can beat the world land speed record.

"The machine was shipped over to America on the 'American Harvester' in November at Captain Crise's request, and was exhibited at the International Motor Show in Washington before it went on a dollar-earning tour of the U.S.A.

"Mr. John and Mr. James Simpson flew over to Washington to be present at the show, and it was then that Captain Crise told them of his views about the car's possibilities. The Wembley car dealers agreed to an attempt being made on the existing speed record of 394 m.p.h., held by John Cobb's Railton, and plans were laid for a new engine design. Mr. Frank Delroy, proprietor of Speed Parts Incorporated and one of America's leading engine designers, had much to do with this aspect of the project.

"Plans have now been completed and it is expected that an attempt will be made at the Utah Salt Flats late this summer. Not only will the engine have to be replaced by a more powerful one, but some adaptations will have to be made to the bodywork. The designers are confident that the 'Bluebird' will be able to travel at 450 m.p.h.

"The main difficulty will be in stopping the machine. The Utah Flats are only 14 miles long, and half this distance will be covered as the car gathers speed for the timed mile. It is probable that rockets will be fitted in reverse to the front, and these will be used as a brake after the car has completed the mile flat-out.

"Still touring the U.S.A., 'Bluebird' is at present in New Jersey.

"Two things have yet to be decided—which firm is to build the engine, and who is to drive the car in the attempt to break the record.

"Mr. Delroy and Captain Crise are considering coming over to England in 1953 to promote American style car racing in this country, and perhaps to establish some tracks."

Presumably by American-style car racing dirt-track is implied, for even an American would find it difficult to re-open Brooklands or Donington or build new full-size tracks.

NEW WORLD'S RECORDS CONFIRMED

The world's records established by Ab Jenkins, driving his 25½-litre Mormon Meteor at Utah last July have been confirmed. They are : 50 kilometres, 179.8 m.p.h.; 50 miles, 185.6 m.p.h.; 100 kilometres, 187.7 m.p.h.; 100 miles, 190.7 m.p.h.; 200 kilometres, 191.6 m.p.h.

CLUB AFFAIRS

G. A. Woodcock, 73b, London Road, Peterborough, is now the secretary of the Peterborough M.C. Their calendar for 1952 is :—

Jan. 27th.—Mud Trial. *C.*
Feb. 16/17th.—Night Rally. *C.I.*
April 20th.—Trial. *C.*
June 15th.—Navigation Trial. *N.*
July 6th.—Navigation Trial. *C.*
Sept. 20th.—Races. *C.I.*

* * *

Eton College now has its motor club. The Rootes Group has presented engines and chassis for the workshop and it is hoped that cars will eventually be built. The club's president is G. R. St. Aubyn and the secretary is C. J. J. Balfour, Heath Lodge, Petersfield, Hampshire.

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The Singer Owners' Club reports a membership of nearly 200, and has centres in Manchester, Leeds and Boston (Lincs). Members are sought in the Midlands and south-west. Hon. sec. : K. McDowall, 1, Halesworth Road, Lewisham, S.E.13.

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Amongst the many one-make Registers now functioning the name of Mercédès-Benz has hitherto regrettably been absent. R. H. Johnson now proposes to make good this omission by forming such a Register, covering all models, ancient and modern, *kleinkind* to *grosser*.

The aim and object in view is, firstly, to form a *brudenschaft* of past and present enthusiast Mercédès owners and, secondly, to compile a Register of existing examples, along with records of all available information and literature, historical, technical and racing, relevant to the lore of Mercédès.

Will all such persons interested in this project please write the founder secretary, R. H. Johnson, "Chequer Trees," Limpley Stoke, near Bath, Somerset ? Should there be an encouraging response it is intended to develop the social aspect by holding occasional rallies at venues convenient for the majority, from which beginnings it is hoped, eventually, to establish a Mercédès Club.

* * *

A Solicitor of the Supreme Court and Notary Public, Mr. Dan McKay has accepted the secretaryship of the Lothian Car Club (Edinburgh) Ltd. He succeeds Mr. Malcolm Smith, one of the pioneers of aerodrome racing in Scotland, who is leaving Edinburgh to take up duties with his firm, Halfords Ltd., in the south. Mr. McKay also succeeds to the appointment, with club colleagues Mr. J. A. Dick Peddie, W.S., and Dr. J. G. Waugh, to the Winfield Joint Committee which organises the successful race meetings in Berwickshire. This committee, which comprises the L.C.C., the Berwick and District and the Hawick and Border Car Clubs, is at present preparing the Winfield circuit for its first International meeting on June 21st. Communications should now be sent to Mr. McKay, 7, Rutland Square, Edinburgh.

* * *

The Nottingham S.C.C. announces that February 22nd has been selected for the postponed annual dance, which will now be held in "The George" hotel, Nottingham. Details from H. Hallam, 15, Devonshire Avenue, Beeston. In addition to their recent film of Gamston racing, a two hours' show of Castrol, Esso and Shell racing films will be held in Mr. Truman's private cinema on February 2nd.

* * *

The Warrington and District M.C. propose to form an active motor car section, providing social and sporting facilities for the benefit of members. The club has recently acquired a furnished clubroom, with table tennis, billiards (small tables) and other games. Light refreshments are available and a car park adjoins the clubroom. Interested motorists, sporting and social, are invited to attend a meeting on Friday, February 8th, at 8 p.m., at the clubroom, Bridge Foot Garage, Wilderspool Causeway, Warrington, to discuss the matter.

* * *

The preliminary regulations for the XIII Paris-St. Raphael Rally are as follows :—

Feb. 27th.—Verification of vehicles. Reception at the A.C.F., 10.30 p.m.
Feb. 28th.—1st stage : depart at one minute past midnight from the Place de la Concorde, Paris-Aix en Provence, with a time control at Lyons, with buffet.
Feb. 29th.—2nd stage : Aix en Provence-Sestrieres *via* Gap and Mont Genèvre.
Mar. 1st.—3rd stage : Sestriere-Turin-St. Remo. With a speed trial of 500 and 1,000 metres to be held outside Turin.
Mar. 2nd.—4th stage : St. Remo-St. Raphael. With a timed stage on the Grand Prix circuit at St. Remo.

A change in the regulations for this year is that entrants may take a male passenger only if entering for Class B in the General Classification. Entrants for Class A must consist of a feminine team only. Regulations from the A.C. du Var, 17, rue Mirabeau, Toulon.

* * *

The Leeds University M.C. announces the following fixtures :—

Feb. 2nd/3rd.—Night Navigation Rally. R.A.C. Permit closed, Lanes and Yorks. Start 6 p.m., Yeadon Aerodrome.
Mar. 1st.—Main Road Trial. A.C.U. Permit closed, West Riding.
Mar. 14th.—Annual dinner and prize presentation, 7.15 p.m., Guildford Hotel, Leeds.
April 24th.—A.G.M., 7 p.m., at the above address.
June 8th.—Concours d'Elegance at the above address at 11.30 p.m., followed by a scavenger hunt.

* * *

In spite of its seniority we note that the Mid-Surrey A.C. has only been granted permission by the R.A.C. to hold Closed Permit events this year. However, they are going ahead with a full programme, commencing with a map-reading contest on March 9th. The A.G.M. will be held at the "Queen Adelaide," Kingston Road, Ewell, at 8 p.m. on February 1st.

* * *

R. J. T. Hewitt, 5, St. Leonard's Court, S.W.14, would like to hear from B.M.W. owners and enthusiasts with a view to establishing a B.M.W. Register.

* * *

The Old Merchant Taylors Society is attempting to start a car section for rallies, driving tests, etc., and interested O.M.T.s are invited to contact G. Connelly, of 52, The Ridgeway, Kenton, Middlesex (Tel. : Temple Bar 7483). The next event will be on February 3rd at "Durrants" at 11 a.m.

LETTERS from READERS

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

WHY I LIKE "MOTOR SPORT"

From Peter Cavanagh, "The Voice of Them All."

Sir,

I own a car of which type I have read no discussion, so I have no axe to grind. I do not own a vintage vehicle, so will not sing its praises—I do not own a post-war wallet-emptier, so I cannot plead poverty—I am at no violent disagreement with Mr. So-and-so *re* his letter dated whatsit; so I can't write to argue. I have not discovered some magnificent veteran specimen in some forgotten chicken-run, so I can hardly be pioneering; and while you are wondering what in combustion's name I have bothered to write at all for, I will tell you. Just to say as a dyed-in-the-wool enthusiast how much we owe to the *Editor*, Motor Sport, *and its subscribers*; in fact why I and so many others look forward in these disconcerting times to that journalistic ray of sunshine which rises to its zenith on the first day of each calendar month *via* our letter-boxes.

We open the covers and scan the pages for the "interesting," leaving the "technical" for the time when we have worked ourselves up into a more suitable state of knowledgeable defiance to so-and-so's theory of valve lappery or chain-drive *versus* steam-bicycle. "Cars I Have Owned" is always a good start, especially if one has at any time had dealings with similar vehicles, apart from many useful tips and mods. at the expense of someone else's experience (bless 'em all).

Then to see what our Editor has been up to during the past month, driving other people's motor cars with glorious abandon; usually arranging to have pouring rain all the time, so that any defects can be given the benefit of the doubt. His revs. sound terrifying; but all is well, and the owner, possessed of his vehicle once more, rides away with a nonchalant air of achievement and increased potency as the sunshine is turned on again.

"Vintage Veerings" soon soothes us back into that comfy reminiscing frame of mind which goes with hard springing and polished brass radiators; we roar over the open road (in our armchairs), our eye scans the "real" dashboard with things like oil thermometers, water gauges and suchlike now-frowned-upon extras; quite apart from the fact that we suddenly feel young and skittish again.

What has "our" club been doing? "Club Affairs" will usually tell us; if it doesn't, our secretary gets a rollicking which probably does him good anyway.

Then "Letters from Readers." Ah, blimey!! Don't some folks love each other? I love the sort that start off: "Sir,—I was horrified to read Mr. H. H.'s letter on con.-rods, and would hasten to inform him he is a 'complete clot'." Our poor old Editor comes in for barrages of abuse from time to time—in fact, no one is immune. I shall without doubt be accused of wasting good space which could be utilised to far better purpose than rambling drivel of my type. Then there is the super-enthusiast who will fight to the last drop of vaporisation in defence of the "breed" of his ownership; the eternal battle between M.G.s and Hergs which rages to and fro with unabated fury—praise and criticism of British cars from across the Atlantic—all most instructive and wonderful fun to read. May wit and knowledge join in non-abating flow.

Last but not least, those wonderful "ads." Many grand motor cars have changed hands *via* these columns and I am sure that most of us read them from beginning to end; even when we have no intention of buying or exchanging our present conveyance.

These are certainly not without humour either; such things as: "Would-be enthusiast desires sports car, will travel anywhere, see anything, must be interesting—very hard up," or "For sale, half-assembled special; engine good, transmission missing, body awful [Editor makes sure 'body' is spelt correctly]. Will sell outright, or exchange for small saloon owing to arrival of triplets. Telephone next-door neighbour between 7 and 8 p.m."

Adjectives fly fast and furious. Performance is nearly always "terrific" (which according to the English Dictionary means terrifying), "Tyres good," batteries always seem to be "new," "Oil consumption nil," "All-weather equipment," "Distance no object," and "Ready to race"; needless to say it "Must be seen," and finally decides "or would consider anything." (All joking apart, however, I have found readers' "ads" most truthful.)

Book reviews are always interesting, and I would say that if you haven't read dear old Sammy Davis' "A Racing Motorist" you've missed something, and, whilst on books, Mr. Editor, your "Story of Brooklands" volumes are fast becoming the enthusiast's "Reference Bible." [Yes, Sammy's first book was tops.—Ed.]

Good luck to Motor Sport and may all its troubles be more pages. Ah! I almost forgot, I own a 4½-litre 1937 Lagonda, six-cylinder. Gear ratios: top, 3.66 to 1; third, 4.76 to 1; second, 6.15 to 1; first, 11.49 to 1. Engine speeds at 30 m.p.h.: top, 1,200; third, 1,560; second, 2,010; first, 3,700 r.p.m. There!! Now I've gone and done it! There'll be a hell of an argument. Thank goodness my pen needed re-filling as I was about to write "Maximum speed . . ."

I am, Yours, etc.,

Peter Cavanagh.

Orpington.

[We blush, but appreciate.—Ed.]

* * *

BROOKLANDS' CARS

Sir,

Having just read volume III of "The Story of Brooklands" with great enjoyment, I thought you might be interested to hear of the whereabouts of some of the cars mentioned therein.

The Lace T.T. Invicta is owned by a Mr. Pearson here in Liverpool, and still sports its pointed-tail extension and "Brooklands" silencer.

The "white" Riley is now owned by Dennis Done, of Chester, and having been completely rebuilt at great expense, is about to re-enter the competition world this season as a sports car (1½-litre, six-cylinder). One of the T.T. pointed-tail Singers (ex-F. S. Barnes on the book, Reg. No. AVC 481) is also resident locally and appeared at the final Altcar sprint last year.

We also sold one of the Autosport 1½-litre four-cylinder Singers to a gentleman named Rawlinson in Belfast.

Another unusual Singer in Liverpool is a short-chassis 1½-litre six-cylinder model, Reg. No. KV 9785, which is reputed to be Langley's Le Mans car, though whether that is true or not I wouldn't know.

These apart, there are not many motor cars up here with any historical interest.

Incidentally, my wife has now got me all Riley-minded again and we have a very nice rebuilt "Imp" and also the original "Sprite," AKV 218, about which any information would be more than welcome. I believe it competed in one or two Alpine Rallies but nobody seems to know much about it. Personally, I think it is just about the ideal modern-vintage compromise and am hoping for some fun with it during the year.

I am, Yours, etc.,

Peter Reece.

Liverpool.

* * *

REMINISCENCES

Sir,

I must congratulate Motor Sport for the excellent article on the Napier racing and competition cars by A. S. Heal in the December issue.

All this takes me back to the days when I was an apprentice at the Napier works from 1906 to 1913 and had a lot to do with the various cars—in particular the L48. I well remember assisting fitting the new crankshaft giving a stroke of 178 mm. into the existing crankcase, the con.-rod bolts only just cleared the sides of the case and it had seven main bearings; the con.-rods were tubular with four bolts, as were all the other models at that time. The cylinders were separate and after screwing in the valve chambers at an angle the jackets were copper deposited. The chain-driven water pump had six separate outlet pipes to each cylinder jacket.

The valve diameter, if I remember rightly, was no less than 4 in., the exhausts being at the side and the inlets overhead in cages. These 4-in. copper pipes from the carburetter fed the six valves, the carburetter being very low down on the near side—it was found at Brooklands that two float chambers were necessary to prevent starving on the banking. After ten laps on the outer circuit the exhaust valves would distort and lose compression, and I spent many hours grinding in the valves to restore it.

We had to make special clamp rings to hold the inlet cages on, the existing studs leaking badly. Another interesting job was to measure the capacity of each cylinder with oil and correct by shims under the cylinder flanges.

We rebuilt the engine with new crankshaft, new induction system, new inlet laminated flat springs, etc., and it thus gave about 212 b.h.p. and so was ready for the Fiat match—three of us working until 10.30 p.m. and all week-ends for two weeks, for which we each received a bonus of £5. In those days bonuses were unknown. We thoroughly enjoyed the work. The only accident that this car had that I can recall was when the late Mr. Draper was testing it on the outer circuit and ran a wheel over the edge of the banking, which dragged the car over and threw him out. Having disappeared over the edge they took some time to find and the driver was found unconscious still clutching part of the steering wheel. The car suffered little damage.

I also remember the Hutton. The special one for Mr. J. E. Hutton had a very long-stroke crankshaft which lifted the cylinder lugs and we had to fit special long bolts to hold the cylinders—which were in pairs—to the crankcase. This was done on the spot in the Isle of Man for the Four-Inch Race.

Those were the days when we worked because we were keen and interested.

We did not realise that history was being made in the development of the motor car.

I am, Yours, etc.,
F. H. HAMBLING.

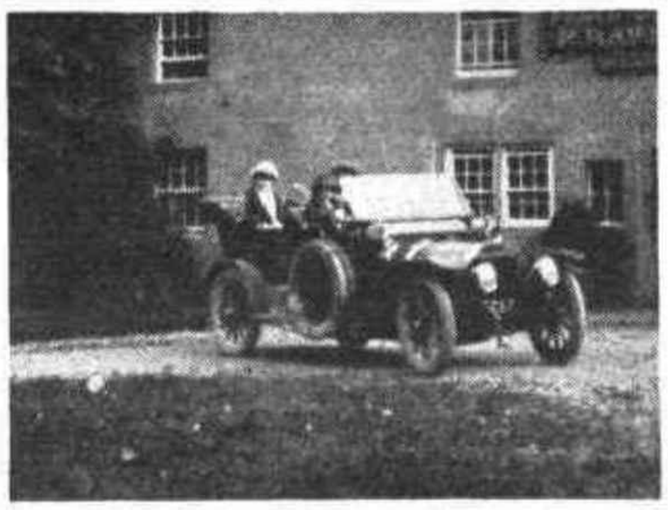
Leeds.

Sir,

I am sending you some old photographs of our family "chariot" in my youth. It was a 1911 15/20-h.p. S.C.A.T.—the forerunner of the Ceirano—the initials standing for Societa Ceirano Automobile Torino. It was, I believe, actually built in the F.I.A.T. works at Turin. The engine was of four-cylinder, side-valve type, 857 by 120 mm. bore and stroke, and it was started by compressed air, a small air-cooled compressor, driven from an eccentric at the forward end of the crankshaft, delivering, in a single stage, at 400 lb./sq. in. to a receiver beneath the car. On pressing the starting lever, air was passed through a rotary distributor to starting valves in each cylinder. The engine developed far more power on air than on petrol and often, when nearing the top of a hill, it was easier to press one's foot on the starter than to swap ratios with the mangle-like cogs, the resulting top gear acceleration being quite remarkable!

I believe that this air-starting system was originally developed by a Mr. Harper, of Newton & Bennett Ltd., who were concessionaires in this country for the S.C.A.T. The car was originally equipped with acetylene headlamps, the C.A.V. electric headlamps of the photographs having been fitted by my father in 1914.

It would be interesting to know if there are any survivors, in this country, of this unusual marque. This one finished its days in the engineering department of the Harris Technical College, Preston—



as far as I know, the engine, gearbox and rear axle are still there!

I am, Yours, etc.,
R. M. PARKINSON.

* * *

REPLY TO "C.C."

Sir,

I feel that Mr. Cecil Clutton is being a little hard on your correspondent L.A.S.C. over this Citroën gear change. In the course of owning five Light Fifteen saloons and one Six, I find the change from second to first a very poor affair which demands more than experience and at the best is never satisfying. This is one of the several points which would rule out a car such as the Big Fifteen from ever becoming a popular family car in England.

The other points which come to mind are: heavy steering, small luggage container, high rate of front tyre wear, intractability in traffic and poor lock. It will be noticed that these points are all particular to England and would probably not be considered important where high-speed cruising, on comparatively traffic-free roads, is top priority. It is under these conditions that the Citroën is undoubtedly the master of its class.

I am, Yours, etc.,
K. N. RUDD.

High Salvington.

* * *

OH DEAR!

Sir,

Certain Morgan enthusiasts seem to be rather touchy and unable to absorb a few blunt truths from Mr. Thomas Archer. One presumes that, like P. H. Jacques, they possess pre-war models made for a buyers' market, when they had to be good. If they are certain that Mr. Archer is suffering from delusions, perhaps they could explain the troubles I experienced with a new drophead coupé which cost me £612 in 1947. I had always coveted the "4/4" and bought the car on the strength of reports on the pre-war models. I regret I was grievously disappointed.

Within four months, after 3,000 miles of careful running, the following troubles occurred, and I do not exaggerate: the rear axle developed an incurable howl; the front rebound springs broke twice in three weeks; whenever it rained a stream of water dripped on to our ankles from the engine bulkhead: the dogs on the starting handle wore out in the first month; some of the slats on the radiator grille came adrift; the hand-brake persisted in flying off; the paint flaked off in several places. The final straw came when the main beam of the scuttle frame broke where it is drilled to take the screen-wiper, and required a major coach repair. The engine was always difficult to keep going when cold, and required repeated use of the starter, to the detriment of the battery, hence the starting handle trouble. The valve gear was noisy, as also was the clutch withdrawal mechanism, which seemed to be made from Meccano. Furthermore, the gearbox was noisy on first and reverse, and the so-called synchromesh never worked.

As for roadholding, the front of the car always hopped excessively regardless of tyre pressures, and fast cornering was often quite an alarming experience. The ride generally could only be described as "lousy."

It is possible that these defects could have been overcome in the course of time, but I was saved the trouble by being posted overseas and sold the car. When I complained to Morgans about the starting handle trouble I was informed that as the director concerned had never had to use the handle on his own car he could not understand my complaint. I thought this was a very helpful reply.

An extract from a report in another journal, dated December 28th, 1951, is interesting: "The suspension gives a very hard ride compared with other contemporary cars but this is, after all, a sports car. Perhaps, in consequence, I have had some trouble with broken spring dampers and a broken suspension rebound spring, in a mileage of 7,500. A clutch lever has also broken and I have met other 'Plus Four' owners who have also experienced these troubles."

For a car which in 1947 cost £612 and is now £919 5s. 6d., these defects are quite inexcusable and I agree with Mr. Archer entirely. One is entitled to expect rather more for this money than a pansied-up cyclecar. It seems a great pity that such a good design should be spoiled by trifles.

I am, Yours, etc.,
A. E. MARSH.

Stonehouse.

* * *

COMMENT

Sir,

To my mind quite the most remarkable thing in the history of the Dewar Trophy is that it was never awarded to Sunbeam or Bentley. Did they not achieve outstanding technical and engineering accomplishments?

I am, Yours, etc.,
N. MAVROGORDATO.

Ramsden.

* * *

Sir,

Unless English owners of Hispano-Suizas are ashamed of their native language and heritage, why don't they simply call themselves "The English Hispano-Suiza Club"?

I am, Yours, etc.,
A. E. HARDMAN.

London, N.16.

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It seems that the V.S.C.C. will have its light-car section in the M.C.C. Lands End Trial at Easter. The plot is to divert the early small cars from the main route so that they take the hills used in 1927. Start looking under the hedgerows for suitable mounts, chaps!

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3½-LITRE JAGUAR "100," £625. 105 m.p.h. Genuine low mileage. New battery, brakes, kingpins. Excellent aluminium body, painted beautiful red. Peacewold, Lyminster, Sussex. [9857

ARNOTT SUPERCHARGER, suitable 2-litre engine, done 3,000 miles only, new condition. £35 complete with special carburetter and all fittings. Baily, Platten House, Selsey, Sussex. Tel. : Selsey 258. [9858

1921 MORGAN THREE-WHEELER, in going order. £24 or offer. Hughes, 74, Holmfield Road, Leicester. [9859

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CARDEN CYCLECAR, 1921. Twin two-stroke 700-c.c., two speeds ; i.f.s. New hood, no battery. Excellent tyres. Good condition. £55. Write Box No. 3997, MOTOR SPORT, 15, City Road, E.C.1. [9860

1932 RILEY NINE crown-wheel and pinion, £10 ; wheel nuts, 2s.; wheels, 17s. 6d.; brake clamp, 15s.; rear spring, 15s.; steering gear, £2. Box No. 3998, MOTOR SPORT, 15, City Road, E.C.1. [9870

FOR SALE—*continued*

AUSTIN SEVEN, 1929, tourer, with drop tailboard. Hood. Five new tyres, respoked wheels, new wiper, good battery, lighting and starting. Mechanically excellent. £45. Evans and Cutler Ltd., North Street Garage, Totnes. Tel. : Totnes 2340 (day). [9861

1936 FORD V8, MODEL 62, fitted 14.9-h.p. engine, extensively overhauled. New battery, coachbuilt roof, good tyres, shockers, etc. First-class running order. £175, o.n.o., or exchange lower h.p. sports or saloon, cash adjustment up to £25. Hodgkison, 68, Peel Road, Harrow, Middlesex. Tel. : Harrow 2465. [9862

SPECIAL BUILDERS—NEW FORD TEN engine, gearbox, twin S.U.s, Davies manifold, Scintilla, £50. Model Y front axle radius-arms, hubs, £5. Disc spoke wheels, 10s. Three 550 by 17 remould tyres and tubes, £3 10s. each. Morris Eight back axle, £12 10s. Reconditioned Singer Nine radiator, £2 10s. Austin Seven Ruby chassis, extens. springs, £8. Steering box, column, wheel, £2 ; 4.9 rear axle, £6 ; dismantled engine, £5 ; reconditioned radiator, £2. Young, 11, Victoria Parade, Muswell Hill, N.10. Tel. : Tudor 4312. [9864

ALLARD 2-seater, 1947, late property well-known driver. £90 overhaul Mercury engine and steering last month, hardly used since. Scintilla magneto, Lucas sports coil, twin carburetters, spare high-compression heads, perfect brakes and transmission, André telecontrols. Two spare wheels, four almost new tyres. Exceptional acceleration and performance, yet docile. £500. Varndell, 11, The Poplars, Ferring, Worthing. [9865

M.G. 1¼-LITRE saloon, registered 23.11.48. Grey/green with beige leather. Very good order throughout. Fitted H.M.V. radio, windtone horns, etc. Best offer. K. H. Plested, Nastend Court, Stonehouse, Gloucestershire. [9867

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BENTLEY 4½-LITRE, 1930. Four-seater tourer body by Jensen fitted 1939. This is a particularly attractive specimen, and is absolutely sound mechanically. Three extra retreads, spare front and back axle. Radio. Hood, side-curtains and tonneau cover in good condition. Harley, Didbrook Fields, Winchcombe, Glos. [9871

M.G. "14/28" 2-seater "bullnosed" beauty. £120. Hayes, 28, Portsmouth Road, Lee-on-Solent, Hants. [9872

1913 CALCOTT, completely overhauled, resprayed, five new tyres. Winner of several Edwardian awards. A very genuine car for £75. Tel. : Horley 1570 (daytime only). [9873

1951 TURNER open 2-seater. Just over 3,000 miles. This is the prototype car fitted with a Vauxhall Velox engine, M.G.-type gearbox, independent suspension front and rear. Can be seen at address below (on A.5). Best over £1,000. Jack Longmore, Bonehill Filling Station, Mile Oak, Tamworth. [9874

SPECIAL. Riley Nine engine, h.c. Martlet pistons, outside exhaust, etc.; i.f.s.; ash and aluminium body ; hood. Resprayed blue. £295. Newnam, Park View Road, Wollescote, Stourbridge. [9876

FOR SALE—*continued*

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NEW VERTICAL WIPAC MAGNETO, 4-cylinder, £5 10s. 37, Lancing Park, Lancing, Sussex. Tel. : Lancing 3344. [9881

1937 A.C. "16/80" foursome drophead, black and silver. Fitted oil-coil, Burgess silencer, twin petrol pumps. A mechanically sound and handsome vehicle, with excellent performance. £325. 12, Bloxham Road, Banbury. [9882

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1938 FRAZER-NASH-B.M.W., TYPE 40, 12.51 H.P. Three carburetters, 1½ litres ; blue and cream ; excellent condition. 1938 Brough Superior and sidecar, S.S.100, 990 c.c., good condition. To view apply Messrs. Crawshaw Sutton & Co., 59, Woodlands Road, Ansdell, Lytham-St.-Annes. Offers to the above and to Messrs. W. Banks & Co., Solicitors, 42, Lune Street, Preston. [9887

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1932 BUICK saloon, good condition ; 57,000 miles. Also 1924 20-h.p. Rolls-Royce saloon, suitable for conversion. Box No. 3999, MOTOR SPORT, 15, City Road, E.C.1. [9889

1951 EMERYSON "500" with 4-stud J.A.P. engine, Norton gearbox. £500, or part exchange for any roadworthy car. Cash adjustment either way. Watkins, Harford, Ivybridge. [9890

MERCEDES-BENZ, 1937, TYPE 170V. Right-hand drive 2-door saloon, independent all round, 15 h.p. Taxed yea.. Recent complete overhaul, including resleeve ; bills shown. Finished dark green. New 11-in. Marshall head, spot and fog-lights. Fitted heater. Five new tyres, etc. Whole car reconditioned just before delivery of new car, which is sole reason for sale. Capable of high averages in comfort at around 30 m.p.g. Further particulars, photo and trial to genuine inquirers. Offers around £625. Mark Goodson Ltd., 36, High Street, Jedburgh. Tel. : Jedburgh 2278. [9891

1938 B.M.W., TYPE 329, 16-H.P. cabriolet. Mechanically perfect throughout, having been recently completely checked over by expert. Bodywork outstanding condition for year and cellulosed in very attractive blend of grey and black. Interior immaculate and upholstered in red leather. An outstanding specimen car of wonderful performance. £650. Carr Bros., Purley. Tel. : Uplands 4812. [9892

1938 FORD TEN De Luxe, 4-door saloon. Exceptional condition. Sell £325, or exchange 1937-39 Austin Chummy, "Ulster" engine, 2-seater. Box No. 4000, MOTOR SPORT, 15, City Road, E.C.1. [9898

FOR SALE—*continued*

FRAZER-NASH-B.M.W. "329," 4/5-seater d.h. coupé, 1937. 1940 "326" "works" reconditioned engine 18,000 ago. New hood, prop.-shaft, clutch, radiator, battery, brakes, drums, springs, steering joints, recellulose within past year. £550. Cox, 5, Second Avenue, Sherwood Rise, Nottingham. [9893

FIAT 509A Weyman coachbuilt saloon, spare engine, gearbox, £120. M. Macey, Bramlea, Sutton Valence, Kent. [9894

AUSTIN SEVEN, "Chummy" engine and gearbox, and all accessories. Any reasonable offer accepted. R. Byrne, Poolspring, Much Birch, Hereford. [9895

RILEY NINE IMP 2-seater. Black, red wheels. Reconditioned E.N.V. gearbox, new batteries, hood tonneau, other sundries, recently. Condition immaculate. £485, or near offer if good home in view. New car forces sale. Dr. Sykes, Queen's Park Hospital, Blackburn. Tel.: Blackburn 4184. [9896

1930 250-c.c. DUNELT, o.h.c. 1922 Triumph, 3¾ h.p. £20 pair, carriage paid, or £10 each, carriage extra. R. Bayley, Harphill, Cheltenham [9897

SPECIAL. Austin Seven chassis, 4.9 back axle, steering. New Dover spring wheel; four Ford Easicleans; new retreads, 4.75 by 17, 5.25 by 16; adaptor plates for Austin Seven hubs; Opel i.f.s.; Singer "Le Mans" front wings; radiator scuttle; £45. Wanted: Meadows 4ED. Farrer-Halls, 3, Lincoln House, Old Avenue, Weybridge. Tel.: Weybridge 4307. [9899

AUSTIN, 1931, HEAVY "12/4," spotless condition, completely overhauled. Four new tyres. Exchange for "12/60" Alvis or similar, or sell, £110. 17, Southdown Crescent, Harrow. Tel.: Byron 4935. [9900

ONE TWIN AND ONE SINGLE CARBURETTER manifolds for Riley Nine. Dobson, Free Lane, Helmshore, Rossendale, Lancs. [9901

PAIR ROTAX 10-in. HEADLAMPS, in very good condition; plug in adaptors. £4. Bond, 23, Shepherds Lane, Staughton, Guildford. [9902

A RARE (1938) CAR. V8 Riley "8/90" saloon. Handsome. Hard to beat on road and hill. Preselector. Private. Tel.: Barnet 5232. [9903

D.8 AND D.I.S.S. DELAGE, all spares, gears, engines, etc. Gears cut, all makes. Matthews, Bentworth Priors, Dorking. Tel.: Dorking 3426. [9904

RAILTON, 1934, STRAIGHT EIGHT 2-door saloon. Coachbuilt. Body sound, engine running but uses oil. Cheap at £150. Langstaff, Asgarby, Sleaford, Lincs. [9905

1937 (SEPT.) LAGONDA RAPIDE, 4½-LITRE, L.G.45 Sanction 4 engine, 4-seater sports. Engine removed and completely rebuilt. All new shock-absorbers, rechromed, etc., etc. All-weather equipment and tonneau cover. This car is probably the best of the very few of this model made with the sloping back, cutaway wings and outside exhausts. Taxed. £875, no offers. Would consider Ford V8 coupé in part exchange. Carter Screw & Engineering Co., Datchet, Bucks. Tel.: Datchet 171, office hours, otherwise Wraysbury 148. [9906

1939 10-H.P. B.S.A. SCOUT 2-seater. Good engine, body, tyres, battery. Fast and economical. Enthusiast-maintained. £325, or exchange Riley Nine. F. Down, Bridge, Kent. [9907

ALVIS "12/50," chassis complete but dismantled, engine rebored and assembled; frame and axles rustproofed and painted; two 16 by 650 P.S. wheels and tyres fitted; any reasonable offer accepted. Vintage Bentley spares: gearbox in perfect condition, cast aluminium bulkhead, triple-spoked wire wheel, starter motor, aluminium bonnet, stoneguard and radiator shell, 4-cylinder B.T.H. magneto. Fiat 500 1937 chassis frame, good condition, body and doors rough; six heavy ½-elliptic springs, suit Bugatti or special. Chassis frame, believed Wolseley, cruciform, braced and drilled; light and very rigid; suit 1½-litre or larger. Ary reasonable offer gladly accepted. Burton, "Windypatch," Woodham Park Way, West Byfleet, Surrey. Tel.: Byfleet 2921. [9908

ARRIVAL NEW CAR forces reluctant sale extremely fine sports 4-seater, 15.7-h.p. 1933 Lagonda. Beautiful condition throughout, Mephisto red; most excellent tyres, hood, sidescreens, chromium; many extras. Utterly reliable, steering and stability superb. Recent rebore. Lagonda Register 224. 23 m.p.g.; oil, 1,700 m.p.g. Purchaser buys many years' dependable, magnificent motoring. £415. Available late February. S.A.E. fullest details, photo. Sutton, Linton, Cambs. [9909

SCINTILLA VERTEX 4-cylinder magneto, 18-degree auto advance, suitable for Riley Nine or similar; price £8. Cosette blower, No. 4, for 750-c.c. Austin, unused, price £12. Bernard Humphreys, 94, Beeches Drive, Erdington, Birmingham, 24. [9910

SINGER 2-seater sports, 1931. Mechanically perfect; new tyres, upholstery, battery, etc.; 35 m.p.g.; oil negligible. £85. Bechad, 36a, Walton Street, Oxford. [9911

M.G., TYPE N, MAGNETTE 4-seater, 1935. Excellent all round condition. New hood, screens and tyres. Rotoflo shock-absorbers rear. Reconditioned engine. Nearest £265, or exchange "12/50" or similar, plus cash. Day, 186, Westheath Road, Northfield, Birmingham. [9913

FOR SALE—*continued*

EXCHANGE, 1937 SINGER NINE "Le Mans" coupé for small open sports, or air-cooled three-wheeler and cash adjustment. Value around £220. Write: J. S. Tallett, 230, Abingdon Road, Oxford. [9912

1933 RILEY NINE LYNX tourer, £175. Chandler, 35, Little Gaynes Lane, Upminster, Essex. [9914

THREE BRAND NEW 5.50 by 18 TYRES (two Michelin, one "Fort" Dunlop), two inner tubes, four used 5.50 by 18 tyres, o.k. for rebuild. One new radiator muff for 1948 3½-litre Jaguar, one silencer for Jaguar, also petrol locking filler. Would accept £24 the lot. Box No. 4059, MOTOR SPORT, 15, City Road, E.C.1. [9915

EXCHANGE OR SELL, Triumph sports saloon, 10 h.p., 1934. Open sports wanted. 1, Beech Road, Harrogate. [9916

LANCHESTER EIGHTEEN. Complete chassis, engine rebored, new carburetter, etc. Cheap, must sell. Write: Procter, c/o 7, Park Grove, Knaresboro, Yorks. [9917

ALFA-ROMEO "MILLE MIGLIA," 2.6-LITRE. One of the most famous and fastest in the country. Tel.: Lindfield 194 (day), Rustington 1102 (evenings). [9918

"MOTOR SPORT," June, 1948-October, 1951. *Motor*, eight home-bound volumes, August, 1947-July, 1951. Offers: Lewis, 9, Derwent Crescent, Bexleyheath, Kent. [9920

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£40 deposit, drive away: 1933 Austin Ten; 1933 Standard Ten; 1933 Hillman Minx; 1932 Morris Eight; 1932 Austin Sixteen; 1929 Morris Oxford, and many other recent part exchanges for clearance. Also: **£465,** Frazer-Nash/B.M.W. 2-seater coupé; **£295,** Renault 8-h.p. saloon, 1939. Both these cars could be exchanged for **Alvis** cars.

ALSO:

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£395 Alvis 1934/5 Speed Twenty Mayfair saloon.
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£365 Alvis 1936 17-h.p. touring saloon.
£325 Alvis 1934 17-h.p. sports saloon.
£295 Alvis 1934 17-h.p. touring saloon.
£285 Alvis 12-h.p. Firefly saloon.
£275 Alvis 1935 14-h.p. Firebird saloon.
£275 Alvis 1934 12-h.p. sports tourer.
£195 Alvis 1935 14-h.p. Firebird saloon.
£135 Alvis 1928 "12/50 TG" 2-seater and dickey.

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SPARES.—1932 Riley Nine Kestrel engine, axles, steering, springs, radiator. G.N. transmission parts, special chassis adapted Morgan i.f.s. Lucas vertical magneto, 4-cylinder. B.S.A. f.w.d. transmission parts. Austin "Ulster" crankcase, camshaft, crankshaft. Special, with reconditioned twin-cylinder o.h.v. engine, f.w.d., fully independent chassis. Monckton, 26, Canynge Square, Bristol, 8. [9919

STAR, 11.8-H.P., 2-seater; low mileage; perfectly reliable; completely original. New: five well-base tyres, crown-wheel/pinion, wiring, battery. Reconditioned: magneto, dynamo, brakes. Taxed till 1953. £100, o.n.o. Daimler Fifteen sports saloon. Very fundamental attention in 1948 cost £450. Cherished by this family since 1938. Philco, Ace discs. Vehicle almost perfect. £350. Lack of garaging at new premises necessitates sale. Dr. Sidebotham, 263, Barlow Moor Road, Manchester, 21. [9921

SINGLE-SEATER ALLOY CHASSIS FRAME, with body, £15. Ford Eight engine, suitable for installing, £12. Yew Cottage, Ashton, Bishops Waltham, Hants. [9922

1931 WOLSELEY HORNET, 12-H.P. 4-seater sports, alloy body. Five new tyres, new battery, reconditioned dynamo and self-starter, clutch relined. £135, o.n.o. 20, Bromley Road, Huddersfield. [9923

FOR SALE—*continued*

CRASHED RILEY GAMECOCK. Front axle, dumb-iron, radiator bent. Engine, transmission, back axle, sound. S.A.E. details. Offers? Buyer collects. Waldram, 7, Park Chase, Wembley. [9924

M.G., 1939, T-TYPE, 10-H.P., Tickford drophead coupé, exceptional condition throughout. Finished dark maroon with grey leather and carpets, which are all original. Recent engine overhaul; oil pressure, 45-50 lb., hot. Tyres almost new; taxed. This is a specimen example of the prettiest and most practical of all "T" types. A genuine opportunity at £450, or part exchange 4-seater saloon. Brown, "Northend," Brackley. Tel.: Brackley 3. [9925

TYRES.—5.25 by 21, five new Dunlops and tubes; 4.75 by 21 and 4.50 by 21, three worn covers. Offers. Shirley, Dartford Road, Sevenoaks. [9926

FORD SPECIAL, 1949. £10 tax. V8 short chassis. Well-known rally and trials car, winner of many awards. Full weather equipment, two spare wheels, magneto, new radiator. In first-class condition. £225. David Render, Montebello, Totteridge, London. Tel.: Mill Hill 2174. [9927

RILEY NINE "MONACO," 1933. Practically rebuilt since 1949. £700 receipts available. Cromard liners, Dunlopillo upholstery. Body and paint excellent, wings retouched. Tyres, batteries, good. Thoroughbred car good for another lifetime. Reason sale, bigger car needed. Offers over £450. Tel.: Hartley Wintney 294. [9928

M.G., 1938, 10-H.P. "TA." Good condition. E. Harris, Manor Farm, Silton, Gillingham, Dorset. Tel.: Bourton 248. [9929

BENTLEY 3-LITRE ENGINE PARTS. Lightened flywheel, S.U. slopers and manifold. Seen London. Box No. 3981, MOTOR SPORT, 15, City Road, E.C.1. [9930

1928 4½-LITRE BENTLEY COUPE. Beautiful example; 10 ft. 10 in. wheelbase, C-type box; mileage 85,000. Good tyres. Excellent running order and condition. Photos available. £400, or offers. Box No. 3982, MOTOR SPORT, 15, City Road, E.C.1. [9931

ONE PAIR 10-IN. MARCHALS. Sides to match. Heads in new condition. The set £15. Tel.: Sale 1991. Box No. 3983, MOTOR SPORT, 15, City Road, E.C.1. [9932

HOTCHKISS 3½-litre Paris-Nice drophead, 1937. Completely overhauled; good tyres, taxed. Spare engine (dismantled). £500 o.n.o. Box No. 3984, MOTOR SPORT, 15, City Road, E.C.1. [9933

RILEY KESTREL-SPRITE. In fine condition; a lovely looking car. Owner acquired open car. Offers over £350. Box No. 3985, MOTOR SPORT, 15, City Road, E.C.1. [9934

2-LITRE LAGONDA tourer, 1927. High chassis speed model. Mechanically perfect. Recent Davies Motors recondition. Good tyres, brakes, hood and sidescreens. Midlands. £225. Box No. 3986, MOTOR SPORT, 15, City Road, E.C.1. [9935

H.R.G. "1,500" late 1948 model. B.R.D. green; 26,000 miles and in perfect condition throughout. £830. Box No. 3987, MOTOR SPORT, 15, City Road, E.C.1. [9936

LEA-FRANCIS, 1928. Alvis engine—rebuilt as original T.T. car; 12-h.p. Five new tyres. For immediate sale. Owner taken possession new car. Box No. 3988, MOTOR SPORT, 15, City Road, E.C.1. [9937

"MOTOR SPORT." September-December, 1947; May-December, 1948. Complete 1949, 1950, 1951. Offers the lot. Box No. 3989, MOTOR SPORT, 15, City Road, E.C.1. [9938

BENTLEY, 1924, Red Label V.D.P. Body sound. Seen Sussex. £160. Box No. 3990, MOTOR SPORT, 15, City Road, E.C.1. [9939

RACING RILEY 1,100 c.c. 2-seater body. Built 1948 at cost of £300. Special engine with large crank. Not yet run in. £320. Full details on application to Box No. 4002, MOTOR SPORT, 15, City Road, E.C.1. [9993

ASTON LE MANS. Outstanding condition. Nearest £425, or exchange Imp, blown Morgan, M.G., F.N., etc. Details: Box No. 4003, MOTOR SPORT, 15, City Road, E.C.1. [9994

1939 2.6-LITRE M.G. 4-door sports saloon. Perfect condition throughout. Sliding head, four new tyres, new battery, radio, heater, twin horns, Notek spot, etc. Price £750. Box No. 4004, MOTOR SPORT, 15, City Road, E.C.1. [9995

SPORTS TWO-SEATER A.C., 1936 model. Excellent condition throughout. Tele-controls, built-in jacks, etc. £400. Box No. 4005, MOTOR SPORT, 15, City Road, E.C.1. [9996

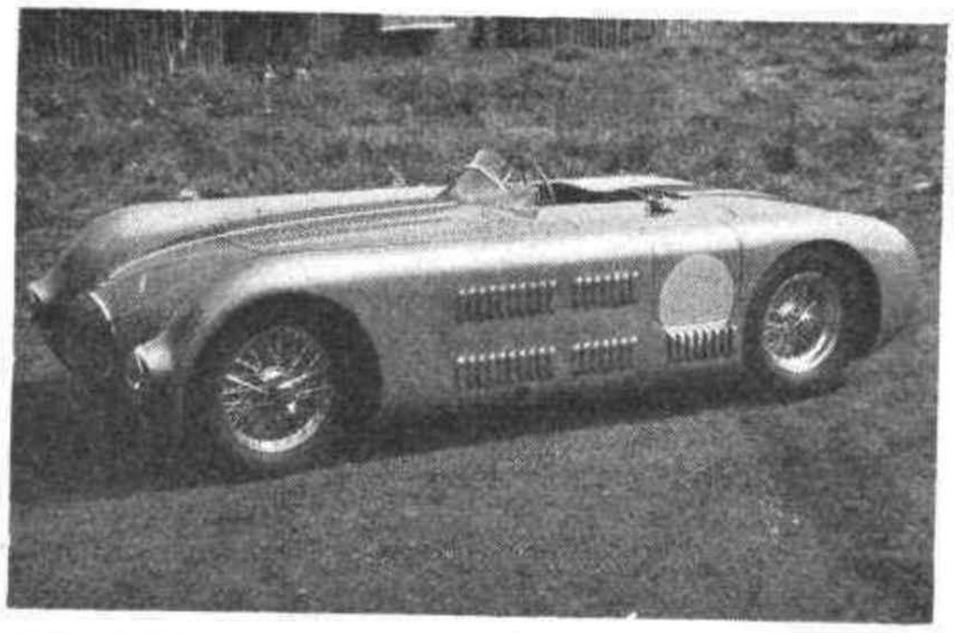
LAGONDA, 1930, 2-litre black Weymann saloon. Enthusiast maintained. Mechanically excellent. £225. Box No. 4006, MOTOR SPORT, 15, City Road, E.C.1. [9997

BRITISH SALMSON 12-h.p. sports saloon, 1934. An attractive car; mechanically sound, runs sweetly. Five good tyres. Red leather upholstery. £250. Box No. 4007, MOTOR SPORT, 15, City Road, E.C.1. [9998

HILLMAN 20.9, 1936-37, open tourer (Staff car). Good motor. £70. Details: 18, New Road, Fairoak, Eastleigh, Hants. [9977

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Full road equipment including detachable W/screen (£25) over £300 spares including 3 different axle ratios, spare inlet manifold with 4 zenith carbs., etc. This car has not been raced since complete overhaul at works. The performance as a road car unbeatable and out of this world!! But very tractable in traffic on pool. The aerodynamic 2-seater body has just been resprayed and the all-weather equipment as new. Fitted many extras, large capacity petrol tanks, 5 new Firestones. Originally cost nearly £5,000

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FOR SALE—*continued*

ALVIS SPEED TWENTY-FIVE, 1937¼. Immaculate two-coloured grey Charlesworth coachbuilt sports saloon. Mechanically perfect throughout. Independent front suspension, ride-control, etc. Reluctantly accept £495, half this beautiful thoroughbred's original cost. Corbett, 205a, High Road, London, N.2. Tel.: Tudor 4155. [11163

VINTAGE AUSTIN "12/4," 1925. Good for age. Four-speed gearbox. First £37 10s. secures. Hall, Howe Lodge, Brook Road, Bournemouth. Tel.: Northbourne 2726. [11165

MERCEDES-BENZ, fitted with A.E.C. "7.7" diesel engine. First registered 1948. Taxed at £10 to Dec., 1952. Real enthusiast's car. £400. Williams, Sanders Lodge, Rushden, Northants. Tel.: Rushden 2642. [11166

INVICTA 12-H.P. saloon with blower, 1933. Enthusiast maintained. Superb mechanically and appearance. Fast and reliable. Any trial. £275. 12, Charnwood Drive, South Woodford, E.18. [11167

CENTRAL GARAGE (CROYDON) offer: Bentley 4-door special sports saloon. First registered 1935. Excellent condition. £875. Central Garage, Tel.: Croydon 7464. [11168

CENTRAL GARAGE (CROYDON) offer: 1937 S.S. Jaguar 100. This car is in amazing condition throughout. £495. Central Garage, Tel.: Croydon 7464. [11168

COOPER J.A.P. MK. IV "500," in excellent condition throughout. Raced six times only. Complete with trailer and spare engine. £550 or near offer. Beardall Motors Ltd., 7-11, Arkwright Street, Nottingham. [11169

PROFESSIONALLY-BUILT single-seater racing car, Ford based. Zoller blower, giving 7 lb. boost to 8-h.p. engine, at present fitted. Spare 10-h.p. engine included. Unraced since rebuild. £275. Beardall Motors Ltd., 7-11, Arkwright Street, Nottingham. [11169

RILEY NINE KESTREL saloon, good. £200; exchange Ford Ten special, similar. 81, Selsdon Park Road, Croydon. Tel.: Sanderstead 1399. [11170

RILEY FIFTEEN 6-CYLINDER BLOCK, £30. Porsche i.f.s., £15. Drummond round-bed lathe, £10. Push-button car radio, 6v., £10. 72, Tetherdown, Muswell Hill, London, N.10. [11171

M.G. "J2" saloonette. Good tyres and battery, everything working. £160. W. H. Barnes, 36a, Leigham Avenue, Streatham. [11172

FOR SALE—*continued*

TYRES.—Two 4.75 by 18 Dunlops, 65s. each, as new. Two 4.00 by 19, really good, 45s. each. Pair Marchal headlamps, medium size, £9. Carriage extra. Barnes, 36a, Leigham Avenue, Streatham. [11172

AUSTER REAR SCREEN for vintage touring car. Excellent condition. £6 10s. Emmett, Kington, Herefordshire. [11173

"AUTOCARS," 1930-51. Editorial matter only. 1,136 issues. Offers invited. Emmett, Kington, Herefordshire. [11173

RARE VINTAGE SALOON, 1927, o.h.v. Standard Fourteen; fabric coachwork virtually unmarked; new battery; £80. 1932 Alvis "12/50 TL" saloon, rather rough bodily but good runner; four new tyres; £85. D. Brook, 1, Haigh Fold, Moorside Road, Eccleshill, Bradford. [11174

1928 FIAT 520 saloon. Last taxed 1937. Needs battery, new tyres. Body sound but shabby. Towable but for lack of tubes. Offers £25. Driver, New Salts Farm, Shoreham, Sussex. [11176

STUTZ CHASSIS, 1930 Straight Eight o.h.c., 36.4 h.p., dual ignition 4-speed box; Lockheeds with servo; six good tyres; 12-in. Zeiss; 23,000 miles. Also 1928 chassis, dismantled, 33.8 h.p., 3-speed box, six good tyres, 12-in.; 32,000 miles. Handbook. £175 the lot. F. B. Motors, Ltd., Bull's Corner, Stanstead, Sussex. [11177

TALBOT "75," 1933. Excellent mechanically, good tyres. Engine and gearbox reconditioned. Steering overhauled. New battery, radiator, water pump, brake linings, shock absorbers. Fram filter. Oil coil. Rewired. Lieutenant Ovenden, R.N.A.S., Ford, Sussex. [11178

1929 ALFA-ROMEO "1,500" twin o.h.c. 2/4-seater tourer. In very good order. £275, but would prefer to exchange saloon, 8-10 h.p., Ford, Morris; cash either way. 24, Reedley Road, Bristol, 9. [11179

WOLSELEY HORNET, 1932, 12-H.P. 2-seater sports. Engine, transmission, etc., very good. Home-built coachwork. £120. D. Howell, 28, Hopwood Gardens, Tunbridge Wells, Kent. [11180

M-TYPE M.G. Rebuilt. New engine, body, tyres. Tel.: Bishops Lydeard 430. [11182

B.S.A. SCOUT 4-seater coupé, 1939 model. Condition good. £265, or offer. Tel.: Molesey 2505. [11183

FOR SALE—*continued*

SINGLE "LE MANS," 9 H.P., 1934, 4-seater sports. Overhauled, perfect throughout. £200 o.n.o. Wanted: Riley saloon. "Lyndhurst," Kewstoke, Weston-super-Mare. [11189

RILEY SPARES FOR ALL MODELS. Comprehensive stocks of new and used spares, including the following:—**NEW REPLACEMENT** valves, 11s. each. Guides, 5s. each. Valve springs: single, 11s. 6d. set of eight; 17s. 3d. set of twelve; double, 22s. set of eight pairs. Damper springs, 3s. pair. Tappet securing screws, 4s. doz. Gaskets, 17s. set. U.J. bushes, 5s. each. Speedometer cables, 25s. each. King-pins and bushes, 65s. set. Small-end bushes, 3s. 6d. each. Brake cables, 17s. 6d. each. Fan belts, 7s. 6d. each. Magneto pinions, 25s. each. Reconditioned exchange universal joints, magnetos, brake shoes, clutch plates. Complete overhauls, cylinder boring and sleeving and general repairs. We are always interested in spares for sale. S.A.E. for prompt reply. **RILEY NINE BIARITZ,** 1930, in good running order. Excellent tyres, new magneto. £85. **WELFORD BROS., OPAL STREET, LEICESTER.** Tel.: Leicester 65903. [11181

AUSTIN SEVEN FRAME and chassis parts, 3-speed gearbox. Alvis 20-in. artillery wheel and tyre; two wire wheels. Singer Nine radiator. Trailer axle and wheel. Luggage box. Vintage rear screen and brackers. Cheap. White, 104, King's Avenue, Clapham, S.W.4. [11184

ALFA-ROMEO "2.3" supercharged twin-cam drophead by Farina, £695. Consider M.G., Aston-Martin, etc., in part exchange. Freemantle, 25, Brookehawse Road, Catford, S.E.6. Tel.: Hither Green 1734. [11185

LEA-FRANCIS saloon, £100. Excellent condition throughout. 103, Green Lane, Northwood, Middlesex. Tel.: Northwood 2583. [11186

JAGUAR 2½-LITRE saloon, 1936/37. Immaculate. 4,000 miles since complete engine overhaul, new clutch, new leather upholstery. Excellent India tyres. Nothing needs doing. Demister. £350, or near offer. Consider exchange smaller car. St. Helens Cottage, Sandhurst, Berkshire. [11187

AUBURN ROADSTER, supercharged. Red, with chromed exhausts. Terrific performance. Runs perfectly. £195. 1, Ajax Court, Colindale Avenue, N.W.9. [11190

FOR SALE—*continued*

M.G. MAGNA, L TYPE. Laid up since 1949. Very good hood, etc. New rings fitted. Looks and goes well. Routledge, Scholes, Leeds. [11125

AUSTIN SEVEN SPECIAL. Professionally built throughout. Dellow style body sprayed maroon. Pigskin upholstery. Remote control. Cambridge conversion brakes. Mechanically perfect. Complete with spare engine. £150. Brameld, 90, Kingston Road, Teddington. Tel.: Kingston 9105. [12257

1935 SUNBEAM saloon 19-h.p. six-cylinder. In first-class running order. Good tyres and battery. Nearest offer to £150. Can be seen in Suffolk by appointment. Sole reason for sale, owner going abroad. Box No. 4060, MOTOR SPORT, 15, City Road, E.C.1. [12256

£100—M.G. M TYPE 2-seater sports. Very sound condition. Blake, 17, Ulundi Road, Blackheath, S.E.3. [11191

DO YOU WANT ECONOMY? Riley Nine 2-seater, overhauled last autumn, including rebore and crank reground; receipts for £51 shown. Tyres—almost new. Petrol—38 m.p.g. Oil—when it needs changing! What about £160? Seen Bishop's Stortford or London. Tel.: Prospect 3824 (evenings). [11192

1932 RILEY MONACO. Engine reconditioned. Nearly new tyres. Good condition. Taxed. £160. Waller, 14, Burghley Road, N.8. [11193

PAIR VERTICAL S.U., H.V.3, CARBURETTERS 1¼-in. bore, complete, £6. Gush, Toll Gate, Awbridge, Romsey. Tel.: Romsey 3391. [11194

RILEY NINE MONACO saloon, 1934. Really immaculate condition inside and out. Engine completely overhauled and sleeved 6,000 miles ago. Gearbox overhauled 2,000 miles. Tyres good. Recarpeted. Taxed. Seen London. £310. Box No. 4070, MOTOR SPORT, 15, City Road, E.C.1. [11195

MORGAN "4/4," 1937. Resleeved, new mains, new hood, tyres, etc. Body excellent. £375. P.L. Ingham, "Fernlea," Abbey Hill, Kenilworth, Warks. [11197

ASTON-MARTIN, 1930, "INTERNATIONAL" 2/4-seater. A very reliable and fast car in excellent all-round condition. Price £300. Jackman, 69, St. Paul's Close, Hounslow, Middlesex. Tel.: Hounslow 0947. [11198

ALVIS "11.9" supercharged f.w.d. 2/4-seater. Rebuilt 1938. Owner must sell. Accept first reasonable offer. White, Bankfield, Western Way, Alverstoke. Tel.: Gosport 89257. [12200

RILEY 1½-LITRE CYLINDER HEAD, valves, etc., £6. 12-v. new Sparton electric horn, 30s. Remington Five electric shaver, as new, £4. Rolls Autostrop, with case spare blades, £2. Box No. 4071, MOTOR SPORT, 15, City Road, E.C.1. [12201

£95—UTILITY SINGER NINE, November, 1934. Sports engine. Recent overhaul, good runner, approx. 32 m.p.g.; two tyres are good as new. Will take any car in part exchange, runner or non-runner, prefer Austin, Singer or M.G. sports. £75—Brescia Bugatti, Type 23 (f.w.b.), dismantled but complete; wheels rebuilt for modern tyres; spare gearbox but no body. £9—Jowett chassis frame and back axle with springs; make trailer or good base for trials special. £9—Austin Seven sports front axle, new pins and bushes, brakes relined, new bearings. Neil Smith, 46, East India Dock Road, London, E.14. [12202

RILEY NINE LYNX, 1934, open 4-seater. Bodywork, hood, tonneau, upholstery, excellent condition. B.R.-green, with red wheels and interior. Engine sleeved to original size, new crankshaft, twin S.U., Scintilla magneto, new battery. Beautiful condition and very fast. £285. Tel.: Hitchin 1630. [12203

DROPHEAD COUPE BODY, suitable for SA. 19.82 Speed Twenty Alvis. Apply c/o Alvis Limited, Service Department, Holyhead Road, Coventry. [12204

WOLSELEY MARCH SPECIAL, 12 H.P.; 3,000 miles since complete £51 overhaul. New battery, good tyres, spare engine and gearbox. £147, or exchange for large h.p. saloon. Tel.: Stamford Hill 6528. [12205

CLYNO "10.8" tourer in complete, original and perfect condition throughout. Mulliner body. Utterly reliable touring car; 32 m.p.g. Insured. Must sell. Best reasonable offer. Inquiries answered. Box No. 4015, MOTOR SPORT, 15, City Road, E.C.1. [12235

FOR SALE—*continued*

H.R.G., 1938, Meadows engine. A fast and very successful car in excellent order throughout. R.A.C., A.A., or any inspection invited. Best offer over £475. Box No. 4072, MOTOR SPORT, 15, City Road, E.C.1. [12206

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. [12257

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. [12258

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. [12259

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LEA-FRANCIS open 2-seater, with dickey; 11.9-h.p. Meadows engine. Good performance, economical, well shod. First registered 31.12.29. £90 or offers. Box No. 4012, MOTOR SPORT, 15, City Road, E.C.1. [12232

BENTLEY RED LABEL 3-LITRE. Recent complete overhaul. Four-seater open body. Excellent throughout. £315. Box No. 4013, MOTOR SPORT, 15, City Road, E.C.1. [12233

LEA-FRANCIS, 1930, "12/40" open tourer, in regular use. Seen London or Hampshire. £130. Box No. 4014, MOTOR SPORT, 15, City Road, E.C.1. [12234

VINTAGE SUNBEAM, 1929. Semi-dropheat foursome, 20 h.p. 24 m.p.g. Dead reliable. £135. Box No. 4016, MOTOR SPORT, 15, City Road, E.C.1. [12236

BENTLEY "4½," 1929. Eng. RI, 3430, Ch. RI, 3432. New "Le Mans Replica" body and trunk. New mudguards, seats, carpets, tonneau, aeroscreens, etc. Recellulosed B.R.-green (Cellon G.226). Seen Sussex. £400. No offers. Box No. 4017, MOTOR SPORT, 15, City Road, E.C.1. [12237

BENTLEY 3-LITRE CROWN-WHEEL and pinion, 13/51. Condition as new, £20. Box No. 4018, MOTOR SPORT, 15, City Road, E.C.1. [12238

FOR SALE—*continued*

£110—RILEY NINE, 1929. Reconditioned engine, new weather equipment, resprayed green, original condition. MOTOR SPORTS, *Autosports*, *Autocars*, *Motors*, *Iotas*, *Yachting Worlds*, 1946-1951: offers. Box No. 4019, MOTOR SPORT, 15, City Road, E.C.1. [12239

1950 H.R.G., 4,000 miles only. Black, green upholstery. Detachable cushions in rear; chrome luggage grid. Perfect mechanical condition. £1,250. View London or Surrey. Box No. 4020, MOTOR SPORT, 15, City Road, E.C.1. [12240

RILEY 1½-LITRE 6-cylinder engine, ex-"M.P.H." Large sump, high compression, special camshafts. Complete with Scintilla magneto, starter, dynamo, fan, twin S.U. carburetters, centrifugal clutch, six-branch exhaust. Axle torque-tube for above alloy differential casing, high ratio, 15-in. brakes, "M.P.H." radiator, quick release cap. Stoneguard. Offers. Box No. 4021, MOTOR SPORT, 15, City Road, E.C.1. [12241

RILEY MONACO, 1933. Four doors, aluminium, cellulosed black. Complete with windows, all fittings and linings, £4. Box No. 4022, MOTOR SPORT, 15, City Road, E.C.1. [12242

RAILTON 29-H.P. engine spare parts. M.G. Magna engine spare parts, prop.-shaft, steering and frame. Standard engine spare parts. Box No. 4023, MOTOR SPORT, 15, City Road, E.C.1. [12243

SINGER 8-H.P. ENGINE. 1935 Singer 14-h.p. 6-cylinder engine, clutch and gearbox. Singer 16-h.p. engine, clutch and gearbox. Box No. 4024, MOTOR SPORT, 15, City Road, E.C.1. [12243

CHEVROLET ENGINE, clutch and gearbox. Fiat 501 s.v. engine, clutch and gearbox. Fiat 509 engine spare parts. Box No. 4025, MOTOR SPORT, 15, City Road, E.C.1. [12243

BUICK 6-CYLINDER, complete chassis with all components. Swift and Clyno chassis with all components. Box No. 4026, MOTOR SPORT, 15, City Road, E.C.1. [12243

WOLSELEY 16-H.P. ENGINE, clutch and gearbox. Wolseley Hornet engine, clutch and gearbox. J.A.P. "750" s.v. engine. Rover gearbox, freewheel. Austin Seven gearbox. Box No. 4027, MOTOR SPORT, 15, City Road, E.C.1. [12243

TALBOT FOURTEEN drophead; 26 m.p.g. Reconditioned throughout mechanically. Taxed and insured. Nearest £265. Contax or Leica outfit wanted. Box No. 4028, MOTOR SPORT, 15, City Road, E.C.1. [12244

TALBOT drophead foursome, 10 h.p., late 1936. Mechanical condition very good. Body, hood, battery, tyres, good. £300. Box No. 4029, MOTOR SPORT, 15, City Road, E.C.1. [12245

HUMBER NINE saloon, fabric fair, good mechanical condition, well shod. £85. Box No. 4030, MOTOR SPORT, 15, City Road, E.C.1. [12246

1932 SALMSON S.4 saloon, 10.4 h.p., D.O.H.C. engine. Sound, in reasonable condition; genuine 39,000 miles; unused since 1939. Spare head, complete with valve-gear. Good enthusiast buy at £160, or offer. Seen London. Tel.: Balham 5058, or write Box No. 4032, MOTOR SPORT, 15, City Road, E.C.1. [12248

ALVIS ENGINE, Speed Twenty, 1933, dismantled for spares. Wanted, instrument panel. Box No. 4033, MOTOR SPORT, 15, City Road, E.C.1. [12249

T.T. BENTLEY WHEELS. Three at 19 in., and seven at 18 in. Seen London. Offers. Box No. 4035, MOTOR SPORT, 15, City Road, E.C.1. [12251

EXCHANGE—Immaculate 1936 Rover Twelve coachbuilt saloon, overhauled December, for similar condition lower-powered saloon with luggage boot, plus cash. Box No. 4036, MOTOR SPORT, 15, City Road, E.C.1. [12252

"K3," blown, fast, single-seat, E.R.A. brakes, axles and gearbox. Immaculate. Box No. 4058, MOTOR SPORT, 15, City Road, E.C.1. [12256

TALBOT "75" Continental saloon, 1935. Very good running order, in daily use. £150. Exchange for boat, sailer, with cash adjustment. Tel.: Cobham (Surrey) 3303. [12261

BENTLEY "SLOPER" CARBURETTER, solid steering wheel. Wanted: 5-in. Jaeger rev.-counter or similar; pair 1½-in. carburetters. 94, Danford Lane, Solihull, Birmingham. [12215

FOR SALE—*continued*

1934 SINGER 1½-litre, o.h.c. twin carb. sports saloon. Colour blue-grey. Recent overhaul. Rebore and relining of brakes. Various S/H spares, including gearbox and crown wheel assembly. £200 or offer. Tel.: Mountview 9541. [9962

LAGONDA 2-litre, 1929. Rebuilt, £195. Rover, 1936 14-h.p. sports saloon. £275. Riley, 1933 saloon. £155. Exchange. 131, Croydon Road, Caterham. [9963

MORRIS COWLEY SUNROOF COUPE, 1930. New clutch, crown, pinion, Cords, rings. Good tyres. Splendid condition. Used daily professional engineer. £95. Clark, 5, Prospect Road, Barnet, Herts. Tel.: Victoria 5618. [9964

RILEY GEARBOX, pre-1933, nine, manual. Excellent, £5. Gearbox casing only, Mentone, 1934, manual. Perfect, £1. Remote control for same complete with selectors, 30s. Pair camshafts, 1930-31. Good condition, £3 pair. Timing case, 1930, with magneto bracket, 25s. Other bits, all 9-h.p. State requirements. Near, Flat 2, Wootton Court, Wootton Mount, Bournemouth. [9965

BENTLEY 4½-litre, 1930, open 4-seater. Body by Wylder. New hood, tonneau and radiator block. Brakes skimmed and relined. Entirely re-sprayed and rechromed. Excellent mechanical condition. Class-record holder at Firle for past two years. Selling, owing to new car being almost completed, at £475, or nearest offer. Also 1934 Riley Nine engine, less gearbox, but with spare cylinder head and sump. £35, o.n.o. Sutcliffe, The Stile, Broadstone, Dorset. Tel.: Broadstone 76. [9966

SET DODGE 3-7/16 in. pistons and liners (Hepworth), £15. Pair Zenith 30 mm. D/D pump type carburetters, £4 each. B.T.H. magneto, Prefect, £4. Lucas magneto V8, £6. Crypton compression tester, £2. Jaeger oil press. and radiator temperature gauge, £4. Oil temperature, £2 10s. Ford Eight pistons, plus 30 and 40 11/16 in. gudgeon, £2 set. Ford Mercury compression rings, 15s. dozen. Oil control, £1 dozen. All above new. AC fuel pump tester, £1. Ammco crankshaft tool, 8 cutters, £8. Starrett clock-type cylinder gauge, £6, all in new condition. Arnott 2½ in. carburetter, £5. Chrysler Twenty front and rear axles, complete with hydraulic brakes, £10. Esplanade Garage, Redcar. Tel.: Redcar 507. [9967

1951 FORD 10-h.p. engined special. Coachbuilt 2/4-seater sports saloon body built on special chassis with 4-speed gearbox and i.f.s. Fast. Offers. Jameson, Little Paddocks, Kingswood, Surrey. Tel.: Mogador 2183. [9968

LANCHESTER TEN MULLINER saloon, 1935. Engine rebored. Transmission overhauled. Excellent runner. Bodywork, upholstery good. £180. Kent, 27, St. Ivian Court, Colney Hatch Lane, Muswell Hill, N.10. [9969

ASTON-MARTIN 2-litre, short chassis, 2-seater, drophead. First registered 19/5/38. Excellent mechanically. Sound tyres, clean bodywork. Drophead just re-covered. £650. Tel.: Archway 5554, daytime; Bow 5332, evenings. [9970

NA MAGNETTE, November, 1936, Airline saloon. Whole car in good condition. £320. Offers, or exchange. Wood, 16a, Bushmead Avenue, Bedford. [9971

LEA-FRANCIS (HYPER), 1934. Resprayed B.R.G. New Rayon hood and screens. New Ferodo brake linings. Rewired, and car rechromed. £250. A. R. Huxley, 1, Netherton Park Road, Litherland, Liverpool, 21. [9972

1931 MORRIS MINOR tourer. 40 m.p.g. Oil negligible. Excellent tyres. Instant starter. Very reliable. Hood rough. £85, o.n.o. Tel.: Gladstone 0383. [9973

BUGATTI, TYPE 38, 2.3-litre. Rebored, crank reground; 400 miles ago. New tyres. Resprayed, rechromed. Exchange for good saloon or £325, o.n.o. 15, Broomfield Avenue, Telscombe Cliffs, near Brighton, Sussex. [9974

FRAZER-NASH B.M.W., 1936, 2-litre cabriolet. Black and maroon with maroon leather. Taxed for year. Complete engine, clutch and brake overhaul by A.F.N. in June, 1951. Reconditioned radiator, new battery and tyres. 30 m.p.g. Bodywork in first-class condition. A really fast and economical car in excellent order. £450. E. A. Smith, 10, Lansdowne Road, Bedford. Tel.: Bedford 5590 (business), or 5688 (private). [9975

ALVIS SPARES, 12.50, 16.9 and Speed Twenty. New and secondhand spares for most models. New valves, guides, springs, gaskets, pistons, etc. Dismantling 1934 Crested Eagle, 1930 Silver Eagle, 1928 "12/50." All spares. Firebird dynamo and water pump. Twin S.U.s "12/50." Triple S.U.s 16.9 and Speed Twenty. Quotations by return. New Dunlop 525 by 20 in. Retread 500 by 20. New and secondhand tubes, 20 in. D. Bagshaw, The Green, Bath Street, Leicester. [9978

1948 (SEPTEMBER) ALLARD, timbered body, 4-seater saloon. Leather upholstery. Colour sand to match grained wood panelling. Very good tyres. Whole car in truly magnificent condition. £765. Exchanges and hire purchase. B. & H. Motors, 1464/8, High Road, Whetstone (Finchley), London, N.20. Tel.: Hillside 6671/2. [9988

FOR SALE—*continued*

EXCHANGE. 1937 Austin "12/4" saloon, excellent condition, for 4-seater sports, 1937, onwards. Cash adjustment either way. Dickin, 71, Prince Albert Road, Southsea. Tel.: Portsmouth 31314. [9979

RILEY NINE. 1934, preselector. New tyres; two owners, 64,000 miles. Excellent inside and out, apart from slightly damaged off-side wings, £195, or exchange open car and cash. 2, Ashfield Road, Fordhouses, Wolverhampton. [9980

TALBOT 110 FAMOUS EX-MIKE COUPER special streamline 2-seater. Rebuilt and registered 1949. Holder of last long handicap at Brooklands, August, 1939, at 124.72 m.p.h. Colossal performance. Offers. 1931 Fiat Type 521 4-seater tourer. Good condition. Spare engine. £95. Clarke's of Pirbright, Automobile Engineers, Pirbright, Surrey. Tel.: Brookwood 2201/2. [9982

CYCLE WINGS (domed and beaded). Steel 5-in., 6-in., 7-in., 10s. each, fronts; 12s. 6d. each, rears. Carriage and packing, 4s. per order. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [9983

£5. M.G. "M" GEARBOX. Exceptional condition. 31, The Walk, Potters Bar, Herts. [9984

SINGER SPORTSMAN'S COUPE. 1934. Economical, reliable. £165. Parmee, Hobbletts Cottage, Hemel Hempstead. [9985

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BUGATTI. Type 57 (twin cam 3.3 Straight Eight) Young of Bromley 4-door saloon. First-class condition following £600 complete overhaul, mechanical, coachwork, rewire (all bills available). Plated articulated front axle. New tele-control shock absorbers. Scintilla headlamps. Two spot lamps. Four almost unused Dunlop racing covers. Three unused spare covers 16.50 by 16. 9 to 90 m.p.h. on top gear; over 70 on third; over 50 on second. 17 m.p.g. Class winner Amersham Concours d'Elegance 1948. Licensed quarter. For sale at £875, only because of purchase of Type 57C. Geoffrey Battersby, "Windrush," Botany Bay, Enfield. [9986

£80! VINTAGE SUNBEAM 20.9 saloon, 1930. Superbly maintained car in excellent condition. Very fast. 22 m.p.g. Good tyres, battery. Poole, 10, Alma Square, N.W.8. Tel.: Cunningham 4572, evenings. [9987

TALBOT TEN, 1937, car-show drophead coupé 2-seater, by Abbotts. One owner. Stored six years. Genuine 35,000 miles. Recellulosed black. New carpets, hood, etc. Overhauled mechanically (bills). Excellent condition. £395. Tel.: WES 7393. [9989

LEA-FRANCIS, 1928, "12/40" Weymann saloon. Meadows 4 E.D. Good tyres, rewired; sound condition all round. £135. Capt. Saukey, 32, Aslt. Engineer Regt., Perham Down, Andover. [9990

FOR SALE—*continued*

MORRIS SPECIAL sports 4-seater. Formerly property late Miss Barbara Skinner. Raced Shelsley (53 sec.). M.G. Tigress engine, twin carburetters, dual ignition, Girling brakes, Marles steering, Armstrong and Houdaille shockers, Lucas lighting, ignition. Recently overhauled and in first-class condition. New lamps, radiator block. Bodywork sound and presentable. Photograph on application. £150. Boyle, 206, Coventry Road, Coleshill. [9991

ASTON-MARTIN LE MANS AMD 333, ex-Gordon Sutherland, ex-Maurice Goodall. New tyres and tonneau. Engine rebuilt, undershield, bodywork excellent, with valuable spares. £395. Doust, 19, Albion Road, Birmingham, 11. [9992

WONDERFUL OPPORTUNITY. Riley Imp, 100 per cent. complete overhaul just finished by ex-Riley racing mechanic, value £587, and taken eighteen months. Photographs and bills available. Economical thoroughbred in brand new condition. Selling due family increase. Offers. Calthrop, 80, Hadley Highstone, Barnet, Herts. [10005

CAMBRIDGE ENGINEERING offer for sale: New pointed-tail, hand-beaten, suitable for 2-seater sports body, with mating angle arch; new staggered radiator block and cowling; narrow track rear axle with new innards, fitted Lockheeds; 1938 dropped front axle fitted 2LS Lockheeds, master cylinder and pipes; modified short chassis frame; pair racing twin rear wheels; modified long Austin Seven steering gear; all for Austin Seven models. Blown 2-seater sports "Ulster," rebuilt throughout, with all latest mods. and cons., full weather kit, comfortable and quick, suitable competition. Sleeved cylinder blocks. Exchange most parts for rebuilding Austins from stock. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [10006

RILEY KESTREL-SPRITE, very well looked after. Engine and gearbox perfect. A truly beautiful car. Offers over £300. Write Box No. 4037, MOTOR SPORT, 15, City Road, E.C.1. [10007

B.T.H. MAGNETO for Ford V8, as new. Complete with leads, £6. Ditto, for Ford Ten, £2 10s. Daniels, Buckland Manor, Lymington. [10008

RILEY 1½-LITRE KESTREL, 1935. Mechanically sound. Good tyres and battery. Bodywork needs slight touching up. Nearest £235. Or Riley 1½-litre Lynx, 1937, special series engine; taxed; in perfect condition. Nearest £400. Watkins, 2, Coniston Road, Tettenhall, Wolverhampton. Tel.: Wolverhampton 51838. [10009

LAGONDA, 1934, 3-LITRE, pillarless saloon, good condition mechanically and upholstery. W. B., Bell House, Sutton Benger, Chippenham. [10010

BUGATTI, TYPE 37, GEARBOX, M.G. T-type chassis frame and springs (new), A.C. steering box, 19-in. wheels. 14, Canterbury Street, Cambridge. [10011

THE STAFONAK. Supercharged Ford Ten engine, Standard chassis, two gearboxes, giving 13 forward speeds, lowest 86.5 to 1. Suitable for trials, gymkhanas, speed events; many awards gained. £250. Nigel Kennedy, Windyknowe, Killearn, Glasgow. [10012

1929 M.G. "M." Resprayed, overhauled. New battery, back axle. Spare engine. Reliable, fast. Bargain at £110. Photo. 16, Roydstone Road, Bradford, Yorks. [10015

CYCLE-WINGS, broad type, 12 in. wide, rounded ends, beaded all round, steel, primed one coat. Front or rears, 10s. 6d. each, or special quote for large or small quantity. Carriage extra. Stanley Lipscombe, 6, Castle View Terrace, Boveney, Windsor. [10016

MORRIS CUNARD, 1935, "10/6," 4-seater sports. Red. Reconditioned engine just fitted. Excellent throughout. Taxed. £225 or sensible offer. 8, Park Avenue, Birmingham, 19. Tel.: Northern 2351. [10017

BENTLEY 4½-LITRE, registered 1951, £10 tax. Complete rebuild. Short frame, 2-seater, slab tank; new body, wheels, tyres, radiator, etc. Detailed list and photograph sent to genuine buyers. £800. Box No. 4038, MOTOR SPORT, 15, City Road, E.C.1. [10020

1934 RILEY "12/6" ALPINE saloon. Rebored, crankshaft reground, brakes relined. Body first class. Well shod. Any trial. £225, o.n.o. Mereworth, Cambridge Road, Wigmore, Gillingham, Kent. [10021

LORRAINE-DIETRICH saloon (1926), £85 o.n.o. Bentley spares: 3-litre rear axle parts; quantity 6½-litre spares. Wheels, 21-in. tyres, new, retreads, part-worn; tubes. Rover Eight spares. 1912 Phoenix, complete but coachwork very rough; what offers? Dale, 142, Chesterton Road, Cambridge. [10022

HORNET, 1933: cylinder block, £17 10s.; sump trays, 37s. 6d.; dural connecting-rods, 20s.; centre bearings and housings, 27s. 6d.; "special" front brake back plates, 35s.; H/S sports hub, front, 30s. M.G.: Magna clutch plate, 30s.; M-type cylinder block, £15. 1934 Standard Ten gear lever, forks, etc., 37s. 6d. Riley Nine, 1932, timing wheels, 50s. Scott, 14, Orchard Way, Luton, Beds. [10023

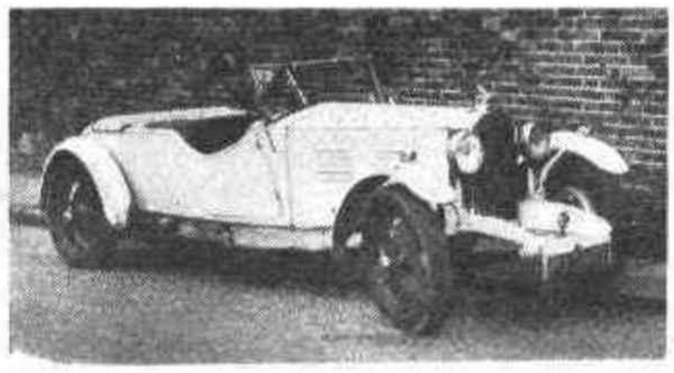


ASTON-MARTIN, 1938 model, 2-litre 4-seater sports. Black, red leather. New hood, all-weather equipment and tonneau cover, five perfect tyres. Fast and rare motor, maintained by Aston-Martin specialists; bills £120 shown. In immaculate condition. **£595**

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INVICTA 1932 4-seater sports tourer, 12 h.p. Primrose, with red leather. Good all-weather equipment and tyres. £160 bills for recent work to engine, gearbox, clutch, etc., shown. A genuine sports car. **£295**

FOR SALE—*continued*

GENUINE AUSTIN NIPPY, no modifications. Excellent order, full weather equipment. Complete engine overhaul 5,000 miles ago. Linered to standard. Best offer. Might exchange for "12/50" Alvis, 3-litre Bentley, £10 tax V8 special. Bateson, 40, Sinclair Drive, Liverpool, 18. Tel.: Childwall 1968. [10024

REBUILT RILEY MONACO. 1932 aluminium body, special engine, racing timing wheels, rockers, lightened flywheel, excellent tyres; £175 o.n.o. Also engine, crankshaft, rods, camshafts, gears, tuned head, new twin S.U. carburetters, twin manifold exhaust manifolds, starters, etc.; offers, s.a.e. Wanted: 4-cylinder "1½" engine or car. 272, Main Road, New Duston, Northampton. [10025

1932 RILEY NINE BLOCK, 1 7/8-in. crank, rods, tappets, gearbox, clutch, sump, starter, half-shafts, torque-tube, steering, chassis frame. Best offers (Essex). Box No. 4039, MOTOR SPORT, 15, City Road, E.C.1. [10026

FRAZER-NASH-B.M.W., 1938, TYPE 45, 2-LITRE. Carefully maintained. Price £370. Apply: Headmaster, Oakwood House School, Otterbourne, Hants. Tel.: Twyford 2291. [10027

LAGONDA 2-LITRE V.D.P. tourer. Rebored, rewired. Hood poor. Nearest £180. 9, Ravenscroft Road, Birkenhead. Tel.: Birkenhead 3283. [10028

1935 LAGONDA 3½-LITRE pillarless sports saloon. Regularly serviced and carefully used. Special carburetter needles give 18-20 m.p.g. Newton shock-absorbers. Price £250. Lancashire area. Box No. 4040, MOTOR SPORT, 15, City Road, E.C.1. [10029

XK120 JAGUAR. Excellent condition. Recently completely serviced makers. Box No. 4041, MOTOR SPORT, 15, City Road, E.C.1. [10031

RILEY NINE, 1933, FALCON sports saloon. Reasonably good body. Sell for £135 or exchange for something about 14 h.p. Preference for Sunbeam. 5, Addison Road, Bromley, Kent. Tel.: Ravensbourne 1530. [10032

SUNBEAM DAWN, 12.8 H.P., 1935 sports saloon. Sell £245 o.n.o., or exchange open car, Alvis or Bentley preferred. Box No. 4042, MOTOR SPORT, 15, City Road, E.C.1. [10034

H.R.G., 1937, 1½-LITRE Meadows, fitted E.N.V. preselector gearbox, original box as spare. Two owners only and very well maintained. Whole car excellent. Nearest £570. Box No. 4043, MOTOR SPORT, 15, City Road, E.C.1. [10035

ZOLLER SUPERCHARGER, complete with inlet, exhaust manifolds, and all fittings for Alvis Silver Eagle. Also Vol. I and II *Autosport* in publisher's binding. Wanted for "K3" M.G., water manifold, valve cover, magneto mounting bracket. Metthew, Maplewell Hall, Woodhouse Eaves, Leics. [10036

LAGONDA, 3½-LITRE, special sports Rapide, £10 tax; 20 m.p.g.; 80 m.p.h. in third (police timing!). Professional aluminium 3-seater body, hood, tonneau cover, Marchals, new Scintilla, racing Dunlops. £325 o.n.o. Seen London. Appointments. Tel.: Croydon 4279. [10037

FRAZER-NASH B.M.W. TYPE 328 The famous ex-Peacock sports car for sale. New July, 1940, mileage under 9,000. Over £1,500 has been spent on this car in the last three years, making it one of the most potent sports cars in the country. New body in aluminium, completely undershielded. Spare racing doors, seats and hood. Saddle tanks and redesigned rear end. Triple S.U.s and double petrol pumps, giving 25-27 m.p.g., well over 100 m.p.h. Acceleration terrific. Re-upholstered in red hide, new hood, sidescreens and tonneau cover. The record of this car is well known to all enthusiasts. Price £1,100, or exchange 1950 sports saloon or drophead. Gowers, 5, Garth Close, Kingston, Surrey. Tel.: Kingston 2375. [10038

SPORTS SPECIAL CONVERSION. Registered July, 1950, tax £10. 30-h.p. engine, partly run-in. Tourer body nearly finished. Five new tyres. £300, offers. Box No. 4044, MOTOR SPORT, 15, City Road, E.C.1. [10043

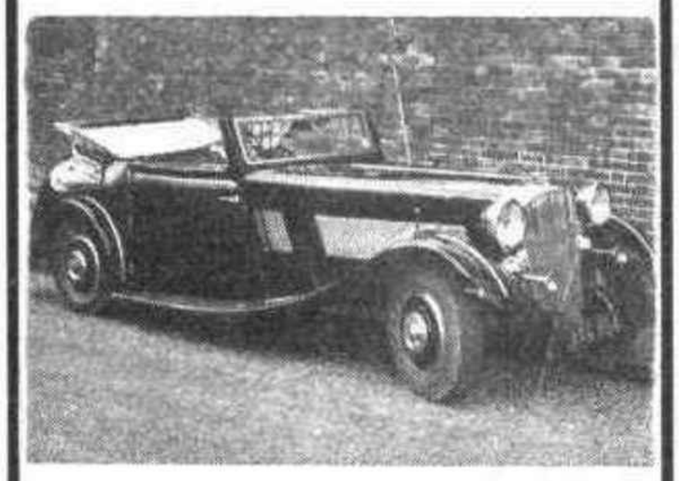
WOLSELEY HORNET special 4-seater sports with low-pressure supercharger. Very fast. New hood and tonneau cover, large instruments, good tyres, new headlamps. Taxed for year. **£395**

TRIUMPH DOLOMITE, 14 H.P., 1937 saloon, sliding roof. Engine recently overhauled, including new crankshaft. Fine body and interior; excellent tyres. Well maintained and little used. **£395**

WOLSELEY HORNET, 12 H.P., 1934, sportsman's fixed-head coupé. Engine just overhauled, resleeved, not run-in. **£165**

RILEY NINE MONACO, mechanically very sound, new magneto just fitted; new tyres. Reliable and economical. **£125**

ALVIS SILVER EAGLE, 17 H.P., 1934, fixed-head coupé, in racing green; new roof recently fitted. Good value at **£175**



BROUGH-SUPERIOR, 1936, foursome drophead coupé by Atcherly, in black and chrome with white hood and beige hide interior. Reconditioned Railton 28-h.p. engine fitted 1948, split-beam front axle; excellent tyres. Fuel consumption 19-20 m.p.g. This car is capable of a true 95 m.p.h. and 0-60 through the gears in approx. 10 sec. **£400**

AUSTIN SEVEN 2-seater tourer, 1934. H.C. engine fitted, specially modified Bowdenex brakes, good all-weather equipment, five good tyres. This car has an amazing acceleration. **£165**

HUDSON TERRAPLANE, 2/4-seater, drophead coupé, 1936, maroon, in very nice condition. **£185**

FORD EIGHT saloon, 1937, reconditioned engine 1950; good tyres, sound chassis. Whole car in fine condition. **£235**

JEEP, completely overhauled, in its original condition. **£225**

FOR SALE—*continued*

P.J.'s 2-LITRE LAGONDA SPECIAL, 1929, modified to low chassis, amateur 2/4-seater coupé. £130. Contact A. Heasman, "Little Wildews," Ashurst, Southampton. Tel.: Ashurst 104. [10039

RILEY LYNX SPRITE, 1937, 1½-litre, open 4-seater tourer. Very good condition. Engine rebored 4,000 miles ago. Scintilla. Two new S.U.s. Lively and economical. Three owners from new. Full history. Photo. £350. Wood, 138, Shenley Fields Road, Selly Oak, Birmingham, 29. [10042

LAGONDA 2-LITRE, 1932, Weymann saloon. Black. Very sound specimen. Two new tyres, three retreads just fitted. 25 m.p.g. £260. Tel.: Brighouse (Yorks) 1033. Box No. 4045, MOTOR SPORT, 15, City Road, E.C.1. [10047

MOTOR-CYCLE ENTHUSIASTS! Owner wishes to dispose of Brough Superior 990-c.c. S.S.100, fitted long-stroke racing engine, completely rebuilt and enamelled regardless of cost during the past four months, complete with No. 9 Powerplus blower and full equipment for this machine, comprising 40-mm. Amal, all plumbing, spare l.c. pistons, sprockets, brackets, etc. The machine at the moment is in semi-towing trim with Lucas latest type lighting, dural guards, resleeved to standard, and has cost over £100 to rebuild. Many spares, including four new tyres. Appearance as new. Photo available. Price £175, consider vintage sports car in exchange. Derek Pickering, 68, Rochester Road, Earlsdon, Coventry. Tel.: Coventry 60820. [10048

FORD TEN ENGINE, Type E.93A, new, apart from bench testing. Complete with manifolds, carburetter, fan, dyramo, starter, petrol pump and clutch. £65. Also one new 16-in. Prefect wheel, 30s., and S.H. Lucas passlamp, all chrome, 37s. 6d. (Buyer collecting engine preferred.) Bates, 230, Lodge Lane, Grays, Essex. [10049

RILEY NINE MONACO, 1933. Engine sleeved, bodywork reasonable. £150. Flatman, 111, Silkmore Lane, Stafford. [10050

DIESEL CONVERSION. 1936 Packard Super Eight saloon. Reconditioned Perkins P.6, Rolls-Royce Phantom II 3½:1 rear axle. All work carried out by specialist engineering Co. 35-40 m.p.g. £10 tax. £650. Harrison, 4, Rock Mansions, Budleigh Salterton, Devon. Tel.: Budleigh Salterton 521. [10051

ALVIS FIREFLY, very clean condition, sound mechanically; rewired throughout; new tyres and batteries; £275 o.n.o. Alvis Firebird, 1936 regd.; utility brand new body; synchromesh gearbox; very nice condition; £265 o.n.o. Alvis "12/50 TG" open tourer, reconditioned engine; no weather equipment; £110 o.n.o. Alvis Silver Eagle 2-seater with dickey, well tyred, sound motor; £85. Riley Nine 2-seater, new body, rebuilt and regd. 1949; £175. Apply: Kemps Garage, Milethorn Lane, Wheatley, Doncaster. [10052

HEADSCARVES. The original, featuring leading racing and sports car motifs, 30s. Vintage selection, 35s. Finest quality. Pair de luxe Rotax headlamps, £5. Set Delage flared wings, £4. Rich, Steelgreen, Millom, Cumberland. [10056

FORD 10-H.P. trials special, built 1951. Under 1,000 miles. Light aluminium body. Twin carburetters, 4-branch exhaust. New wheels, tyres, brakes, steering and transmission. Excellent condition. £245. Seen London. Box No. 4055, MOTOR SPORT, 15, City Road, E.C.1. [10054

LUCAS FOGLAMP, Fram oil cleaner for Morris Minor, both nearly new. Remoulded 4.00-18. Millward, Lowfield Heath, Crawley, Sussex. [10055

RILEY FIFTEEN. Six-Light Kestrel saloon, 1936-7, pale green, red leather upholstery. Mellotone horns, Lucas fog-lamp. Good condition. £300 for quick sale. Consider exchange for good small car. Weekends or evenings. Uwins, 53, Mildmay Road, Romford, Essex. [10056

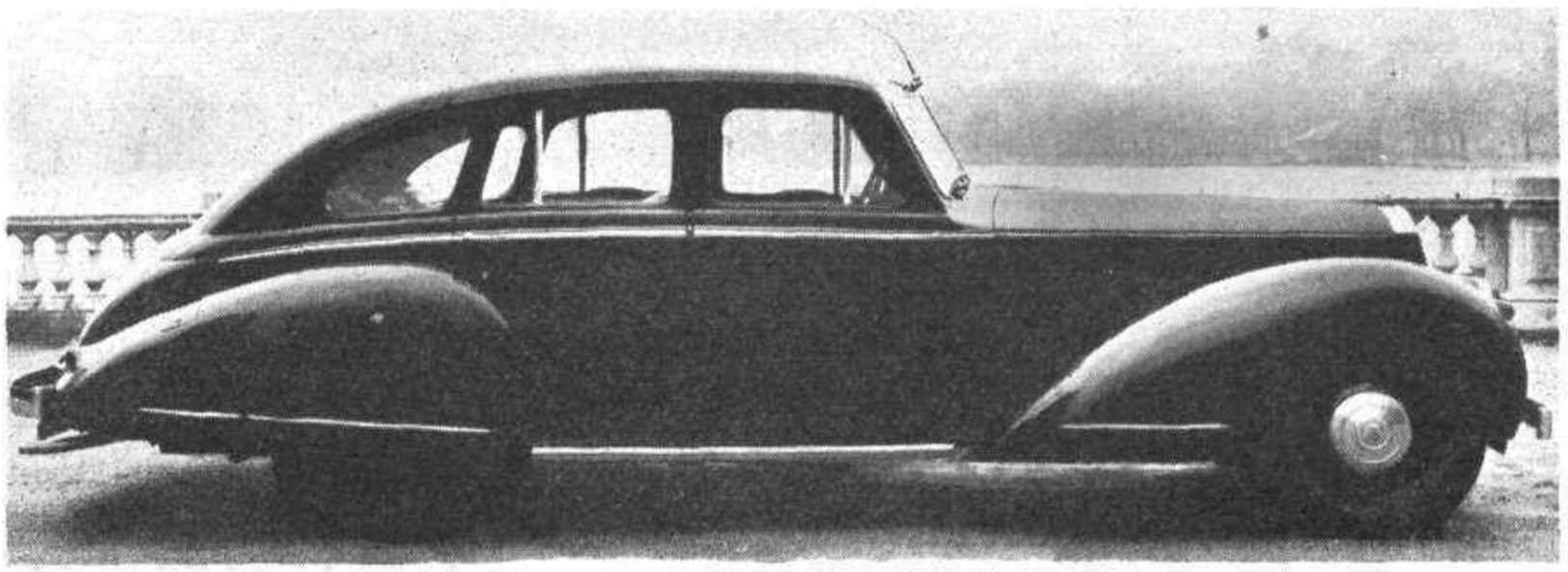
525 CLEAN COPIES "AUTOCAR." 1940 to date. Offers. Argent, Laindon Common, Billericay. [10058

M-TYPE M.G., taxed, insured. Goes well. Offers, 148, Notting Hill Gate, W.11. Tel.: Park 5013. [10063

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offers the following selection of high grade sports carriages from a varied stock



INVICTA 3-LITRE (TWIN O.H.C.) "BLACK PRINCE"

Coachwork by Invicta. Regd. No. KPK 75 Chassis No. 101

As far as can be ascertained, this was the first of three prototype models manufactured by the late INVICTA COMPANY prior to going into line production, and has "one off" coachwork designed for the 1947 Show. Originally having been fitted with the much boosted Hydrokinetic (*sic*) torque converter—of which, enough—the transmission has now been completely redesigned and is now the possessor of a dynamically balanced flywheel, a Borg & Beck clutch assembly and a Jaguar 4-speed box. The calculations involved and the work were carried out for us by the STADIUM GARAGE, CRAWLEY, SUSSEX, whose work we would thoroughly recommend to any discriminating enthusiast requiring a first-class job. The performance throughout the complete range is now really phenomenal, the present box consuming some 17 h.p. less than the late lamented converter. As a compelling example of contemporary British craftsmanship of the highest grade, the detailed finish throughout this Invicta is comparable to anything produced. The mileage is nominal. The original list price £3,770 (single P.T.). Extras include motorised built-in Jackalls, built-in H.M.V. radio, electric immersion anti-freeze unit, independent battery charger, etc. FURTHER DETAILS WILL BE GLADLY SUPPLIED ON APPLICATION TO THE OFFICE.

£1,575

M.G. (Nov., 1948) "TC." 10,000 miles. Extras include spot, twin "Mellotones," luggage grid. Finished deep red, and in genuinely exceptional fettle throughout.

£725

HISPANO-SUIZA (37.2 h.p.) SPORTS COUPE-DE-VILLE by Saoutchik of Paris. Completely rebuilt and recellulosed. Further details in March issue.

M.G. (1932/3) "D" 8-h.p. FOURSOME TOURER. In exceptional condition throughout and with full weather equipment, this must rate as one of the best preserved examples of this model now to be seen. Some £72 has just been spent on resleeving, regrinding crank, camshaft, dynamo, brakes, etc., and IT HAS NOT SINCE BEEN ON THE ROAD. Quite a rare opportunity for the relatively impecunious to obtain a very sound job.

£165

F.N./B.M.W. (1936/7), TYPE 319 FOURSOME DROPHEAD. This compact and passably rapid 2-litre tubular chassis model is renowned amongst the "cognoscenti" for its handling qualities and economy. A considerable amount has been expended on maintenance during the last year, and a full history of past overhauls is available. The interior is extremely clean and the coachwork newly recellulosed in dual grey. Fitted with all new "boots" and taxed.

£325

S.S. JAGUAR 1½-Litre DROPHEAD COUPE (1939). Mint condition. Black—Fitted Radio-heater, etc.

£525

ASTON MARTIN (1936) MK II FOURSOME TOURER. Requires a fair amount of work.

£385

ALFA-ROMEO 1,750 c.c., blown. Ten million series (1937). Details too late for press.

Photographs of any of the above, together with more precise details, will gladly be forwarded on request.

At the time of going to press we are negotiating for yet another well-known "38/250" S.S.K., a "20/25" Rolls T. & M. Coupe, a T.T. blown Frash, another Type 319 F.N./B.M.W. and a C-type Aston 2-litre. Inquiries are invited.

OUR URGENT REQUIREMENTS are a 1939 Rover Fourteen or Sixteen drophead, 1938 and '39 Citroens, and at least one other Invicta "Black Prince" for modification. Particulars of any of the above models will be given prompt attention.

WE WILL BE PLEASED TO ACT ON BEHALF OF ANY INQUIRERS REQUIRING SPECIFIC MODELS, EITHER IN GREAT BRITAIN, U.S.A., OR ELSEWHERE. A POSTCARD OR TELEPHONE CALL TO THE OFFICE WILL ENSURE A PROMPT REPLY

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All Vehicles and Accessories are offered subject to being unsold unless otherwise stated. *E. & O. E.*

FOR SALE—*continued*

"THE MOTOR," almost all issues 1947-1950. Odd copies other motoring papers. Meyrick, 7, Bellevue Road, S.W.13. [11101

FIAT 500 cabriolet convertible. Receipts shown for entire rebuild just completed. Body and chassis stripped down, rebuilt, and colour sprayed polychromatic buff. New silk mohair hood to match. Engine, starter motor, dynamo, and steering gear all reconditioned. New radiator, new windscreen and window glass to doors; all chrome parts, including bumpers, replated. New Dunlop tyres, new spare wheel cover, new carpets and door linings, two new batteries, new traffic ators and number plates. Whole car like new. A real opportunity to acquire what must be the finest example available. £425 or near. Seen and tried Purley. Tel.: Frost, Uplands 8228, or evenings, Uplands 2401. [11102

EXCHANGE AUSTIN SEVEN tourer, 1931. New brakes, battery, clutch, steering, springs. Plus £100 for 8-h.p. saloon, approx. 1935. 63, Canterbury Road, Farnborough, Hants. [11103

£235—1933 J-TYPE RED M.G. Recently rewired. New twin S.U. carburetters, screens, battery, etc. Good performance; genuine 30 m.p.g. After February 4th apply Tidswell, 67, Twyford Avenue, London, N.2. Tel.: Tudor 5266. [11104

1½-LITRE "TARGA FLORIO" MERCEDES. Supercharged, twin o.h.c., 82 b.h.p., 2-seater body, fully road equipped; 10,000 miles since complete rebuild. Seen Sussex. £500. Box No. 4062, MOTOR SPORT, 15, City Road, E.C.1. [11105

BENTLEY, 1934, BLUE LABEL 3-LITRE tourer. New hood, battery still on guarantee. Mechanically excellent. £175, no offers. Tel.: Perivale 1861. [11106

£195—NEAREST. Alvis Firebird, 1936, D.H., 14 h.p. Good engine and body. Any inspection. Taylor, 18, North Road, Ripon. [11107

M.G. 1½-LITRE "VA," 1938 model black sports tourer, in excellent condition. New hood, carpets; brakes recently relined. Engine and tyres good. Hartford shockers, aeroscreens. £445. Westman, Chestnuts, Welcomes Road, Kenley. Tel.: Uplands 0374. [11108

ASTON-MARTIN "INTERNATIONAL" 2/4-seater. Needs minor engine work. Rebored, new camshaft, king-pins and tyres. Body fair. Space required. £150 or offer. Details from P. White, 28, Southampton Street, Farnborough, Hants. [11109

RILEY "12/4" reconditioned engine, chassis, numerous spares, new and used. "12/6" 1933 cylinder head, sump, con.-rods. Martlet h.c. pistons. Apply 1, Stanley Avenue, Wembley. [11111

1934 DAIMLER FIFTEEN, genuine 37,000 miles. Engine and flywheel just stripped and overhauled, new shock-absorbers, springs reset, brakes relined, new battery; H.M.V. radio. Tickford special cabriolet body resprayed. Bargain, £345. Tel.: Meadway 3023 (evenings). [11112

FRAZER-NASH-B.M.W. 2-LITRE, swept-tail, drophead coupé 2-seater. Black hood perfect, lined cream. New crown-wheel, pinion and races, new brake linings. One-shot lubrication, i.f.s., telecontrols. Colour, metalescent-gunmetal with red leather; carpets unworn. £345, or exchange saloon or 4-seater drophead, Jaguar, Alvis or similar. Sharpe, 45, Deacons Hill, Elstree, Herts. Tel.: Elstree 2163. [11113

1932 M.G. "12/70" 2/4-seater sports. Perfect; 500 miles since complete overhaul; new tyres, cellulose, etc. £175, or exchange saloon. 102, Astbury Road, Peckham, S.E.15. Tel.: New Cross 5990 (evenings). [11114

RILEY 9-H.P. CHASSIS. £50 o.n.o. Seen South London. Box No. 4063, MOTOR SPORT, 15, City Road, E.C.1. [11114

ALVIS, 1934, 12-H.P. D.H. coupé, £240. Preselector box, new battery, well shod, taxed and insured. Write: Hay, 115, Elgin Avenue, Kenton, Middlesex. [11115

FORD V8 BODY and chassis spares, windtone horns, metal fittings for utility. West, 3, Draycott Avenue, Kenton, Middlesex. [11116

1947 2½-LITRE RILEY, 1,000 miles since new engine fitted. Perfect condition. £1,200 o.n.o. Oswald, 104, St. Mark's Road, Enfield, Middlesex. Tel.: Enfield 0447. [11117

TALBOT "75" SPARES: Preselector gearbox, engine sump, 1933 model. *Autocars*, December, 1949, to date. Offers. S.A.E. please to: 15, Melton Road, Tottenham, N.15. [11118

ROVER FOURTEEN, Pilot 1935/36, sports saloon. Engine and chassis good, body rough. Excellent car for rebuilding. What offers? Prefer interesting 8/10-h.p. exchange. Whitney, 2, Coopers Lane, Grove Park, S.E.12. [11119

£135—1934 VAUXHALL FOURTEEN Duple sports. Battery, tyres, hood, mechanically excellent. Interior trifle tatty. 30 m.p.g. 33, Ambleside Avenue, S.W.16. Tel.: Streatham 5785. [11120

MORRIS "11.9," 1928, 2-seater tourer, in perfect condition throughout. Exceptional body, hood and equipment. £75, or reasonable offer. Davis, "Allcotts," Castle Street, Porchester, Hants. [11121

FOR SALE—*continued*

ALVIS SILVER EAGLE sports saloon, 1936. £140 spent at Alvis 12,000 miles ago. Total mileage believed 80,000. Superb condition. Exchange smaller car or sell, £320. Manning, 86, Clifton Hill, N.W.8. Tel.: Maida Vale 1992. [11123

M.G. "18/80," 1931, saloon, mechanically excellent. Good tyres; brakes relined; wheels rebuilt. Requires painting. £120. Bircham, Reepham, Norfolk. [11124

LAGONDA 2-LITRE HIGH CHASSIS, frame, head, block, sump, crank, con.-rods, steering column and box. Lot, £17. Hunter, 15, Uplands Road, Darlington. [11126

RILEY TWELVE KESTREL, 1934. All aluminium body in exceptional condition. Requires rebore. £175. Tel.: Becketwell 40021. [11127

PARTIALLY COMPLETED RILEY 9-H.P. special 4-door saloon. Chassis 1932. Sound running order. Easiclean wheels. Coachwork requires completing. Will look like 1950 Hillman Minx. £100. Also for sale: quantity good spares, various cars, retreaded tyres, Rudge wheels, radiator stoneguards, etc. Granville, 47, Edmundstown, Tonypandy. Tel.: Tonypandy 2282. [11129

RILEY 1½-LITRE SPECIAL SERIES KESTREL saloon. Crash box, three carburetters. Ideal car in good condition. Quick sale, £300, offers invited. Apply 24, Goldstone Crescent, Hove, Sussex. [11130

£55—MORRIS MINOR Utility, 1931, s.v. motor. Very clean and reliable. Crashed M-type M.G. for spares. Baddeley, 30, Tangier Way, Tadworth, Surrey. Tel.: Burgh Heath 5624. [11131

1928 VINTAGE BENTLEY 4½-LITRE sports saloon. Telecontrol shocks front and rear. Ace discs. Excellent original condition. Sacrifice, £375. Would consider part exchange Morris Eight saloon or similar. 22, Bright Street, Wednesbury, Staffs. Tel.: Darlaston 573. [11132

AUSTIN NIPPY (SPEEDY). Completely overhauled. New hood, tyres, battery. Perfect appearance and performance. £235 o.n.o. Boorman, 96, St. James' Park, Tunbridge Wells. [11133

ALVIS 1939 4.3-LITRE Charlesworth saloon. Immaculate. Recent engine overhaul, etc., by Alvis. New car arrived. £800 or near. Tel.: Manchester Blackfriars 9136 or, evenings, Altrincham 0877. [11134

MORRIS OXFORD Hoyal saloon, 1928. Little used. One gentlewoman owner until three months ago. Original inside and out. New tyres, instruction book. Taxed; insured to July. Nearest £100. "Rookery," Newlaithes, Horsforth, Leeds. Tel.: Horsforth 2008. [11135

RILEY "12/4" TIMING GEARS, good condition, £2. Wanted: front jack, oil gauge (cream). School House, Highwood, Chelmsford. [11136

LAGONDA 2-LITRE, 1933. Completely rebuilt 1950, £10 tax. One of the best Lags in the country. £450. Eldeen, 22, Ridge Hill, Golders Green, London, N.W.11. Tel.: Speedwell 9638. [11137

SPORTS SPECIAL. Austin chassis, Triumph Eight engine, Ford wheels. New tyres. Professionally-built 2-seater. Economical, fast. Nearest £170. Tel.: Hurstpierpoint 2268. [11138

£75 OR NEAR OFFER—Hillman Straight Eight, 1932, 2,625-c.c. (19 h.p.) 2-seater sports. £10 per year tax. Bradford, No. 1, Married Quarters, Wenlock Barracks, Anlaby Road, Hull. [11139

UNIQUE SPECIMEN. £10 tax. Rolls-Royce Silver Ghost Barker touring car. Impeccable. £500. Tel.: Brent Pelham (Essex) 202. [11140

SWIFT, 10 H.P. Fitted 16-in. Easiclean wheels, sports body (poor), new 12-v. battery and wiring. Mechanically sound. Excellent lights. £40. Lyons, South Street, Litlington, near Royston, Herts. [11141

F. W. (Freddie) DIXON clearing Riley racing stock. 2-litre racing engine in first-class condition. New 13-in. brake drums, shoes and linings. Complete front axle. 4.0, 4.22 and 5.25 to 1 axle gears. New 9 and 6-cylinder flywheels, 6-cylinder dynamo and starter. Good assortment of Rudge wheels. Best offers to clear. "Ardverness," Wray Common Road, Reigate, Surrey. [11142

ONE PAIR of almost new De Ram shock-absorbers Only used as spares on "3.3" Bugatti. Best offer. F. W. Dixon, Tel.: Reigate 3534. [11142

AUSTIN SEVEN low-rake sports steering column, complete, 70s. 57, Shrewsbury Lane, Shooters Hill, S.E.18. [11143

REPLACEMENT SPEEDO. CABLES for all cars, £1 each (includes postage). Full details of car please. Anti-dazzle spotlamps, 6-v. or 12-v., all chrome, 50s. Ditto, black and chrome, 45s. Electric windscreen wipers, Trico, 6-v. or 12-v., 55s. Fan belts for any vehicle—send vehicle details. Reconditioned starters: two M418G L-O 12-v., £6 15s. each. Ford Eight 6-v., £6 15s. Cash with orders: To Surplus Motor Components, Rodney Road, Solihull, Birmingham. [11144

TWO NEW 525 BY 21, £13. Two secondhand, £3 10s. Two new retreads, 700 by 18, with tubes, £8 10s. New Ford V8 dynamo, £5. 1920 A.B.C. "Scootamota," requires assembly, spare frame, engine, £8. Carriage extra. 6, Acre Lane, Carshalton, Surrey. [11145

FOR SALE—*continued*

M.G. "PA" 4-seater, 8 h.p., 1934. Recent £40 replacements transmission, springs, steering. Four new tyres (not retreads). Hood sound. £230. No offers. Smyth, The Chalet, Starrock Road, Coulsdon, Surrey. [11146

KESTREL "12/6," 1934, in excellent condition. Detail attention will pay dividends. Fitted stone-guards. £230 o.n.o. Preselector flywheel, good condition, believed off 1934 "Nine." Partington, 40, Church Road, St. Annes-on-Sea. [11147

M.G. "14/40," mechanically excellent, body fair, interior non-existent. Handbook. £35. Hamilton, "Homeleigh," Tower Road, Warmley, Bristol. [11148

BENTLEY, 1924, 3-LITRE RED LABEL, "Corsica" fixed-head foursome coupé, sunshine roof. Excellent condition throughout. Photograph available. £325. Hunter, 8, Holly Road, Quinton, Birmingham, 32. [11149

RILEY KESTREL FIFTEEN 6-cylinder sports saloon, 1935. Fast. Exceptional all round condition. Well maintained. Taxed year. Grey. £375. Tel.: Ravensbourne 2010. 15, Bromley Grove, Shortlands, Kent. [11150

FIAT 14-H.P., 1927. Complete minus body. Fitted Ford wheels. Excellent tyres. Perfect running order. £30. Field, 11, Oaktree Gardens, Bromley, Kent. Tel.: Ravensbourne 3352. [11151

"30/98" VAUXHALL, chassis No. OE 293. Fitted Delage front axle, otherwise unmodified. Five new tyres. Excellent condition. £260, or offers. Morris Cowley engine, gearbox and various parts; cheap to clear. J. Lott, Fairview, Lyminge, Kent. Tel.: Lyminge 87292. [11152

1938 MORRIS EIGHT tourer 4-seater. Reconditioned engine, gearbox, brakes, steering. Very good body, chassis, hood. £285. M. W. Church, 76, Windermere Road, Ealing, London, W.5. Tel.: Ealing 8750. [11153

"DOLOMITE" complete E.N.V. back axle, 8/42; 12-in. hydraulics, 52-in. track, £8. Also front assemblies modified to fit Ford axle. 17-in. Rudge wheels, 40s. each. Austin Seven long chassis frame, 70s. Rear springs, 20s. each. 1951 Ford Ten unused front axle, spring, radius-arm, etc., £9, cost £13. Hart, Wheatsheaf, Ide Hill, Kent. [11154

SPECIAL CHASSIS fitted Vauxhall Villiers 1951. Suitable racing, sports, trials. Wheelbase 9 ft., crab track, straight side-members 21 in. across. I.F.S. coil/wishbone. New rear axle shafts, new worm drive, 4.2 to 1. Lockheed brakes, 21S, front, Rudge wheels. Reason sale, have obtained genuine Vauxhall chassis to original specification. Inquiries, inspection, by appointment. A. Brooke, 4, Rossett Park Road, Harrogate. [11155

ARMSTRONG-SIDDELEY S/L GEARBOX as fitted W. Straight's Maserati, £55. Brooke, 4, Rossett Park Road, Harrogate. [11155

M.G. "J2," 1933, good condition. New tyres, hood, crown-wheel and pinion, clutch, etc. Very attractive car. £185, or exchange. 102, Elwill Way, Beckenham, Kent. Tel.: Beckenham 2862. [11156

£75—1926 SINGER TEN shooting-brake. Four new tyres, battery, bearings, magneto. Taxed and insured. Good runner. Wooddin, 8, Sussex Square, W.2. [11157

£10 TAX—TALBOT "105." Saloon. Rebuilt 1951. Very fine condition. £275. Potter and Richards, Tel.: Kensington 6955, or write, 62, Princes Gate Mews, London, S.W.7. [11158

ALFA-ROMEO SPECIAL. Gran Turismo "1,750" Alfa with 2-seater fixed-head coupé body and ample luggage space. Fitted 3.8-litre American Nash engine, clutch and gearbox. Brakes just overhauled and relined. £10 tax. Wonderful bargain at £215. Potter and Richards, Tel.: Kensington 6955, or write, 62, Princes Gate Mews, London, S.W.7. [11158

BUGATTI, TYPE 44, 4-seater tourer, in exceptionally good condition throughout. 24 h.p. Rapid and reliable. £275. Potter and Richards, Tel.: Kensington 6955, or write, 62, Princes Gate Mews, London, S.W.7. [11158

RILEY NINE, 1931, with reconditioned engine, good battery, etc. £75. J. Kingdon, 39, Newquay Road, S.E.6. [11159

ASTON-MARTIN 2-LITRE, short chassis, 1937/8. Engine rebored, crank reground, etc. New camshaft, rockers rebuilt, new timing gear and chain, new water pump, new hood and side-curtains. Tonneau cover. Reconditioned radiator. Oil pressure as per handbook. All bills available. £625. Shaw, Manor House, Manor Road, Oldham. Tel.: Main 1321. [11160

BENTLEY 3-LITRE saloon, 1929. New battery and tyres, water-plates and oil drain tubes renewed, magnetos overhauled. Blue Label unmodified, in regular use. Taxed. £175. Hay, Redwood, Bath Road, Maidenhead. Tel.: Maidenhead 353. [11161

£65—"20/60" VAUXHALL saloon. Four good tyres, lively engine, interior original. Tel.: Campbell, Kensington 9441, ext. 234, 10-5.30. [11162

ALVIS FIREFLY sports, 1935. Excellent condition throughout. Photo. £300. Guy Williams, 10, Somerset Avenue, Coneytrowe Lane, Taunton, Somerset. [11164

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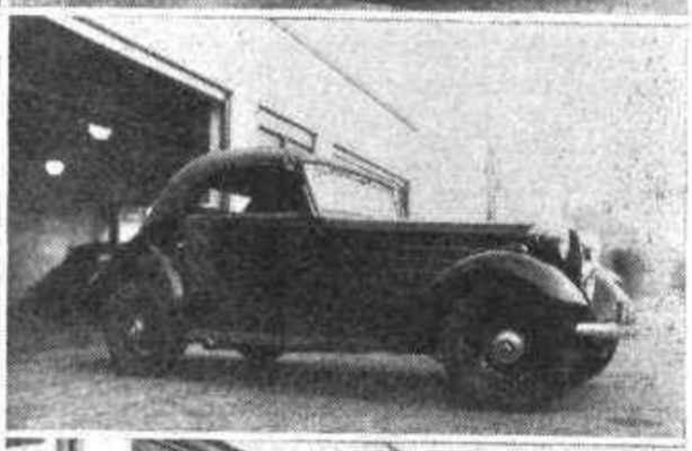
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1937 **Fiat** 1½-litre, pillarless saloon, green with brown upholstery, specimen (*illustrated*) £425
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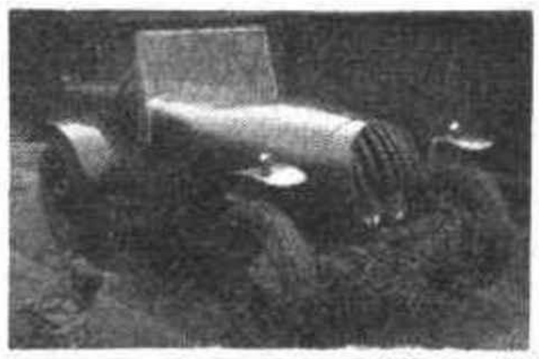
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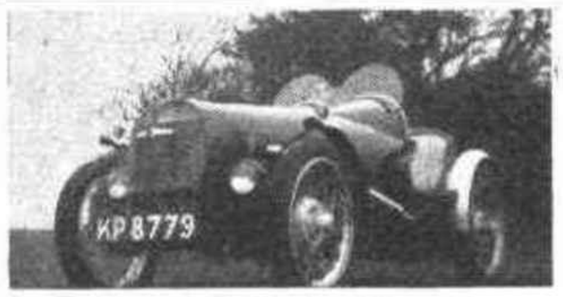
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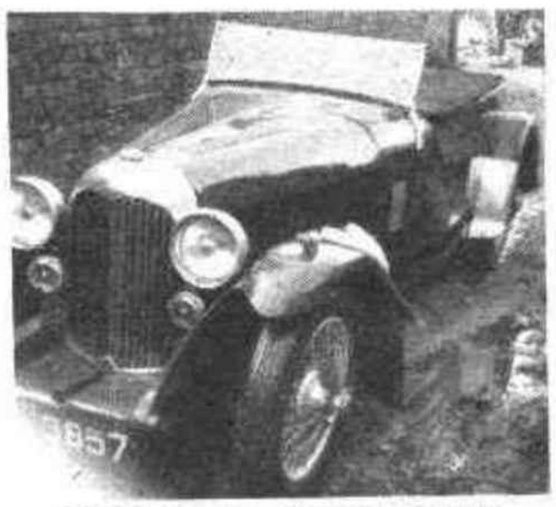


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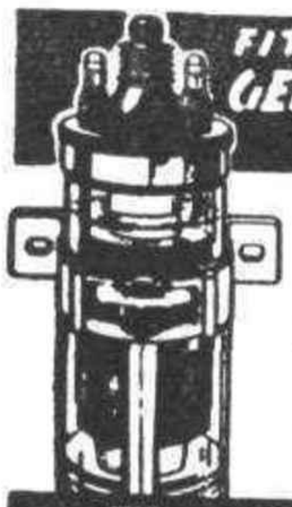
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HISPANO-SUIZA 27-H.P. limousine, 1928. Sound mechanical condition but original cellulose somewhat cracked. Sensible offers invited. West London. Box No. 4056, MOTOR SPORT, 15, City Road, E.C.1. [10061

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M.G., 12-H.P., 2-door saloon, 1933, very good condition, £125. Singer Nine "Le Mans" crankshaft, mains, three con.-rods, £12. Front axle and hubs, etc., Lockheed brakes, £7 10s. Bert Coffin, Preston, Yeovil, Somerset. Tel.: Yeovil 341. [10070

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1939 M.G. "TA," condition as new, absolutely perfect. £495, or change for other sports model. Box No. 4049, MOTOR SPORT, 15, City Road, E.C.1. [10081

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777 AUTOMOBILE, motor-cycle and steam-car books. Catalogues free. Vivian Gray, Bookseller, Haywards Heath, Sussex. [10094

1947 MORGAN "4/4" 4-seater. Laystall overhaul 4,000 miles ago. Further details on request. £497. Butcher, Oxford Airport, Kidlington. [10018

1930 RILEY NINE CHASSIS, nearly complete, £25, or separate items. S.A.E. for details. Purton, 4, Lancaster Road, Rugby. [10044

BRITISH SALMSON (Dec., 1937), 12-h.p. coupé. Completely reconditioned engine, clutch and dynamotor. £400. 15, Trowlock Avenue, Teddington. Tel.: Kingston 4139 or 0136. [10092

HIGH-PERFORMANCE, "Hot-Rod" special 8-h.p. Austin 2-seater. Chrome liners, twin S.U. carburetters, oil coil, Ricardo head. Very well shod. Car in excellent order, fitted new tonneau cover recently. First registered 1946. Seen Newmarket area. Price £200. Box No. 4061, MOTOR SPORT, 15, City Road, E.C.1. [10092

£85—AUSTIN SEVEN ARROW sports 2/4-seater. Completely rebuilt 1951. Many new parts fitted, including four new India tyres. Sanders, 266, Holmdale Road, South Norwood, S.E.25. [10093

RILEY NINE MARCH SPECIAL. £100 spent in year; resprayed, four new tyres, batteries, etc. Good runner. Offers. 41, Ridgeview Road, N.20. Tel.: Hillside 9209. [10094

MEADOWS 12-H.P. CYLINDER HEAD, new, complete with valves, guides and rocker assembly, new, £12 10s. *Triumph "Tiger 100" aluminium cylinder* head, bronze guides, £3. "Tiger 100" cylinder barrels, aluminium, £3. "Tiger 100" brand new timing-side crankcase, £5. New tyres, not retread, 33 by 5 (two), £3 each. Chassis frame straightener, heavy duty, never used, £6. Lucas Vertex 4-cylinder magneto, minus distributor cap and cover, good order, £2. Riley "12/6" half-shafts, hubs, bearings (two), £1 10s. each. Lucas 2-cylinder magneto, late type, £2 10s. Wanted: Wolseley "14/6" 1935 sports manual. Advertiser, 81, Benthal Road, Stoke Newington, N.16. [10095

1925 "BULLNOSE" COWLEY tourer, f.w.b., £60. Also various beaded tyres. Smith, 174, Bromyard Road, Worcester. [10096

TRIUMPH SUPER SEVEN saloon, 1930. Rebored, dynamo and magneto reconditioned, brakes overhauled, three new tyres, others good. Owner buying open car. £75. 573, Chelsea Cloisters, S.W.3. Tel.: Kensington 4835 (evenings). [10097

ROLLS-ROYCE SILVER GHOST 1923 chassis, in excellent mechanical order, complete with bonnet, scuttle, dashboard, front mudguards and six wheels and tyres. Absolutely original. £95. Leas House, Yalding, Kent. Tel.: Hunton 85253. [10098

MERCURY-ENGINED SPECIAL. Built 1950. Lightweight tubular chassis, i.f.s., aerodynamic 2-seater body. Racing green. £10 tax. Cost £500 to build. Fitted unsuitable back axle. Allard replacement axle included in price of £265. S.A.E. details, photographs. Gutteridge, Funtington House, Funtington, Chichester. Tel.: West Ashling 310. [11100

WANTED

H.W.M. are anxious to purchase one or two E.R.A. self-change gearboxes. Good price offered. H. W. Motors, Ltd., Walton-on-Thames. Tel.: Walton-on-Thames 783 and 1437. [9940

GEARBOX for TC M.G. Davies, Amberley, Llantrisant Road, Cardiff. [9941

WANTED URGENTLY. 1½ or 2-litre engine. A.C., Riley, Lagonda Rapier, or K. 328 B.M.W. With or without gearbox. Baer, 220, High Street, Hounslow. Tel.: Hounslow 1219. [9942

AUSTIN NIPPY ENGINE connecting rod; 1⅛ in. shaft. Robson, 11, Carberra Avenue, W.-Monkseaton, Northumberland. [9943

B.M.W. 326 crown-wheel and pinion, also 328 engine or cylinder head. Leadley, Moira Road, Ashby de la Zouch. [9944

ALVIS "ATLANTIC" saloon wanted. Must be in really sound overall condition. Direct offer or exchange with cash adjustment for thoroughly reliable and well loved Morris Eight, 1938, 4-door saloon with recently re-conditioned engine. Prichard, 234b, Woodstock Road, Oxford. Tel.: Oxford 58827. [9945

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AUSTIN HEAVY "12/4" 2-seater. Good running order. Reasonable price. Emarton, 118, Mimmshall Road, Potters Bar. [9947

ROLLS WANTED (pre-war). Stanley North, 4, Silwood Drive, Harrogate Road, Bradford. [9948

FOR B.S.A. SCOUT. Complete gearbox and diff. Must be perfect. Also downdraught manifold and aluminium head. Smith, 4, Bampton Street, Loughborough. [9949

CAMSHAFT PA M.G. Also "12/12" camshaft M-type M.G. Holm Oaks, Chalfont St. Giles, Bucks. [9950

"LEAF," ALVIS or similar. Also "12/50" engine in known good condition. R. J. Coates, "Blandford," New Salts Farm Road, Shoreham-by-Sea, Sussex. Tel.: Shoreham-by-Sea 3618. [9951

CLUTCH SPLINED-SHAFT and other bits. M.G. J2. Douglas, 37, Ashworth Lane, Bolton. [9952

ROVER 8.9 ENGINE. 1923-26. R. Wykes, 7, Winscombe Crescent, London, W.5. [9953

4-LITRE BENTLEY CHASSIS more or less complete, but less engine. Box No. 3991, MOTOR SPORT, 15, City Road, E.C.1. [9954

RILEY KESTREL NINE OR TWELVE. Cheap. Price for cash. State condition. Box No. 3992, MOTOR SPORT, 15, City Road, E.C.1. [9955

RILEY NINE ENGINE in good condition; 1933 or later at reasonable price. Write full details: Box No. 3993, MOTOR SPORT, 15, City Road, E.C.1. [9956

LANCIA AUGUSTA saloon. Full particulars to Box No. 3994, MOTOR SPORT, 15, City Road, E.C.1. [9957

TC M.G. ENGINE, less carbs. and manifolding. Purchase or will exchange excellent Ford V8. Box No. 3995, MOTOR SPORT, 15, City Road, E.C.1. [9958

VOLKSWAGEN REQUIRED. All models purchased. Condition immaterial. Immediate inspection. Tel.: Ambassador 6628/9. [9886

M.G. "PA" or "PB" ENGINE for reconditioning. Full particulars. Box No. 4001, MOTOR SPORT, 15, City Road, E.C.1. [9868

HANDBOOK, October, 1932, Wolseley Hornet Special. T. Varney, 122, Queen's Drive, Nottingham. [9877

1948 WOLSELEY EIGHT 4-door saloon, exchange for sports car, valued £650. Springfield Garages Ltd., Southgate, N.14. Tel.: Palmers Green 6825. [9880

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MORRIS MINOR, twin semi-downdraught S.U. carburetter unit, with linked controls, giving approx. 25 per cent. better acceleration, 34 m.p.g., **£25.** Sports Coils, Lucas or Delco, **36s.**; inner valve springs, **6s.**; special exhaust valves, **7s. 6d.**; KE 965, **17s. 6d.**; gear lever extensions, **6s.**; chrome badge bars, **25s.**

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1951 LAGONDA RAPIER racing 2-seater, 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.**

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£175 OFFERED for reliable 2-seater sports under 12-h.p. Box No. 4009, MOTOR SPORT, 15, City Road, E.C.1. [10000

SOUND OLD RUNNER up to 12-h.p. Must have W.B. rims and f.w.b. and be cheap. Any type considered. Box No. 4010, MOTOR SPORT, 15, City Road, E.C.1. [10001

SHORT CHASSIS, V8 powered, for special. Reasonable condition and price. Box No. 4011, MOTOR SPORT, 15, City Road, E.C.1. [10002

BENTLEY RED LABEL WANTED. Reliable mechanical condition. Bodywork unimportant. £145. Jon, 26, Wimborne Road, Poole, Dorset. [9981

ALVIS 2-seater, 1930, or earlier, "12/50" or Silver Eagle. Thompson, 16, Vesey Road, Sutton Coldfield. [9976

EXHAUST MANIFOLD, "San Sebastian" Salmson. Tubular, rods. Meo, 116, Haverstock Hill, N.W.3. [10044

SPECIAL BUILDERS with Austin Seven saloon body and front axle beam for sale please send details to Fynn, 18, Dovedale Avenue, Willenhall, Staffs. [10013

FIVE AUSTIN EIGHT 17-in. EASYCLEAN WHEELS. Cash or exchange five Singer "Le Mans." 23, Woodhall Crescent, Copley, Halifax. [10041

A.C. 4-seater drophead required, in good condition. Not earlier than 1937. Box No. 4046, MOTOR SPORT, 15, City Road, E.C.1. [10045

COOPER 500 CHASSIS in any condition and without engine wanted for rebuilding. Whaley, Rawdon, Chorleywood, Herts. Tel.: Chorleywood 857. [10046

G.B. suitable 1934 Riley Nine Kestrel, c.r. preferred. Purton, 4, Lancaster Road, Rugby. [10044

"LE MANS" ASTON short-chassis in sound condition or reasonably priced Mk. II. Butcher, Oxford Airport, Kidlington. [10019

WELL-KEPT M.G. or similar sports. Private. Would consider other make. Would consider one needing repairs if priced accordingly. Box No. 4050, MOTOR SPORT, 15, City Road, E.C.1. [10083

"MOTOR SPORT," June, 1940, July, 1942, January, 1943. Lyndon's "Speed Fever," Souvestre's "Histoire de l'Automobile." Box No. 4051, MOTOR SPORT, 15, City Road, E.C.1. [10094

M.G. open 4-seater with preselector gearbox. Box No. 4052, MOTOR SPORT, 15, City Road, E.C.1. [10094

INVICTA "4½" L.C., L.M. Aston, T.T. Nash. Details, photo, to Arnfast, 18, Walpole Street, Chelsea. [10088

MORGAN SPORTS THREE-WHEELER. Reasonable price, must be sound. Birt, Brittox, Devizes. [10080

RILEY DYNAMO, 1½-litre, front-mounting C.V.C. Also set of Alvis centre-lock hubs. Box No. 4053, MOTOR SPORT, 15, City Road, E.C.1. [10033

URGENTLY REQUIRED, one pair third speed gears only, 1933/4 Rover Twenty. Arnold, 53, Oakland Avenue, Barnstaple. [10040

TWO ORIGINAL KLAXON horns or similar mechanisms giving distinguished warning note required. Good price for good horns. Box No. 4054, MOTOR SPORT, 15, City Road, E.C.1. [10057

CHEAP LOW-H.P. SPORTS, Riley, M.G., etc. Must be reliable. P. Rodwell, 20, Drapers Road, Enfield, Middlesex. [10099

FIAT 1,500 EXPERIENCES and/or workshop manual. Williams, 23, Willow Crescent East, Willowbank, Uxbridge, Middlesex. [11110

AUSTIN SEVEN in clapped out condition required, must be magneto ignition. State lowest price. Costin, 22, Aldermoor Road, Purbrook, Hants. [11122

WANTED—*continued*

ROLLS-ROYCE TWENTY coupé. Mechanically sound, bodywork secondary. Hamilton, Optician, Tottington, Bury. [11128

"12/50" ALVIS. Wanted, any available spares, i.e., engines, gearboxes, rear axles, or parts of. Write: Smart, North Corner, Tangmere, Sussex. [11175

RILEY, RECONDITIONED ENGINE required for "12/6" Mentone saloon, 1934. Kenny, 91, Buckingham Road, Bicester, Oxon. [11188

1938 RILEY KESTREL 16-cylinder block or engine. Condition and price to Burley Garage Ltd., Ringwood, Hants. Tel.: Burley 2106. [11199

M.G. "PA" OR "TA" ENGINE, gearbox, starter, dyno., etc., or other make considered. What have you? Liming, Station Road, Normandy, near Guildford. [12207

LAGONDA "16/80" or 2-litre. Good condition essential. Hobley, 2, Meredith Road, Leicester. [12208

AUSTIN SEVEN BODY. "Ulster" preferred. Alternatively pre-1932 saloon. Cheap. Box No. 4064, MOTOR SPORT, 15, City Road, E.C.1. [12209

ALVIS SPEED TWENTY-FIVE DIFFERENTIAL housing with or without internals. Also sports camshaft for early Speed Twenty. Routledge, Scholes, Leeds. [12210

NON-RUNNER 1935 HUDSON for spares or sound cylinder head, preferably power dome type. Box No. 4065, MOTOR SPORT, 15, City Road, E.C.1. [12211

"4½" LAGONDA, preferably Rapide. Quote rock-bottom price first instance. No bargaining attempted. Box No. 4066, MOTOR SPORT, 15, City Road, E.C.1. [12212

AUSTIN SEVEN CHASSIS less wheels, 1928 onwards. About £10. Also Standard 20-h.p. V8 engine, any condition. Box No. 4067, MOTOR SPORT, 15, City Road, E.C.1. [12213

FIAT 501 SPARES and 503 front axle wanted. Also instruction manuals. Robin Good, Topley, North Street, Winkfield, Windsor. [12214

FOLD-FLAT WINDSCREEN and luggage grid for M.G. "J2." D. C. Barham, Christ's College, Cambridge. [12216

MORGAN THREE-WHEELER wanted, up to £95. Good condition. Other make three-wheeler would do. Particulars: Roberts, 47, Firgrove Hill, Farnham, Surrey. [12217

DIESEL CONVERT WANTED. Saloon body and Perkins P.6 preferred, but others considered. Full particulars, including price, to H. A. Jones, North View, Maghull, W. Lancs. [12218

HUMBER "9/28" tourer. Hood framework. Tantram, 7, Sydney Road, Beckenham, Kent. [12219

SOUND CYLINDER BLOCK and head for 1935 Singer 9-h.p. or complete engine. P. Thompson, "Wendover," Hill Top, West Ardsley, near Wakefield. [12220

ALVIS 14-H.P. Army officer welcomes details of pre-war Alvis Fourteen in running order, body condition unimportant, available for minimum down payment. Box No. 4068, MOTOR SPORT, 15, City Road, E.C.1. [12221

ONE PAIR H.R.G. or similar type front wings in good or repairable condition. Tozer, 110, Hampstead Way, N.W.11. Tel.: Speedwell 1022. [12222

THREE-WHEELER. Engine must be sound. Up to £100. A. Young, Lynchetts, Ringmer, Sussex. [12223

GEARBOX for Triumph Gloria "10.8," 1935. Price and particulars to T. P. Roberts, 4, Cornwallis Street, Barrow-in-Furness, Lancs. [12224

RILEY FIFTEEN "six" dynamo, starter, inlet camshaft, flywheel, or complete engine. Clairmonte, 72, Tetherdown, Muswell Hill, London, N.10. [12225

1½-2½-LITRE ENGINE with equipment, any condition or make. Wrangaton Engineering Co., Wrangaton, South Brent. [12227

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SIMMONS would be obliged by particulars of any old Continental sports cars, Rolls-Royce, Rovers, Invictas, XK120s, or D.B. Astons for sale. All replies, please, with full particulars, to Head Office, 12, Rex Place, Park Lane, W.1. Tel.: Grosvenor 2635. [12226

FOR 1928 18-H.P. STAR: back axle, pistons, big-end bearing, or what? Reasonable. Fid. Daft, Imp. En. Box No. 4069, MOTOR SPORT, 15, City Road, E.C.1. [12228

M.G. "J2" CHASSIS wanted, good condition. Collins, Witcombe Hostel, Brockworth, Gloucester. [12229

TONNEAU, hood bag for Riley Nine March Special, 4-seater. 13, Westbourne Avenue, Ward End, Birmingham. [12230

FIAT 6-CYLINDER 1,500. Wanted, engine unit, sound and suitable for reconditioning. Stiles, 153, Billing Road, Northampton. Tel.: Northampton 2264. [12231

FORD-BASED SPECIAL or similar. Must be roadworthy. Up to £200 offered. Box No. 4031, MOTOR SPORT, 15, City Road, E.C.1. [12247

SITUATIONS WANTED

ENTHUSIAST (23). Public school, College Automobile Engineering diploma. National Service in workshops. Experienced all branches. Seeks partnership, or responsible situation, preferably in connection with building, tuning, driving sports vintage and racing cars. Box No. 3996, MOTOR SPORT, 15, City Road, E.C.1. [9061

YOUNG MAN (23), private pilot's licence, P.S.V. licence, seven years' clean licence (own car). London City and Guilds, and National Craftsman's Certificates: five years' apprenticeship with well-known motor firm. Seeks interesting occupation. Box No. 4034, MOTOR SPORT, 15, City Road, E.C.1. [12250

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SUSSEX-BY-THE SEA, LANCING. Private house taking few paying guests. Truly rural position, but only 350 yards from quiet beach. Double rooms, twin single beds. Terms from 5½ gns. "Blandford," New Salts Farm Road, Shoreham-by-Sea, Sussex. Tel.: Shoreham-by-Sea 3618. [9960

PLEASANT HOLIDAYS in Devonshire farmhouse. Delightful spot very close sea. Own produce. Details and terms from Mrs. T. Maunsell, Blackpool Farm, Stoke Fleming, near Dartmouth, Devon. [10072

CORNWALL. Holiday accommodation in modernised farmhouse overlooking secluded cove. Hot and cold basins in bedrooms, private sitting-room. Including breakfast and evening meal, 5 gns. a head August, 4½ gns. other months. Packed picnic lunch if required, 2s. per head per day. Major Seale, The Commons, Cubert, Newquay. Tel.: Crantock 237. [12254

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BENTLEY 3-Litre Red Label, 1927. This is one of the most imposing Bentleys on the road and is an attractive 2-seater with pointed tail and large luggage accommodation. The radiator, stoneguards and hub caps have been chromed and the engine has just had a complete rebuild, including shaft reground and bearings remetalled, and valves refaced and ground, etc. The dashboard is most imposing and is fitted with a host of instruments. The last owner had this very potent Bentley 15 years and it is only on the market because he has had to go abroad. (I know this sounds very corny but it happens to be true.) Four new tyres, new battery, outside chrome wind horns, etc. **£385.**

BENTLEY 3-litre Red Label 4-seater tourer. First registered 1934. This is not in showroom condition but is a damn fine runner, sans hood. **£185.**

BENTLEY 3-litre Red Label, 1926, short-chassis saloon. Much money has been spent on the mechanical side of this "Bent." This is the large-sump type and has a very attractive chrome radiator. Fitted new Solex carburetters, five new tyres. Real Bentley performance in comfort. **£350.**

BENTLEY 4½-litre, 1929, short-chassis D.H. foursome coupe. A very attractive new body was fitted last year when the car was rebuilt from top to bottom. £10 per year tax. **£495.**

BENTLEY 4½-litre, 1929. D.H. coupe. This car has just had a complete overhaul and is in "spot-on" condition. Four new tyres, battery, silencer, etc. **£365.**

BENTLEY 3-litre Red Label 2-seater with dickey. This car has just been completely rebuilt back to its original condition, and is as new. I have bills for £708 that has just been spent on this car and the mileage covered since complete rebuild is only 170 (delivery mileage). This wonderful Bentley cannot be equalled as it is virtually a 1952 car. **£625.**

BENTLEY 3-litre Red Label, 1928, 2/4-seater. This Bentley was completely rebuilt with a new body in 1946. It has many mods., such as 6½-litre brake drums, etc. This very attractive Bentley is fitted with many extras. Resprayed, rechromed, new hood and fold-flat screen. **£365.**

LAGONDA 2-litre 4-seater tourer. This Lagonda was completely rebuilt in 1949 with a new low-slung 4-seater body. Excellent hood and side-curtains. £10 per year tax. **£300.**

LAGONDA 2-litre, 1930, low-chassis 4-seater tourer. This car is in superb original condition and is probably one of the finest 2-litre Lag's in existence. Fitted 18-in. wheels and beautifully finished in B.R.-green. **£385.**

LAGONDA Rapier, 1936, 10-h.p., D.H. foursome coupe. This very attractive baby Lagonda has had a complete engine and chassis overhaul in the last year; 35 m.p.g. and very nippy. **£325.**

ALFA-ROMEO 1½-litre supercharged, 1928, 2-seater. This is the famous ex-Phoenix Park team car and ex-B. Shawe-Taylor. It has just been completely overhauled, new big-ends, clutch relined, etc. Fitted with Monobloc head and "1,750" blower, new hood, tyres, etc., and is in 100 per cent. condition. **£495.**

A.C., 1939, 2-litre supercharged competition 2-seater; 28,000 miles only. In superb all round condition. Finished in Alfa-red, with red mohair all-weather equipment. **£575.**

B.M.W., Type 45, 1937, 2-seater D.H. coupe, with swept tail. A reconditioned engine has recently been fitted. White pigskin upholstery in beautiful condition. A faultless car at **£385.**

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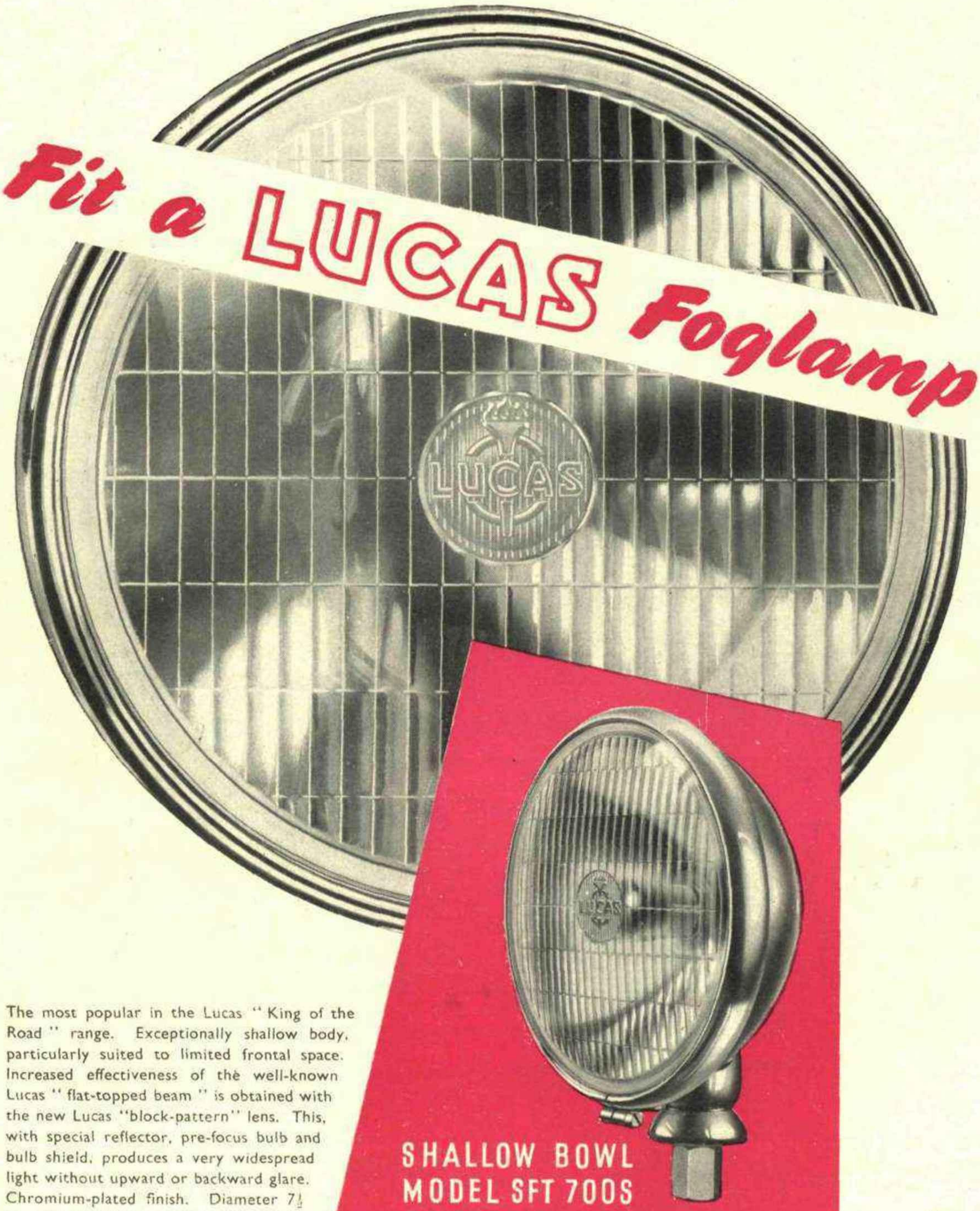
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