Vol. XXVII. No. 10 EIGHTEEN PENCE October, 1951

# MOTOR SPORT

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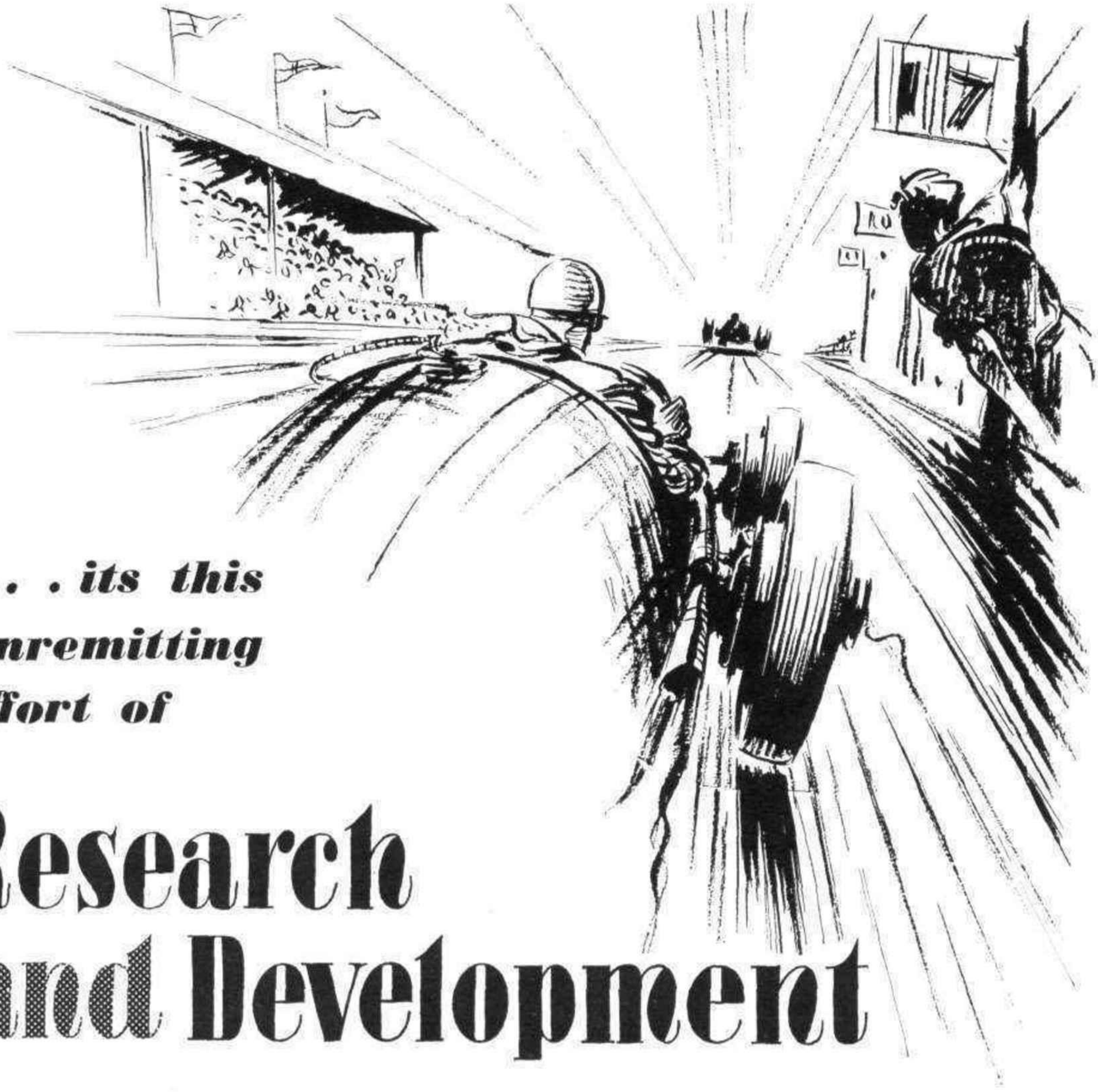
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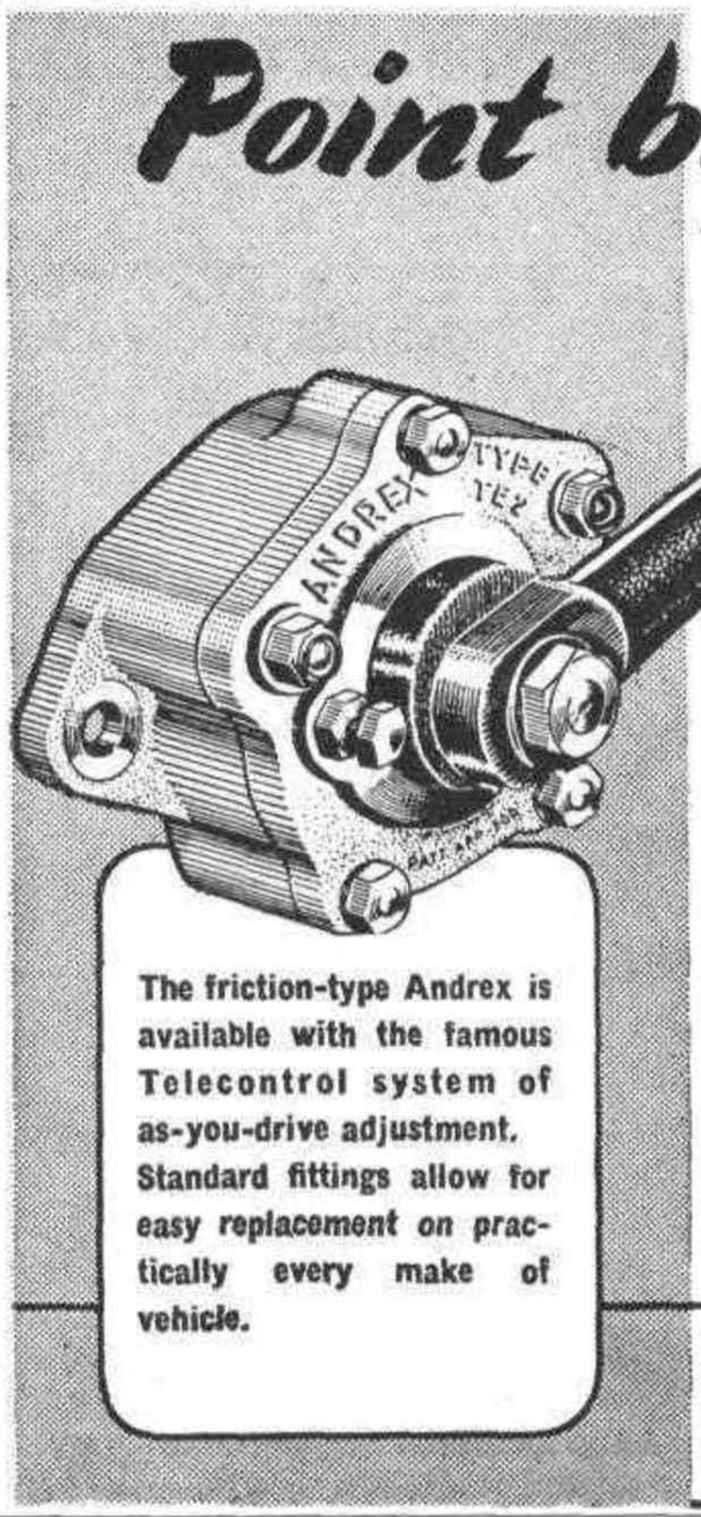
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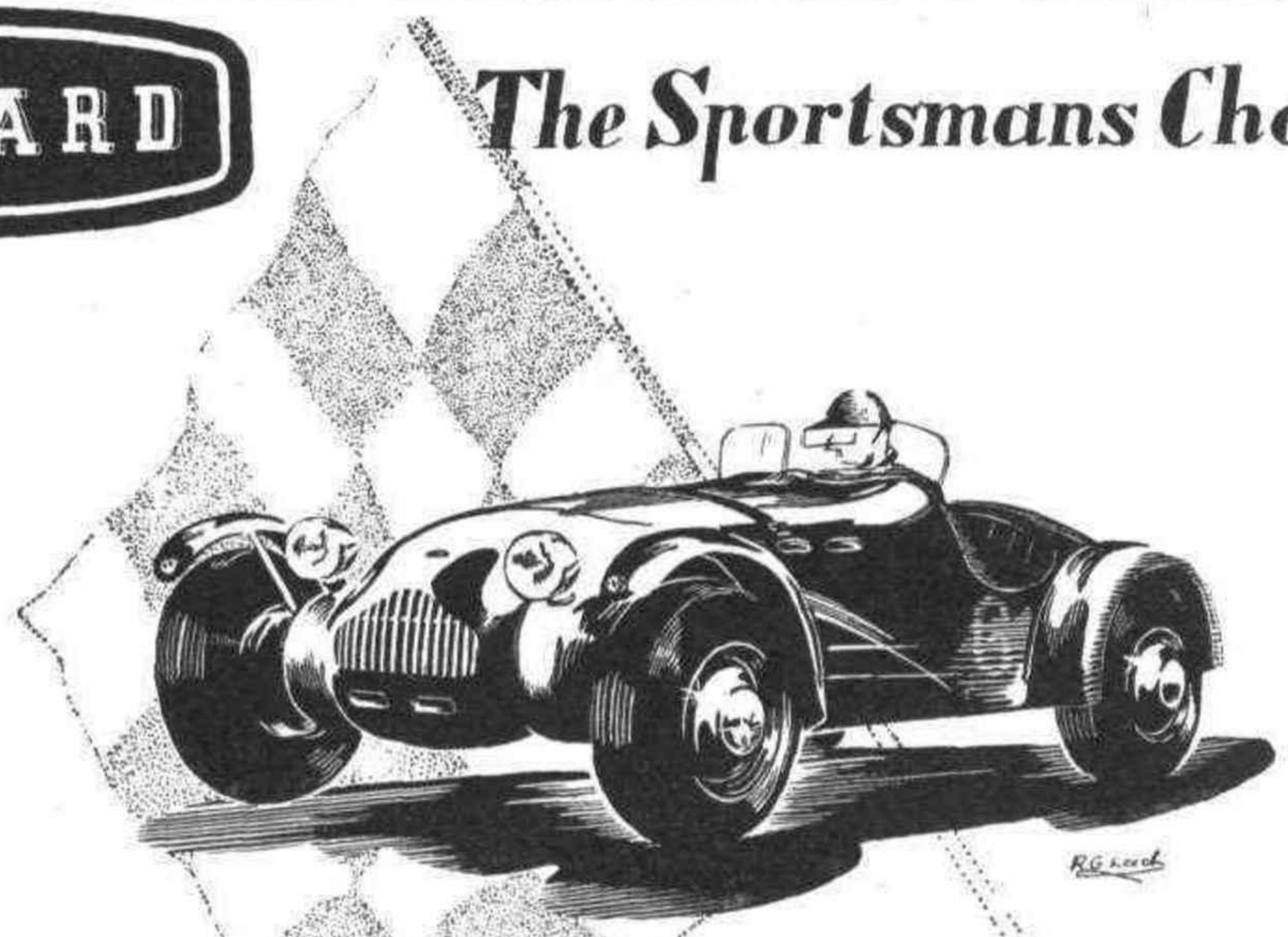
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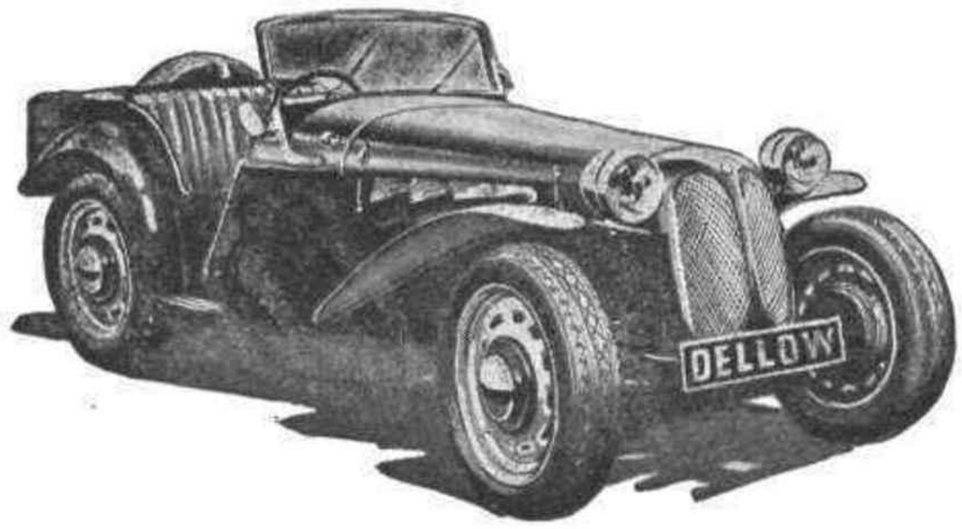
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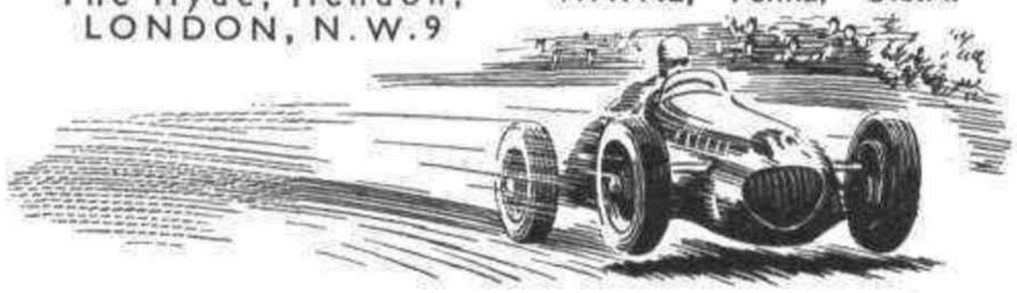
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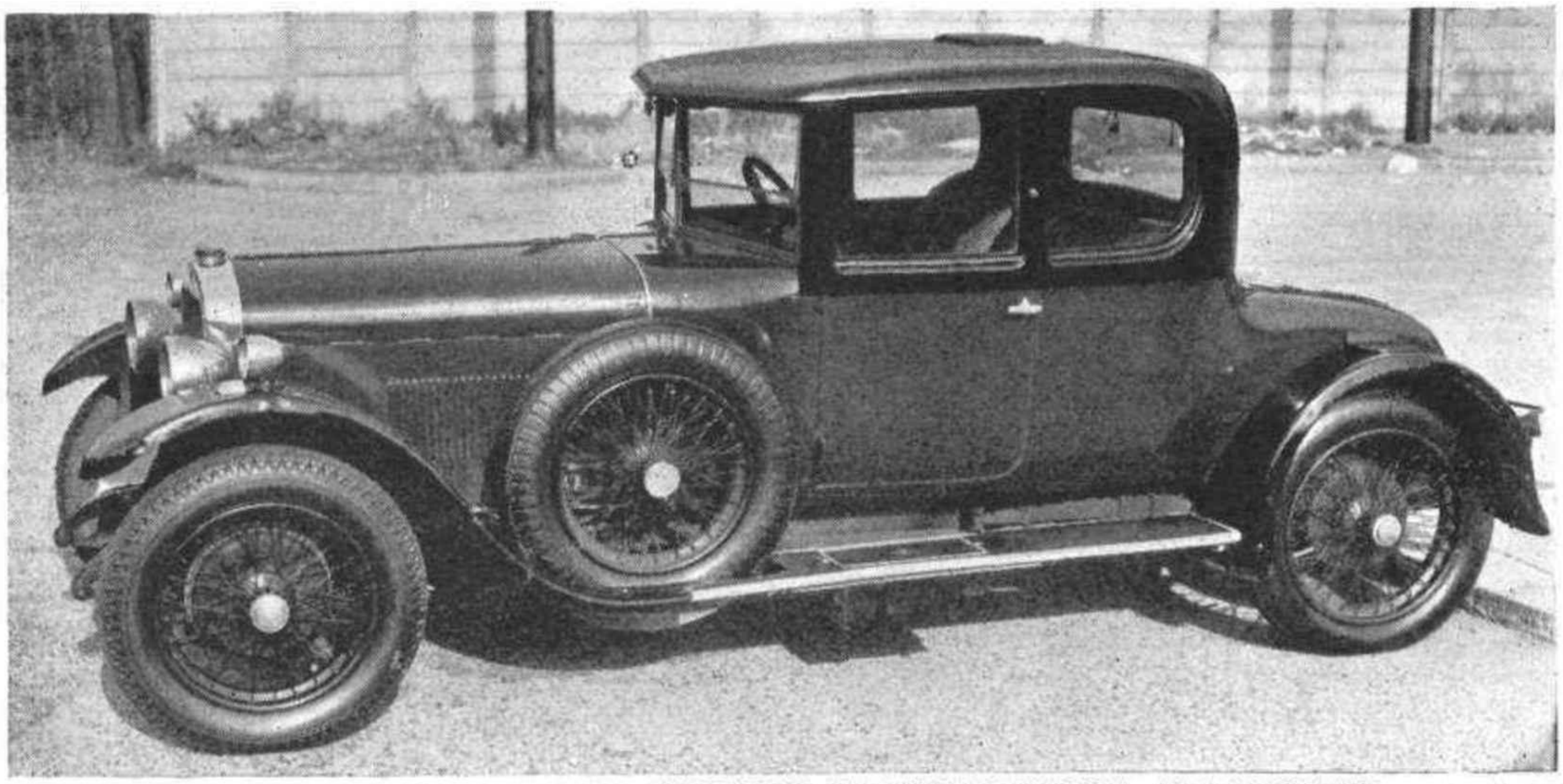


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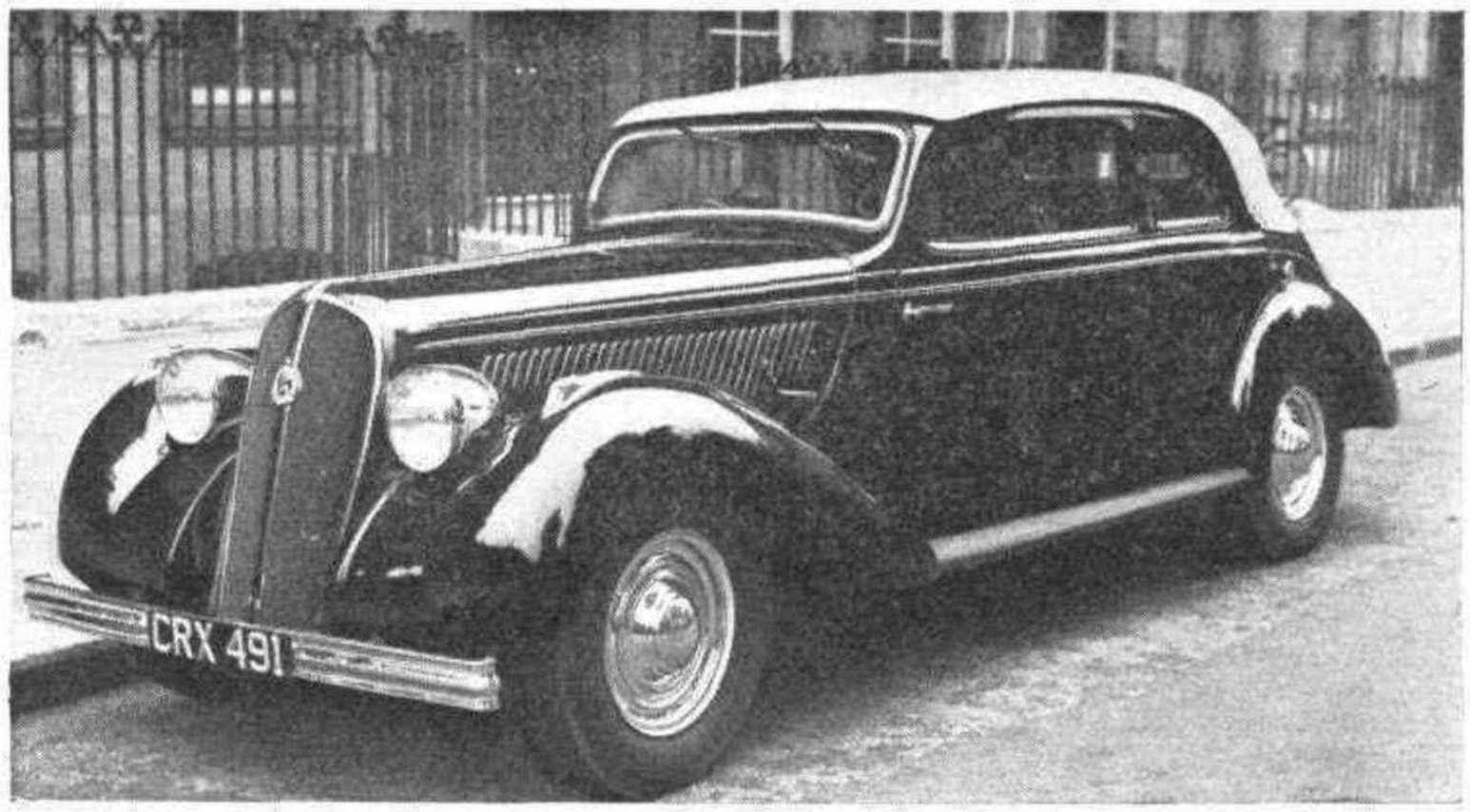
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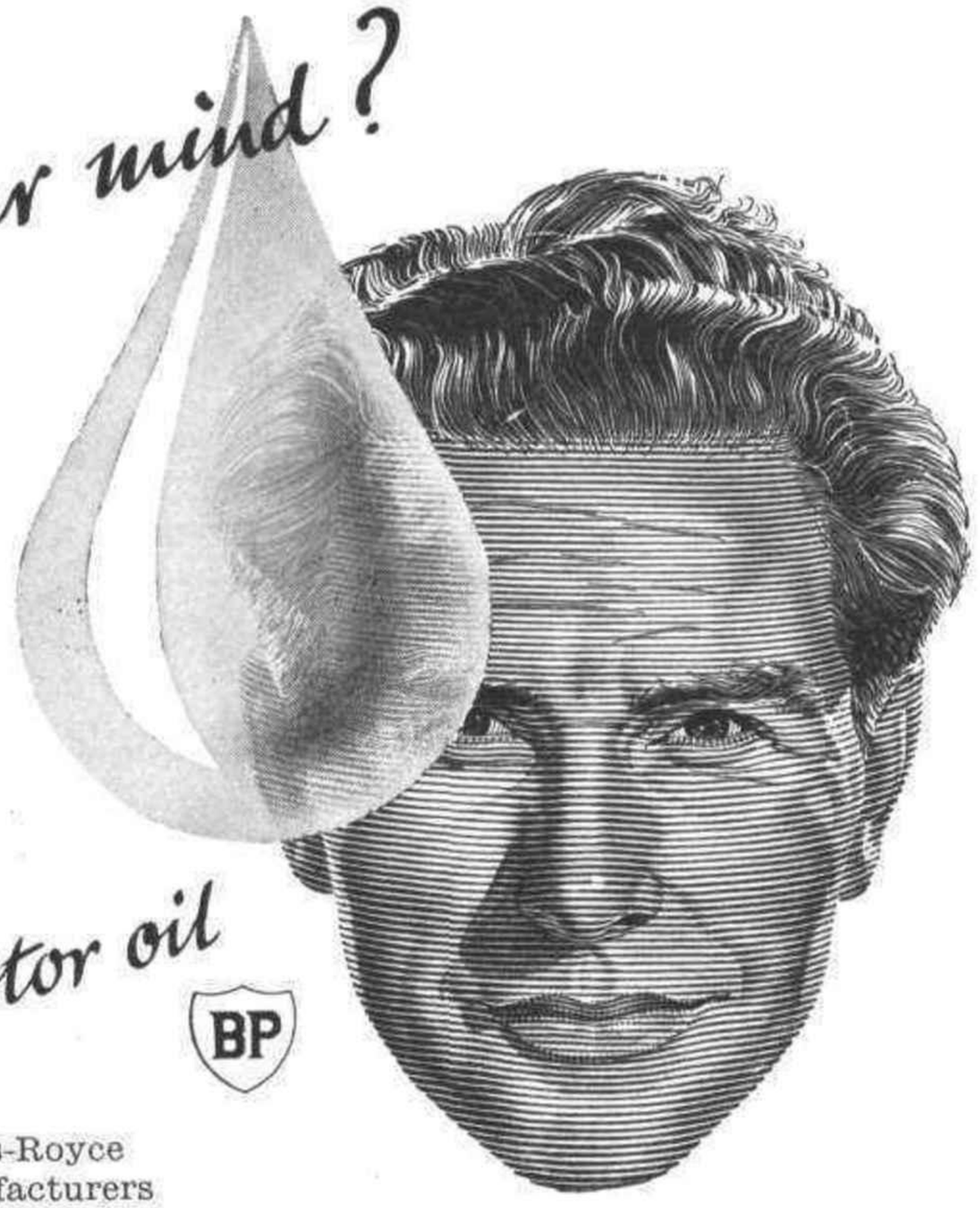
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*** RETURNING NEW LAP RECORD AT 86.40 M.P.H.**

For the second year running Stirling Moss has won the Tourist Trophy and the Distance Award on Jaguar, this time covering 319 miles at an average speed of 83.55 m.p.h. Jaguar also gained the coveted Team Prize for the second year—finishing 1st, 2nd & 4th in general classification and 1st, 2nd & 3rd in over 3,000 cc class.

*Subject to official confirmation*

VOL. XXVII No. 10 XK120C JAGUAR SUPREME IN T.T. OCTOBER, 1951

# MOTOR SPORT

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# STIRLING MOSS WINS THE T.T. FOR JAGUAR AT RECORD SPEED

## *Type C Jaguars 1, 2, 4. Gerard's Frazer-Nash 3rd.*

## *Tony Rolt (Jaguar) Sets Lap Record at 86.4 m.p.h.*

**At Dundrod on September 15th, the Type C Jaguars consolidated the great victory at Le Mans in June. Stirling Moss won the R.A.C. T.T. outright and on handicap in one of these fine cars, at a non-stop average speed of 83.55 m.p.h. Peter Walker followed him home, second at 82.57 m.p.h., and after Leslie Johnson had handed over the third Type C Jaguar to Tony Rolt, that brilliant driver broke the lap record at 86.4 m.p.h. and, picking up many places, finished fourth, at 81.31 m.p.h. Bob Gerard's Frazer-Nash, however, was third on handicap, thereby emphasing the prowess of a 2-litre car which recently won the Targa Florio for Britain. Jaguar took the S.M.M.T. Team Trophy and Jowett Jupiter, Frazer - Nash, Ferrari and Jaguar were the class winners. The race was punctuated by two crashes on the first lap, in one of which Eric Winterbottom sustained fatal injuries, and in the other Eddie Hall eliminated his 4.1-litre Ferrari. Later, after a series of episodes, Jack Fairman crashed Broadhead's XK 120 Jaguar. Moss shares with Nuvolari and Dixon the distinction of twice winning the T.T. race.**

From the practice times Moss and Jaguar were seen to be very probable winners although, in the wet, Abecassis took the lone DB III Aston-Martin round very fast. The Feltham firm had hoped to run three of these new open aerodynamic two-seaters, but a strike delayed all but one car. This, a very short, exciting two-seater with a rather ugly painted nose grille, had the "Vantage" engine with three Weber carburetters and was expected to be a menace to the three Type C Jaguars, which in some camps were rumoured to be wrongly geared for the Dundrod circuit.

Of the Ferrari entries, Chinetti's 2-litre did not arrive, Palmieri crashed the "2.6" between the circuit and Belfast, and after very little practice Baird's 4.1-litre car lost bits out of its back axle, so that Mike Hawthorn only got a short drive. The Palmieri car was driven in the race by Baird. Tom Cole (Allard) did not get back from the Targa Florio, and Murray (Jaguar), Kelly (Aston-Martin) and Baron de Barry (Simca) were also non-starters.

Before the race the usual worries cropped up. Moss announced that he expected to have to drive very hard to beat the handicap, which gave 11 laps start to the tiny, very lovely D.B.

The Jupiters had a last-minute panic about gaskets, although equipped with the new cylinder head studs—incidentally, remembering the weather last year, their distributors were water-proofed before the race. These cars were rather shamefully dirty in contrast to most of the others. Here and there, green distemper had been applied to render cars International in this race which attracted two foreign drivers!

Allard was disappointed with the speed of his J2 Allard with its Chrysler Fire Power V8 engine with four small d.d. carburetters on two external four-branch manifolds. He was further troubled by loss of a tappet in practice, the hydraulic Chrysler tappets demanding especially clean oil in a car where there just wasn't room for the customary oil-filter. The Jupiters had the wheel-changing tools neatly clipped to the passenger's floor, and a new position for their oil radiators on the front off side of the engines, the Type C Jaguar's spare plugs by the driver's legs and Newton's Le Mans Frazer-Nash dual nourishment-bottles on its facia. The Lucas/Baird Ferrari showed little signs of its inversion in an Irish ditch; it had a touring all-enveloping body and centre-lock wire wheels. John Wyer, rising from a sick-bed, arrived in the experimental, very large Lagonda saloon. Eberon von Eberhorst was in this pit.

* * *

The weather threatened a bit and one shower fell, but the circuit remained dry for almost the entire race. As the cars were started in groups we marvelled at the 5 sec. gap in a four-hour race between the tiny D.B. and the Aston-Martin/Ferrari group—it was theoretical only, as Gatsonides took his time and the bigger cars left first. Scarcely had the last group been dispatched than Jim Mayers' Lester-M.G. came through in

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# INTERNATIONAL RACE

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Driving an H.W.M.

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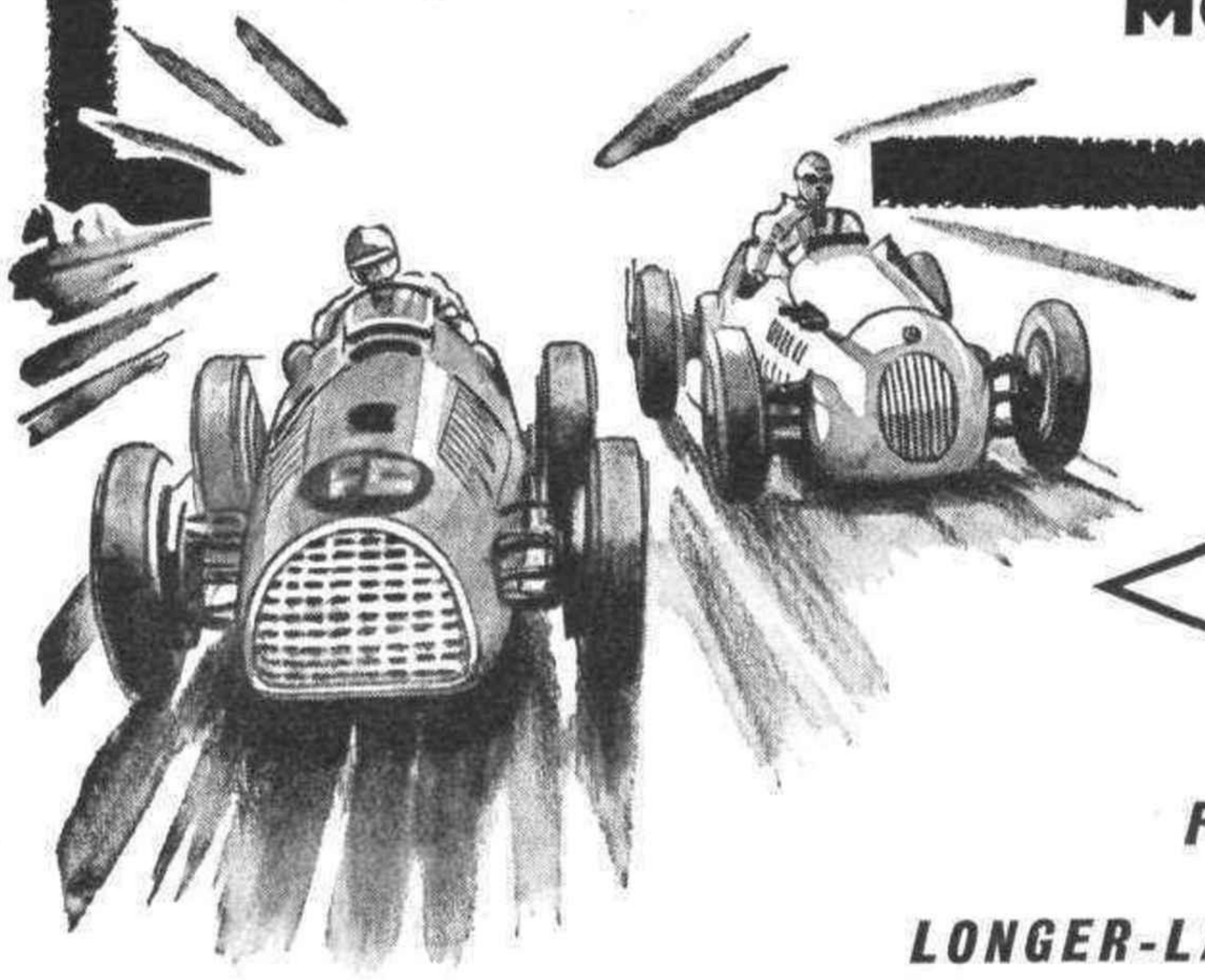
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the lead, followed by Watkins' Allard, Hadley's Jupiter, Wisdom's Jupiter, Lester's Lester-M.G., Wise's Jupiter, Skelly's Jupiter and the rest of the earlier starters.

Already disaster had struck. Going into the severe right-hand bend at Budore, veteran Eddie Hall made a mistake that badly damaged the "4.1" Ferrari, although he received only superficial cuts. Unhappily, at Wheeler's Corner Eric Winterbottom hit the bank in Duff's Frazer-Nash and the car overturned, blocking the road until officials, using ropes, dragged it clear, leaving about a foot projecting. Winterbottom died on the way to hospital, although no official announcement was made during or immediately after the race. Lap two was much the same, only Wise had swopped a place with Lester. Very soon Moss was in his stride, lifting the lap-record to 82.91 m.p.h., 22 sec. faster than his XK 120 time in the rain last year. After half-an-hour he led on handicap from Lance Macklin in the DB III, with Walker's Jaguar third. The tiny DB was leader on the road, lapping at a rousing 66.74 m.p.h. and covering the timed kilo at 82.77 m.p.h. in spite of a slight misfire—that on two air-cooled "pots" and 747 c.c.! Here Moss was doing 126.9, the DB III 114.3 m.p.h. Moss and Walker both lapped at a record 83.43 m.p.h. just before 3 p.m.

First pit stop was by Gatsonides, to examine the DB's steering, but he soon resumed. Soon after, having suffered clutch slip for six laps, Phillips retired his TD M.G. Not long afterwards Collen's TD M.G. came in boiling and, after a long stop, was retired with a blown gasket. Meanwhile Lester had driven slowly behind the pits and retired with a broken rocker and Mayers had done likewise, every bearing in his engine enlarged. These cars had suffered from too-hot oil, Lester reporting only 40 lb/sq. in. pressure. Not M.G.'s day!

Nothing looked like stopping Moss, whose dark green Jaguar did its 18th lap at 84.48 m.p.h. Aston-Martin, however, were in trouble, Baird's Ferrari being faster than their DB IIs and the DB III trailing its exhaust pipe. Macklin was very calm as this was fixed, staying in the cockpit and discussing it with an equally-calm Wyer. The tonneau cover was lifted to get at the tools, fuel went in and Wyer ordered a check of the front suspension, bonnet open, before the car proceeded. It was Wyer who reminded them to fasten the tonneau, whose quiet, deep voice called for the can of fuel. Only hitch to an ordered stop was when von Eberhorst ran to speak to Macklin and had to be told to move. Alas, the DB III was retired later, after the bonnet had been opened and the engine blipped, apparently with a split exhaust manifold—hard luck after a hard struggle to get the car finished.

Baird's Ferrari was running well, at 121.2 over the kilo, but spun at Grentislands. After 1½ hours the order, as at 3 p.m., was Moss, Macklin, Walker, the speed rising, Moss averaging 82.99 m.p.h. and doing the kilo at 126.1, Walker at 125.8 m.p.h., whereas Macklin's DB III clocked only 109.1. After Macklin's retirement, at 4 p.m., Gerard's steady Frazer-Nash came up into third place, Baird's Ferrari fourth and Abecassis, doing all he could for Feltham, fifth in the DB II, ahead of Pitt in Newton's Frazer-Nash.

There wasn't much pit activity, but Swift's XK 120 changed a damaged rear wheel following an episode, Allard refuelled the Chrysler-Allard while Lush unstuck its throttles, Watkins also refuelled his Allard, but Peter Collins' Cadillac-Allard had stopped with back-axle failure, which later eliminated Sidney's car.

Moss pushed the lap-record to 85.02 m.p.h. on his 20th lap, although comfortably in the lead. Jaguar now turned to trying to get the Type Cs into 1, 2, 3 order, by calling in Johnson and putting on Rolt. Tony proceeded to have a magnificent drive, stamping him as one of the leading British drivers of his generation. He went over the kilo at 127.2 m.p.h., to Walker's 126.3 and Moss' 126.6, and pushed Moss' lap-record to 85.57 m.p.h., his speed rising as he got into his "groove," until finally he lapped at a stupendous 86.4 m.p.h. (5 min. 9 sec.). This rapidly brought him through the field, but Gerard's game Frazer-Nash was the "meat" in the multiple Jaguar sandwich and not to be dislodged.

In the meantime, further snags had developed for Aston-Martin, Abecassis retiring with transmission trouble and Baird's impressive Ferrari passing Shawe-Taylor's DB II on handicap, after Brian had "roof-tapped" to Wyer and duly been called in next lap for the fuel he wanted. Fairman and Swift had knocked the XK 120s about a bit, exciting the scrutineers and Jack's was boiling. Fairman finally smashed his up and slightly hurt himself; he attributed this to the grass on the road. Wisdom's Jupiter commenced a series of stops, for oil, to reconnect the ignition and for plugs, that blotted Jupiter's 1, 2, 3 in the 1½-litre class, the car limping round smoking after a piston ring had picked-up.

Gatsonides lapped at 67.59 m.p.h. —how's that, 750 Formula boys?—but no longer led on the road.

No doubt spurred on by the prowess of their team-mate, Moss and Walker pushed their kilo speeds to 127.2 and 128.2 m.p.h., respectively, whereas Tony slowed to 126.1—maybe with someone in his way that time! Gerard did 108.1. Alas, out on the circuit the lone Connaught caught fire.

So the 1951 T.T. ran on. Loen's refuelled the M.G. methodically, in 48 sec. (whereas Peacock (Frazer-Nash) took 77 sec.), calling out "In bottom gear, ignition on, oil 80, water temp. 70, oil 60, all O.K." to co-driver Sparrowe as he worked.

No further incidents of note happened and we could sit back in the sunshine and watch with genuine pride the passage of the beautiful dark green Jaguars—realising that here is a British sports/racing car that really "does its stuff," apart from looking so very correct. Gerard, followed in by Pitt and Peacock, upheld the supremacy which Frazer-Nash has won in the 2-litre class and the Jupiters broke a long spell of trouble by being first and second in the 1½-litre category, although Jack Reece's ugly but very regular Cooper-M.G. stole their third place. Aston-Martin couldn't beat Baird's Ferrari, which won the 3-litre class from Shawe-Taylor and Eric Thompson in Rob Walker's car, but the DB III looks mighty promising. Without overlooking these fine performances, and the creditable speed of the tiny D.B., *the* 1951 ***R.A.C. T.T. was another well-merited and decisive triumph for the Type C Jaguars.***

FINAL PLACING ON LAPS COVERED.—1st: S. Moss (Jaguar), 43 laps, 3 hr. 42 min. 6.4 sec., 83.55 m.p.h.; 2nd: P. Walker (Jaguar), 43 laps, 3 hr. 44 min. 41 sec., 82.57 m.p.h.; 3rd: F. R. Gerard (Frazer-Nash), 43 laps, 3 hr. 47 min. 20 sec., 79.16 m.p.h.

CLASS RESULTS

UP TO 1,100-C.C.—1st: G. Trouis/Gatsonides (Panhard D-B), 3 hr. 44 min. 57 sec., 62.93 m.p.h.

1,101–1,500-C.C.—1st: H. L. Hadley (Jupiter), 3 hr. 36 min. 40 sec., 68.71 m.p.h.; 2nd: T. C. Wise (Jupiter), 3 hr. 37 min. 03 sec., 68.59 m.p.h.; 3rd: J. D. Reece (Cooper-M.G.), 3 hr. 43 min. 41 sec., 67.63 m.p.h.

1,501–2,000-C.C.—1st: F. R. Gerard (Frazer-Nash), 3 hr. 44 min. 50 sec., 79.16 m.p.h.; 2nd: D. C. Pitt/Robb (Frazer-Nash), 3 hr. 42 min. 01 sec., 78.16 m.p.h.; 3rd: R. F. Peacock (Frazer-Nash), 3 hr. 43 min. 48 sec., 75.55 m.p.h.

2,001–3,000-C.C.—1st: W. R. Baird (Ferrari), 3 hr. 38 min. 53 sec., 79.28 m.p.h.; 2nd: B. Shawe-Taylor (Aston-Martin), 3 hr. 39 min. 14 sec., 79.15 m.p.h.; 3rd: E. Thompson (Aston-Martin), 3 hr. 36 min. 36 sec., 78.08 m.p.h.

OVER 3,000-C.C.—1st: S. Moss (Jaguar), 3 hr. 38 min. 21.4 sec., 83.55 m.p.h.; 2nd: P. D. C. Walker (Jaguar), 3 hr. 40 min. 56 sec., 82.57 m.p.h.; 3rd: L. G. Johnson/A. P. R. Rolt (Jaguar), 3 hr. 38 min. 54 sec., 81.31 m.p.h.

TEAM AWARD: Jaguar (Moss, Walker, Johnson/Rolt).

LAP-RECORD: A. P. R. Rolt (Jaguar), 86.4 m.p.h.

RETIREMENTS: Phillips (M.G.), clutch; Collen (M.G.), blown gasket; Lester (Lester-M.G.), broken rocker; Mayers (Lester-M.G.), run bearings; Winterbottom (Frazer-Nash), crash; Abecassis (Aston-Martin DB II), transmission; Macklin (Aston-Martin DB II), broken exhaust manifold; Fairman (Jaguar), crashed; Hall (Ferrari), crashed; Allard (Allard), back axle failure; Collins (Allard), back axle failure; Lee (Connaught), fire.

## CLUB AFFAIRS

The Secretary of the Rolls-Royce Owners Club is J. W. McFarlane, Huntingdon Hills, Wisner Road, Rochester, 9, New York. Membership is about 400.

* * *

Stanley Sears, President of the 20 Ghost Club has exchanged greetings with the President of the Rolls-Royce Club of America. The 20 Ghost Club was founded nearly two years ago by a number of enthusiastic owners of vintage Rolls-Royces. Membership is by invitation. The Hon. Sec. is Mr. W. F. Watson, Aldwick Hundred, Aldwick, Bognor Regis.

* * *

The Royal Tunbridge Wells M.C. is holding a Night Rally on October 27th/28th, starting from High Rocks Hotel, Tunbridge Wells, at 9.30 p.m. Entries close, single fees, October 15th, double fees, October 21st. Invited clubs: Bentley, Lagondas, V.S.C.C., Hants and Berks, Maidstone and Mid-Kent, S.E. Centre M.G., and A.C.O.C. Details from: W. J. A. Donnelly, 1, Calverley Park Gardens, Tunbridge Wells, Kent. Navigators can win prizes.

* * *

George Symonds has presented a Veterans' Trophy to the Half-Litre Club, to be contested between members of 40 or more years of age. It will be decided on a points basis, in all Formula III heats and finals.

# Reports of Recent Events

## LEINSTER M.C. CURRAGH RACES (August 25th)

TEN-LAP HANDICAPS: 1st race, H. W. Darker (M.G. TC), 54.05 m.p.h.; 2nd race, J. J. Flynn (1,086 M.G. TC, S.), 55.81 m.p.h. OPEN HANDICAP, Heat 1: I. Catherwood (3.6 Bugatti-Ford), 57.03 m.p.h.; Heat 2, J. J. Flynn (M.G. TC, S.), 56.66 m.p.h. FINAL: H. W. Darker (M.G. TC), 55.16 m.p.h. by one second from Flynn, Catherwood third by one second. FASTEST LAP: Tie between R. Gallagher (996-c.c. Leprechaun J.A.P.) and R. G. Lovell-Butt (M.G. N, S.), 60 m.p.h.

## LANCASHIRE A.C. DAVIS TROPHY TRIAL (Sept. 1st)

DAVIS TROPHY: E. Harrison (Harford); BEST IN OPPOSITE CLASS: A. A. Butler (Clegg); VISITORS' AWARD: M. Wilde (Ford); TEAM AWARD: West-Riders (Harrison, Wilde and Mosby).

## S.S.C.C. RACE MEETING, Turnbury (Sept. 1st)

SALOON CARS UP TO 1,500 C.C.: 1st, R. B. Chassels (Riley), 44.30 m.p.h.; 2nd, H. C. Ballantyne (Riley); 3rd, J. C. Ernest Allan (Riley). SALOON CARS, 1,500-2,500 C.C.: 1st, B. Whitehouse (Aston-Martin), 49.12 m.p.h.; 2nd, H. H. Slack (Healey); 3rd, J. Brown (Healey). SALOON CARS OVER 2,500 C.C.: 1st, P. Reece (Aston-Martin), 49.5 m.p.h.; 2nd, P. S. Hughes (Delahaye); 3rd, A. C. McCombe (Jaguar). SPORTS CARS U/S. 1,500-2,500 C.C. AND S/C. UP TO 1,500 C.C.: 1st, G. Tyrer (F.N.-B.M.W.), 57.10 m.p.h.; 2nd, P. R. Bolton (Frazer-Nash); 3rd, R. Dickson (Healey). RACING CARS UP TO 750 C.C.: 1st, N. Sanderson (Cooper), 56.24 m.p.h.; 2nd, W. J. Smith (J.P.); 3rd, R. Dickson (J.P.). VINTAGE SPORTS CARS UP TO 3,000 C.C. AND OVER 3,000 C.C. (RUN CONCURRENTLY) (A): 1st, J. A. Wilson (M.G.), 47.42 m.p.h.; 2nd, I. L. Struthers (Bentley); 3rd, P. M. A. Hull (Alvis); (B): 1st, W. P. S. Melville (Vauxhall), 52.24 m.p.h.; 2nd, G. G. Macdonald (Bentley); 3rd, M. R. Chassels (Bentley). SPORTS CARS UNLIMITED: 1st, G. Tyrer (F.N.-B.M.W.); 2nd, J. H. Walton (F.M.); 3rd, P. J. Kenneth (Jaguar XK 120). RACING CARS (FORMULE LIBRE): 1st, F. S. Mort (Jaguar XK 120), 54.72 m.p.h.; 2nd, J. A. Somervall (E.R.A.); 3rd, J. H. Walton (A.W. Alta). SPORTS CARS U/S. UP TO 1,500 C.C.: M. D. Rennie (M.G.), 52.51 m.p.h.; 2nd, I. J. Hopper (Hopper Special); 3rd, P. Reece (Cooper M.G.).

## BRISTOL M.C. & L.C.C. NAISH HILL-CLIMB (Sept. 1st)

SALOON CARS UP TO 1,500-C.C. UN-S/C: M. W. Dunscombe (Jowett Javelin), 81 sec.
SALOON CARS OVER 1,500-C.C. UN-S/C: F. D. Minter (Triumph Roadster), 66.2 sec.
SPORTS CARS UP TO 850-C.C. UN-S/C: W. H. Young (847-c.c. M.G.), 94.2 sec.
SPORTS CARS UP TO 1,100-C.C. UN-S/C, 850-C.C. S/C.: H. F. Roberts (999-c.c. Robros), 56.4 sec.
SPORTS CARS UP TO 1,500-C.C. UN-S/C, 1,100-C.C. S/C: G. Best (939-c.c. M.G. s/c), 56.8 sec., A. Morrish 939 M.G. s/c), 57 sec.
SPORTS CARS UP TO 2,000-C.C. UN-S/C, 1,500-C.C. S/C: K. Burgess (Javelin Special), 53.4 sec., G. Best (939-c.c. M.G. s/c), 57 sec.
SPORTS CARS UP TO 4,500-C.C.: K. Burgess (Javelin Special), 52.8 sec., K. Burgess (3917-c.c. Allard s/c), 57.6 sec.
SPECIALS UP TO 1,100-C.C.: W. C. Cuff (500-c.c. Hell's Hammers), 53.8 sec., T. J. Clark (500-c.c. Iota), 54.6 sec.
SPECIALS OVER 1,100-C.C. AND UP TO 3,000-C.C.: T. J. Clark (500-c.c. Iota), 52.8 sec.
VINTAGE SPORTS UP TO 1,500-C.C.: R. W. Ashley (Frazer-Nash), 67.8 sec.
VINTAGE SPORTS CARS UNLIMITED: Webb ("30/98" Vauxhall), 70.2 sec.

## CHILTERN C.C. CONCOURS D'ELEGANCE (Sept. 2nd)

GRAND PRIX D'HONNEUR: P. Barden (1950 Rolls-Royce).
BROOKLANDS TROPHY: R. Way (1937 Rolls-Royce).
FESTIVAL OF BRITAIN, RAYMOND WAY CUP: R. A. O. Blackwell (1948 Alvis).
VINTAGE CUP: A. M. Elliott (1930 Bentley).
CLASS 1, VETERAN AND EDWARDIAN CARS.—1st: F. E. Dell (1910 F.N.); 2nd: H. Fairhurst (1899 Decauville); 3rd: D. Denne (1912 Humber).
CLASS 2—VINTAGE CARS.—1st: H. E. Wilkinson (1920 Mercédès); 2nd: B. E. H. Jupp (1928 Alvis).
CLASS 3—OPEN CARS, 1931/42.—1st: J. W. C. Cross (1933 Alfa-Romeo); 2nd: V. W. G. Cook (1938 Morris Eight).
CLASS 4—CLOSED CARS, 1931/42.—1st: W. G. Nicholls (1937 Austin); 2nd: A. H. Ayers (1938 Humber).
CLASS 5—OPEN CARS, POST WAR.—1st: Rex Alston (1950 Jaguar); 2nd: A. G. B. Wood (1950 Jaguar).
CLASS 6—CLOSED CARS, POST WAR.—1st: W. M. Couper (1951 Bentley); 2nd: C. G. H. Dunham (1951 Rover); 3rd: K. Hutchison (1951 Bentley); 4th: R. Way (1949 Bentley).
PRIDE OF OWNERSHIP.—1st: V. W. G. Cook (1938 Morris); 2nd: J. W. C. Cross (1933 Alfa-Romeo); 3rd: L. Gibbs (1936 Riley); 4th: W. E. Edgar (1932 Alvis).

## YORKSHIRE S.C.C. RACE MEETING, CROFT (Sept. 8th)

FIVE LAPS: 1,500 C.C. SPORTS: 1st, P. B. Reece (1,250-c.c. Cooper-M.G.); 2nd, J. R. Brown (1,250-c.c. M.G.); 3rd, J. Higham (1,087-c.c. M.G.). Winner's speed 65.83 m.p.h.
OVER 1,500 C.C. SALOONS: 1st, J. Reece (2,580-c.c. Aston-Martin); 2nd, P. B. Buckley (1,971-c.c. Bristol); 3rd, I. Appleyard (3,485-c.c. Jaguar). Winner's speed, 65.62 m.p.h.
2,500 C.C. SPORTS: 1st, J. H. Walton (1,971-c.c. Frazer-Nash); 2nd, B. Dickson (2,443-c.c. Healey); 3rd, E. B. Wadsworth (2,443-c.c. Healey). Winner's speed, 72.35 m.p.h.
1,300 C.C. SPORTS: 1st, J. R. Brown (1,250-c.c. M.G.); 2nd, M. G. Satow (1,287-c.c. M.G.); 3rd, D. C. McGill (1,250-c.c. M.G.). Winner's speed, 64.6 m.p.h.
UNLIMITED SPORTS: 1st, P. J. Collins (5,420-c.c. Allard); 2nd, J. H. Walton (1,971-c.c. Frazer-Nash); 3rd, B. Dickson (2,443-c.c. Healey). Winner's speed, 74.64 m.p.h.
1,500 C.C. SALOONS: 1st, G. P. Mosby (1,486-c.c. Javelin); 2nd, D. Howard (1,267-c.c. Morgan); 3rd, K. N. Lee (1,486-c.c. Jupiter). Winner's speed, 58.09 m.p.h.
TEN-LAP 500 C.C.: 1st, C. D. Headland (490 c.c. Cooper); 2nd, D. Parker (497-c.c. J.B.S.); 3rd, J. Reece (499-c.c. Cooper). Winner's speed, 73.98 m.p.h.

## WAKEFIELD TROPHY RACES (Sept. 8th)

1st: Stirling Moss (H.W.M.), 81.21 m.p.h.—fastest lap, 83.06 m.p.h.
2nd: Duncan Hamilton (H.W.M.).
3rd: Oscar Moore (H.W.M.).
HANDICAP:
1st: Moss (H.W.M.).
2nd: I. S. Catherwood (Bugatti-Ford).
3rd: D. Hamilton (H.W.M.).
4th: Mrs. Heward (H.R.G.).

## HALF-LITRE CLUB RACES, BRANDS HATCH (Sept. 9th)

OPEN CHALLENGE RACE.—1st: K. Carter (Cooper-Norton), 65.33 m.p.h. 2nd: B. C. Ecclestone (Cooper-Norton). 3rd: D. Gray (Cooper-J.A.P.).
JUNIOR CHAMPIONSHIP.—1st: J. Brise (Cooper-J.A.P.), 63.81 m.p.h. 2nd: D. Annable (Cooper-Triumph). 3rd: A. Moore (J.B.S.-Triumph).
OPEN CHAMPIONSHIP.—1st: D. Parker (J.B.S.-J.A.P.), 64.93 m.p.h.). 2nd: D. Gray (Cooper-J.A.P.). 3rd: K. Carter (Cooper-Norton).

## B.O.C. PRESCOTT INTERNATIONAL HILL-CLIMB (Sept. 9th)

SPORTS CARS UP TO 1,500 C.C. U/S. AND 1,100 C.C. S.: 1st, R. J. L. Threlfall (1,467-c.c. Lester M.G.), 51.14 sec.; 2nd, V. J. Hern (1,097-c.c. Amilcar S.), 51.34 sec.; 3rd, A. C. B. Chapman (747-c.c. Lotus-Austin), 52.29 sec.
SPORTS CARS 1,501 C.C. TO 3,000 C.C. U/S. AND 1,101 C.C. to 1,500 C.C. S.: 1st, G. Tyrer (1,971-c.c. F.N.-B.M.W.), 49.78 sec.; 2nd, D. C. Pitt (1,971-c.c. Frazer-Nash), 51.09 sec.; 3rd, K. H. F. Rose (1,767-c.c. Turner-Leaf), 52.35 sec.
SPORTS CARS OVER 3,000 C.C. U/S. AND OVER 1,500 C.C. S.): 1st, S. H. Allard (5,420-c.c. Allard J2), 48.16 sec.; 2nd, G. D. Parker (2,664-c.c. Jaguar S.), 48.91 sec.; 3rd, G. Wharton (4,375-c.c. Allard), 48.89 sec.
RACING CARS WITH FOUR OR MORE CYLINDERS, UP TO 4,500 C.C. U/S. and 1,500 C.C. S.: 1st, S. H. Allard (4,500-c.c. Allard), 44.74 sec.; 2nd, B. Shawe-Taylor (1,488-c.c. E.R.A. S.), 45.92 sec.; 3rd, A. J. Butterworth (4,425-c.c. A.J.B.), 47.45 sec.
RACING CARS WITH FOUR OR MORE CYLINDERS UP TO 2,000 C.C. U/S. AND 500 C.C. S.: 1st, G. Tyrer (1,996-c.c. F.N.-B.M.W.), 48.71 sec.; 2nd, W. A. Taylor (1,991-c.c. Caesar Spl.), 49.34 sec.; 3rd, H. A. Richards (1,498-c.c. Riley Spl.), 49.99 sec.
RACING CARS UP TO 500 C.C. U/S.: 1st, C. Lones (497-c.c. Tiger-Kitten), 45.66 sec.*; 2nd, C. A. N. May (497-c.c. Cooper-J.A.P.), 46.70 sec.; 3rd, K. Wharton (500-c.c. Kieft-Norton), 46.74 sec.
RACING CARS OVER 4,500 C.C. U/S. AND OVER 1,500 C.C. S.: 1st, R. D. Poore (3,800-c.c. Alfa-Romeo S.), 43.98 sec.*; 2nd, J. Willment (2,261-c.c. Bugatti S.), 47.06 sec.; 3rd, P. J. Stubberfield (2,261-c.c. Bugatti S.), 47.56 sec.
TWIN-CYLINDER RACING CARS OVER 500 C.C. U/S. OR S.: 1st, K. Wharton (996-c.c. Cooper-J.A.P. S.), 43.81 sec.*; 2nd, J. D. Barber (988-c.c. Cooper-J.A.P.), 46.36 sec.; 3rd, C. Heath (1,097-c.c. Cooper-J.A.P.), 47.20 sec.
TEAM PRIZE: Team No. 4, C. J. Tipper (498-c.c. Monaco-Norton), 50.46 sec.; C. Lones (497-c.c. Tiger-Kitten), 47.09 sec.; A. Rogers (497-c.c. Cooper), 47 sec.

* *Class Record*

## PESCARA AND BARI

If the Monza G.P. held the chief end-of-season excitement, we must not overlook those curtain-raisers at Pescara and Bari. At Pescara on August 15th Gonzales, continuing his Silverstone form, won for Ferrari, covering the 192 miles in 2 hr. 14 min. 59.8 sec., a speed of 85½ m.p.h. Ascari's Ferrari retired with back-axle trouble on the first lap, Villoresi's on lap four with a burst tyre when Ascari had resumed in it after losing his own car. Alfa-Romeo had not put in an entry, so Rosier's Talbot was second, 7 min. 20.8 sec. behind Gonzales. The Talbots of Etancelin and Chiron were third and fourth, Whitehead's Ferrari was fifth and Murray's Ferrari eighth.

At Bari on September 2nd Alfa-Romeo decided at the last minute that this had gone far enough, and put in Fangio and Farina. And fortunately for the Milan firm Fangio proved master of the situation from the start. In spite of losing all gears except top after two-thirds of the race of 215 miles had been run, he averaged 83.92 m.p.h. (2 hr. 39 min. 58.6 sec.). Gonzales, for Ferrari, did his best, but he was two laps behind. Tarulli's 4½-litre Ferrari was third, Rosier's Talbot fourth and hard-trier Peter Whitehead in his 1½-litre Ferrari fifth. Ascari's Ferrari lasted only six of the 65 laps, when it spun round and retired.

Before this, however, Alberto had made fastest lap, at 87.89 m.p.h. Villoresi's Ferrari fell out after 30 laps and Farina's Alfa-Romeo with engine trouble ten laps earlier. No wonder they awaited the Italian G.P. with such awe! Alas, Moss didn't get his hoped-for drive in a Ferrari at Bari.

## TARGA FLORIO

Warm congratulations to Cortese on winning this classic race in Lurani's Frazer-Nash, over one of the most difficult circuits in the world.

**Results:**
1st, Cortese (Frazer-Nash), 47.57 m.p.h.
2nd, Bracco (2.6-litre Ferrari).
3rd, Bernardi (2-litre Maserati).

# XXII G.P. D'ITALIA

## Ferraris Force the Pace and Vanquish Alfa-Romeo

THE Italian G.P. run over 80 laps of the 3.9 mile Monza track on September 16th saw Ferraris set the hottest pace yet witnessed in post-war racing, and the result was an overwhelming victory for them.

Long before official practice began, the Ferraris had taken their 4½-litres to Monza and satisfied themselves that they could lap comfortably in 1 min. 55 sec., a speed of 122 m.p.h., and if need be to keep up that pace for the full distance of the race. Alfa-Romeos thereby had a target to aim for, and some pretty steady lapping in 1 min. 57 sec. by Fangio, Farina and Sanesi on a spare car, indicated that they could stand the pace. While rehearsing refuelling-stops a fire started in which Sanesi was so badly burnt that it was impossible for him to take part in the race.

It was quite clear during practice that these teams were going to give no quarter. Ferrari had brand new 4½-litres with redesigned bodywork and Alfas had new 159 models with detail modifications. Ferraris also tried out the new four-cylinder car in 2½-litre form in a de Dion G.P. chassis of shorter than normal wheelbase, while Franco Rol appeared with a very new 4½-litre Osca, new both in engine and chassis. Gordini had his new two o.h.c. engines in blown form and B.R.M.s were out with Parnell and Richardson driving, creating a very good impression on sheer sound alone as they screamed past the stands. The regular Talbot drivers were quietly circulating.

By the time the morning of the race arrived Ferraris were more than ready, having more cars than drivers, while Alfa-Romeo gave an outward air of quiet confidence, but had an uneasy feeling inwardly. The B.R.M. team on the other hand were in a state of utter dejection and appeared to have blinded themselves with their own science, the result being that, though von Stuck was prepared to take over from Richardson, who had rightly been refused permission to drive by the R.A.C., neither car was ready to race and B.R.M. "guff" was being handed out. Among the rest of the runners there was little point in being confident, it was merely a question of endeavouring not to get too involved in the "cut-throat" Ferrari-Alfa duel that was about to take place.

It was pretty clear that pit-stops were not going to be a disadvantage as both teams were planning two stops for fuel and tyres and the practice times indicated little difference in speed. Fangio had actually recorded the fastest lap, covering the 6.3 kilos for the first time at over 200 k.p.h., a speed of 124.4 m.p.h. The starting grid showed twenty cars, with only the two B.R.M.s missing; Alfa-Romeo had three new 159s with de Dion rear axles, remoulded tails, twin exhaust pipes, the top one exhausting cylinders 1, 2, 7 and 8 and the lower one numbers 3, 4, 5 and 6. The manifolds were enshrouded in a duct as before, with an air intake from beside the radiator directing cold air into the duct. A further air intake on the near side directed cold air on to the fuel pump, driven from the front of the engine. While the engine lay-out remained unaltered, the air intake for the carburetter was altered from the usual "tuba" shaped affair to a duct running down from a scoop mounted on the scuttle. Bigger and better front brakes were being used on which much work had been expended during the initial trials. These new cars were being driven by Fangio, Farina and Bonetto and at the last moment de Graffenried had been nominated to a fourth car, an earlier 159. Ferrari had five 4½-litre cars on the line from the factory and in addition Peter Whitehead's blown 1½-litre. Of the works cars, Ascari, Gonzales and Villoresi were in 24-plug 4½-litres, brand new, and Taruffi had a 24-plug engined earlier de Dion model. The fifth was Chico Landi, a 12-plug early de Dion car. The main attraction on the new cars was the new bodywork, with a windscreen neatly moulded into the scuttle and a tail incorporating a headrest, while all the cars had petrol pumps mounted under the seat, driven by belt from the propeller-shaft, supplementing the engine-driven fuel pump. They were also using a new Pirelli ribbed treaded tyre on the back. The 4½-litre Osca, with V12 engine, tubular chassis, double wishbone and coil spring front suspension and torsion bar de Dion rear, looked and sounded very nice, while the three Simcas of Trintignant, Manzon and Simon were obviously on good form. The Talbots presented a motley collection of also-rans and merely made up the number.

From the fall of the flag Ascari and Fangio set the pace, and it was pretty obvious that it was a case of the Alfa trying to keep up with the Ferrari. Both teams lost a car within two laps, Landi and de Graffenried retiring out on the course, while Farina stopped at the end of lap five. The tearing pace soon told and Fangio called at his pit and had his near-side front tyre burst as he slowed down. From that moment Ascari was unchallenged to the end of the race, but behind him the battle waxed furious. At the time of Fangio's puncture Farina's Alfa was wheeled into the dead car park and the Argentine, who set off in fifth position, drove hard to catch Bonetto and Villoresi and retrieve third place only to have the engine cut out for a moment. Between lap 26 and 30 the leading cars made their first refuelling stops with the exception of Ascari who carried on until lap 34. After his stop Fangio went as well as ever, but could not catch Gonzales who was lying second. When Bonetto stopped, in fourth place, Farina took over the car and from that moment on drove his finest race, the Alfa sounding wonderful and the driver doing all he knew. By 36 laps Fangio's car was cutting out again and at 40 laps it was finished, but by this time Farina was in third place with Bonetto's car and gaining rapidly on Gonzales. The field was now reduced to nine cars, four Ferraris, one Alfa, two Talbots, Rosier and Cabantous, Simon's Simca going extremely well, and the Osca going steadily. These nine lasted the remaining 40 laps and Farina reduced his retard by as much as five seconds a lap until he was 30 seconds behind Gonzales, but then had to come in for his second refuel and change of wheels which took rather a long time. Gonzales made a very quick stop in under 30 seconds and Farina had to start all over again to catch the plump Argentinian. This he did by a steady three seconds per lap until going into the South curve at the end of lap 70 the engine fluffed and shortly afterwards he coasted to his pit, out of fuel. In a short time he was refuelled and as he set off with no slackening of the pace fuel was pouring from the tail from a split in the tank and all hopes of gaining second place were gone. Ascari reeled off the remainder of the 80 laps with great regularity and finished 45 sec. in front of his team mate.

The XXII Italian G.P. was Ferrari's finest victory and Alfa-Romeo's greatest defeat, compensated in some measure by Farina's magnificent effort which, but for the fuel leak, might have gained him second place. Ferrari, by no means perfect in their organisation and pit work, were by far the fastest on wheel changing and refuelling, while much of the polish of Alfa-Romeo's pit work was gone, as has been evident in more than one race this season. For some years now the 159 has been nearing its limit, but always it has had that little bit in reserve; meanwhile Ferrari has been steadily improving until it has reached the position where Alfa-Romeos have nothing more in reserve, and the result of four Ferraris and one Alfa-Romeo in the first five places was one that has long been on the way. The 4½-litre Ferrari, although running up to 7,000 r.p.m., showed no signs of being stressed, whereas the Alfa-Romeos with their 8,500-8,700 r.p.m. sound, and obviously are, very highly stressed. Of particular merit was Simon's drive in the s/c Simca twin o.h.c., which finished sixth in very sound condition, while the new Osca did not do badly to be still running at the end, in a race in which over 50 per cent. of the starters retired.

Before the G.P. was run a 30-lap 1,100 c.c. race was run in which 1,100-c.c. Coopers, driven by Wharton, Charrington, Aston and Schell, took part against a great number of Osca, Ermini, Stanguellini and Cisitalia. Racing on their home ground, the Italians completely vanquished the English cars, the speed and reliability of the Osca cars being remarkable. Once the Coopers had fallen out, three 1,100-c.c. Oscas made a fine race for first place, with Chiron driving in far better form than he does with a G.P. car.

Results on page 480.

# THE M.C.C. SILVERSTONE MEETING

ON September 8th the Motor Cycling Club ran very slickly through a long programme, commencing with its popular One-Hour High-Speed Trials, in which passengers are carried—and how the girls and boys enjoy it! The first car race was a Five-lap scratch contest, Wood's XK 120 leaving the issue in doubt only when he went off the course at Stowe on the first lap. He quickly regained the lead and won from Partridge's Jaguar and a very determined D'O. M. Taylor in another XK 120. The first Five-lap Handicap looked like a runaway victory for Elwell-Smith's vintage Aston-Martin, very nicely handled, but Williamson's 4½-litre Bentley made it in the last lap, Heath's blown M.G. retaining third place. Partridge's XK 120 spun when a brake locked and Major Bailey shot straight off the outside of Stowe in his Bentley saloon, in the path of Taylor's XK 120, whom, however, St. Christopher protected. Another Five-lap Handicap followed, notable for the sad demise of L. Gibbs' Riley when leading the field by a big margin on lap 3. He was coming down Hangar Straight at 5,000 r.p.m. in the 4 to 1 top gear when the Riley's Merlin crankshaft broke, knocking off the sump and smashing practically all the engine. As some compensation, Mrs. Gibbs kept her "Le Mans" H.R.G. in front of Wilcocks' fast push-rod 3½-litre Jaguar, the Barrow Special, shared at this meeting between father and son, finishing third.

A 15-lap Team Relay Race was then fought out between five teams of three, the vintage Bentley team completing their habit of winning these team races, although the excitement was intense as young McKenzie's 3-litre just crept over the line on two cylinders, a petrol pipe having broken, to win from Biggs' 2½-litre Riley roadster of the Jaguar-Lea-Francis-Riley scratch team.

The Winners' Five-lap Handicap, combined with the last of the MOTOR SPORT Trophy races, saw Chapman's Bentley again in winning form, the issue never in doubt, although, to catch the earlier starters he had to average nearly 69 m.p.h.

Reverting to the High-Speed Trials, these provided all the interesting episodes and comparisons expected of these excellent events. Best time was by Woods' XK 120, with 67.39 miles, Taylor's XK 120 being fastest in the second, with 67.16 miles, equalled by Douglass' big Vincent in the motor-cycle "hour." Wilcocks' Jaguar 100, McDonald's 4½-litre Bentley and O'Neill's white Jupiter were very impressive, the open Sunbeam-Talbots steady, while Valls coped bravely with an Austin A90 which cornered fast but abominably. Goldthorpe, with attractive girl passenger, got a fine move on in his blown Morris Minor tourer, hood and sidescreens erect. Kay drove a rare "Shelsley" Frazer-Nash, Kenyon an "H.M. Bentley rebuild" 4½-litre Bentley, Hughes a smart cream "Le Mans" Morgan 4/4. Gibbs in his "Le Mans" H.R.G. and Betty Stapleton in the ex-Horsfall Aston-Martin certainly wasted no unnecessary time through the corners. Reg. Harris, the champion sprint cyclist, drove a Riley Sprite very neatly, crew and car impeccably turned out, but had trouble near the end. We welcome him to car competitions. The Nancy Mitchell-Gott-Richmond H.R.G.s had a fine scrap. Even in this "trial" some drivers overdid it, both Allards having "moments," Jacobs' XK 120 going about face and Allott's H.R.G. likewise on its last lap. The blower noise from Hill's "J3" M.G. was inspiring, but Hedges' blown 1,750-c.c. Alfa-Romeo boiled. Amongst the motor-cycles E. J. Wood thought he was in Australia, footing his Triumph round Stowe, but Goddard, on the 197-c.c. Ambassador, was delightful to watch—and to hear!

# B.R.M. AT MONZA

*This eye-witness account is published so that those who were not present can see the impression created by the two green cars. We do not necessarily endorse the opinions of this correspondent.—ED.*

FIRST thing was a telegram to the Milan Club to say that the Channel ferry had delayed the B.R.M. They arrived Wednesday night with the two transports presented by Austins and the Commer workshop van. There were two B.R.M.s and a complete spare B.R.M. engine. On *Thursday* morning one of the vans brought all the odds and ends of equipment up to the paddock lock-ups. After lunch the whole team arrived; as the three vans came up the road they looked most impressive. Parnell and Richardson arrived with Mrs. Parnell and Mays in Raymond's Ford Zephyr. The B.R.M.s were wheeled out onto the empty track and there was a noticeable air of self-consciousness about the whole set-up. There did not appear to be a foreman for the mechanics and Mays seemed to make the decision that the cars should do a warming-up lap on soft plugs.

Both cars lapped steadily and private timing gave their time at around 2 min. 10 sec. (the lap record was then 1 min. 58 sec. by Fangio last year). After about seven or eight laps they came in and were taken away as the rear-axle ratios were too high.

On the *Friday* both cars practised officially until Richardson ran off the road twice, the second time bending the off-side steering arm. Parnell did 2 min. 2.2 sec. *while the track was damp.* Later there was a puff of smoke from the engine and he coasted in. The cars were taken away. All-night work was needed, and on Saturday afternoon Richardson's car appeared, having had the steering arm *taken to Alfas* to be straightened and crack-tested—so much for the mobile B.R.M. workshop!

Richardson lapped pretty regularly, never in perfect conditions, in about 2 min. 6 sec., with a 2 min. 5.6 sec. best lap. Parnell's car did not appear. As would be expected, Richardson was losing four or five seconds on the corners, but up the straights the car impressed everyone. Alfa did 1 min. 53.2 sec. and Ferrari 1 min. 55.1 sec.!

*Saturday* night Mays received confirmation from the R.A.C. refusing permission for Richardson to drive. Mays was furious and threatened to withdraw both cars, although he was obviously aware that Richardson had sailed for Monza without the necessary consent from his National Club.

*Sunday* morning, at 6 a.m., Parnell's car, now fitted with the spare engine, was taken to the track. *This engine was brand new and had to be run in.* Von Stuck then drove the car, was highly delighted and clocked about 2 min. 6 sec. At this point the trouble really began. The story was that a piston had broken on the still-tight engine, so the car was withdrawn and Richardson's car brought up for Stuck to continue practice. Then that car had trouble in its selector mechanism due to Stuck missing a gear, the result being that it was possible to select two gears at the same time, which would, of course, wreck the rear axle assembly. So this car was withdrawn. Result, *no B.R.M.s started.*

*SUMMARY*

1. Why were they so late in leaving England? When the ferry service broke down they should have been arriving in Milan.
2. Why bring *two* cars to a new circuit with the *same* axle-ratios? Why not fit one car with one ratio and the other with another, then one is bound to be somewhere near? As it was, both cars were wrong, and why bring both cars to the track for an unofficial tryout? One car would have soon shown them what gear-ratio was required. Alfa, for their initial tryout, used *one* car and the drivers *took it in turns* to thrash it round.
3. Why bring the whole shooting match, including the workshop van, to the circuit for an unofficial "run round"? One car would have told them enough to get on with.
4. Why no mechanic foreman (apparently)?
5. When Alfa take a car out they warm up for about 30 sec. on soft plugs with the radiator blanked off, in go the hard plugs, and the car is ready to be thrashed. No doubt hot oil is put in before the car arrives. B.R.M. did not appear to be sure how to warm up the engine!
6. Parnell's trouble was apparently in the supercharger. With the complicated B.R.M. design it is quicker to change the engine than to dismantle a broken one. *An engine change takes best part of 24 hours! A Ferrari engine can be taken out in three hours, a Simca in one hour.* Perhaps B.R.M. think they will never have any trouble!
7. When Richardson pranged, the car was taken into the paddock and peered at gloomily. It was Berthon who said what to take off in the way of body panels. No foreman, or head mechanic! No attempt was made to tear the front suspension apart and check if it were bent; the car was just covered up and left. Yet they had the mobile workshop with them!
8. The spare engine had never been run—why? What is their test-bed for?
9. The cars are good enough and drivers are available. Bira was a spectator, so were Lang, Pietsch and Fagioli. The whole trouble is the people behind the car. Let's be honest. They know little about *real racing* and *seem reluctant to get hold of someone who does.* The mechanics are a willing lot but lack the experience of *real* racing mechanics.
10. The Austin vans got so hot in the cabs when climbing over the Alps that their drivers were nearly fried; and the windscreens do not open. They have two-speed rear axles, carry a car apiece, but still *cannot keep pace with the Commer workshop van*, which carries 10 tons of equipment! Black vans with silver edgings are used to carry the dead in Italy, an Alfa mechanic told me! *What did he mean?*—D.S.J.

## XXII G.P. D'ITALIA

80 LAPS, 312.954 MILES:
1st, A. Ascari (4½-litre Ferrari), 2 hr. 42 min. 39.3 sec. (115.45 m.p.h.).
2nd, F. Gonzales (4½-litre Ferrari), 2 hr. 43 min. 23.9 sec.
3rd, G. Farina and F. Bonetto (159 Alfa-Romeo), 2 hr. 42 min. 53.5 sec. (79 laps).
4th, L. Villoresi (4½-litre Ferrari), 2 hr. 44 min. 21.6 sec. (79 laps).
5th, P. Taruffi (4½-litre Ferrari), 2 hr. 43 min. 17.9 sec. (79 laps).
6th, A. Simon (1½-litre s/c. Simca), 2 hr. 43 min. 39.2 sec. (74 laps).
7th, L. Rosier (4½-litre Talbot), 2 hr. 42 min. 44.5 sec. (73 laps).
8th, Y. Giraud-Cabantous (4½-litre Talbot), 2 hr. 43 min. 56.3 sec. (72 laps).
9th, F. Rol (4½-litre Osca) 2 hr. 42 min. 46.2 sec. (67 laps).

FASTEST LAP AND NEW RECORD: G. Farina (Alfa-Romeo), lap 64, in 1 min. 56.7 sec. (120.69 m.p.h.).

RETIRED: C. Landi (Ferrari), lap 1, P. N. Whitehead (Ferrari), lap 2, E. de Graffenried (Alfa-Romeo), lap 2, J. Claes (Talbot), lap 5, G. Farina (Alfa-Romeo), lap 7, J. Swaters (Talbot), lap 8, P. Levegh (Talbot), lap 10, L. Chiron (Talbot), lap 24, M. Trintignant (Simca), lap 30, R. Manzon (Simca), lap 30, and J. Fangio (Alfa-Romeo), lap 40.

G.P. DE VETTURETTE:
1st, G. Cabianca (Osca 1,100 c.c.), 1 hr. 14 min. 48.9 sec. (94.13 m.p.h.).
2nd, F. Nissotti (Osca 1,100 c.c.), 1 hr. 14 min. 51.1 sec.
3rd, L. Chiron (Osca 1,100 c.c.), 1 hr. 14 min. 55.1 sec.
4th, F. Bordoni (Fiat Stanguellini), 1 hr. 16 min. 08.3 sec.

FASTEST LAP: F. Nissotti (Osca), 2 min. 25.3 sec. (96.93 m.p.h.).

# 4,000 MILES WITH A PLUS FOUR

## *Experiences with the Latest Morgan as a Hard-Used Staff Car*

AT Earls Court last year the Morgan Plus Four, with 68-b.h.p. engine in an 8-ft. wheelbase chassis, was an exciting newcomer. On July 2nd this year MOTOR SPORT took delivery of one for editorial use. By September 2nd the 4,000th mile rolled up on the odometer as the writer was ambling along the pleasant lanes near Winchfield, Hants. In other words, the Morgan had been in almost continual hard use, although down at Malvern, while they maintain that the Vanguard engine does not need running-in, they also consider that until it has been driven 5,000 miles it hasn't really settled down. When that mileage has been covered they recommend removal of the head for a decoke and a light valve-grind.

When I took delivery from the factory this blue two-seater had done only 19½ miles. In spite of the aforesaid assurances I drove it below 35 m.p.h. on the long run home and below 40 m.p.h. for the next 300 miles, subsequently keeping to 45 m.p.h. until the sump had been drained and refilled with 11 pints of Castrol XL, after 566 miles. The Pool was also freely laced with Redex or Carburol during this period.

Initial impressions were that improvements over the earlier "4/4" were legion—more room in the body, better sidescreens, a single but deeper and lined cubby-hole, the latest Lucas double-dipping headlamps and separate fog-lamp (the latter swiped, alas, at Silverstone), bigger tyres, and infinitely better brakes. On the older car I had been conscious that the i.f.s. slides needed frequent greasing; on the Plus Four you merely tread on a little button every 50 miles or so and engine oil is pumped to these hard-worked components. The oil-gauge flicks back 25 lb./sq. in. to reassure you that oil is going where you want it to; the front tyres also bear visual indication that this is so!

The 2,088-c.c. Vanguard engine, which satisfactorily fills the under-bonnet space, certainly endows the car with a very usable performance. The acceleration, even in the 4.1 to 1 top gear, is impressive, particularly from 30-60 m.p.h., making you "king of the traffic hold-ups," and 40 m.p.h. on the speedometer comes up in second gear (8 to 1), 60 m.p.h. in third gear (5.4 to 1). I have not tried for absolute screen-down maximum speed in top, but 65-70 m.p.h. is a happy cruising gait, with lots more to come. The engine pulls away well on the highest ratio from a mere 20 m.p.h., although so pleasant is the change on the Moss gearbox, of a type which the Plus Four shares with the 3½-litre Jaguar, that the driver is encouraged to use freely the lower ratios. The Morgan is about the only car to retain "vintage" location of its gearbox remote from the engine, and consequently the rigid little central lever is absolutely to hand, yet works *sans* any lost motion, being a joy to use. All the changes are brisk; the slowest is from second to third.

Another "vintage" merit is the absence of roll when cornering fast—and this Morgan can be taken round very fast indeed, without its Dunlops emitting more than a very occasional "yelp." This good roadholding, coupled with "quick" steering (1¾ turns, lock-to-lock), produces excellent averages, in the order of 45m.p.h. over give-and-take secondary roads in the wet. The driver sits a thought too low, but both front wings, certainly both sidelamps and their reassuring indicator-windows, are visible, although the central rear-view mirror and wiper rather obstruct the near-side view when cornering. The steering is light, with ample castor action, and transmits only a minor degree of return motion; I am disappointed, however, that it has already developed over 2 in. of lost-motion.

The Plus Four encourages hard driving, so it is good to find the Girling hydraulic brakes (2LS at the front) really first class. Apart from emitting a shriek before their linings bedded-in, they have done everything good brakes should do. And, with no attention of *any* sort, after 4,000 fast miles they are still adequately powerful, although the pedal goes down further than it did originally, of course. The hand-brake is a trifle too far forward, its ratchet doesn't grip and it doesn't hold the car on hills, but I like the fly-off action.

In spite of being driven fast and doing its very fair share of traffic work, the Morgan is proving commendably economical: in towns 23 m.p.g., and 26 m.p.g. on long, wide-throttle runs. This is with the middle setting of three variants which can be had for the Solex carburetter; using the economy setting and, doubtless, a light throttle-foot, Joe Lowrey achieved an incredible 38.6 m.p.g. in the recent Cheltenham Rally.

The engine starts readily, even fiercely, with only partial choke. It runs too cool (55-60 deg. C., rising to 75 deg. in London). With a 6.7 to 1 compression-ratio it is very reasonably free from pinking even on straight "Pool." So far no adjustments, not even plug-cleaning, have been needed. It idles roughly, however, on its rubber mountings, conveying to the separate gearbox its impatience to be off. Oil pressure is a healthy 50 lb./sq. in. idling, rising to 75 lb./sq. in. at speed. The Fram filter appears to keep the lubricant in good condition, while consumption is about 1,200 m.p.g.

No car is perfect and the Plus Four's weaknesses are its hard suspension, so that you need a good constitution if you are to hurry over secondary roads, in spite of the adequate upholstery in the cockpit, and a chassis that seems a bit hard-put to cope with bad roads. Over certain surfaces the scuttle floats noticeably and the body gets racked about a good deal, so that frequent tightening of the knobs which retain the sidescreens and the spare-wheels clip is necessary, for example. This may be somewhat accentuated because whereas the recommended tyre-pressure is 16-18 lb./sq. in., I thriftily prefer 20-22 lb. Incidentally, this 16½ cwt. car is generously shodwith 5.25–16Dunlops, which naturally show little wear so far. And *two* spares are provided!

After 1,350 miles the clutch refused to free and, although conscious that racing drivers do not need this component, I spent 11/- having things "adjusted" at local garages before discovering that a vital operating lever had bent over. However, Malvern had the engine out, a stronger lever installed, and the car back on the road in under six hours—a good

*Continued on page* 484




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*STAFF CARS—The Morgan Plus Four and the* MOTOR SPORT *Jupiter, photographed at Silverstone after the M.C.C. Meeting, and just before leaving for the B.O.C. International Speed Hill-Climb at Cheltenham.*

# CHAIN CHATTER

*by*

"CARROZZINO"




THERE is always something rather fascinating about the G.P. des Nations held at Monza at the end of the season and this year was no exception. Possibly it is due to the fact that it is the last of the year's classic events counting for the World Championships, so that many titles have to be decided, or possibly it is because Monza is such a magnificent track; whichever way, one thing is certain and that is that being a track for out-and-out speed there are no holds barred so far as the mechanical side of the racing game is concerned, and rev.-limits are thrown to the wind and gear ratios raised all in search of those extra m.p.h. This year, since the C.S.I. limitations on streamlining, most firms did not do much in that direction, though M.V.s had peculiar windshield-cum-muffs on the handlebars and Gileras extended their tank sides to form a cowling round the fork assembly. As always, the only classes that were truly international were the 500-c.c. and the sidecar, though Arthur Wheeler and Roland Pike ran English bikes in the 250-c.c. class, the former bringing his Velocette home seventh. Without question the four-cylinder Gileras proved the maestros in the 500-c.c. class, finishing in the first three places in the order Alfredo Milani, Masetti and Pagani, with Geoff Duke fourth. Milani's riding was superb, and leading from start to finish there was never any possibility of him being challenged. With a fastest lap at 107 m.p.h. and an average speed for the 32 laps of 105 m.p.h. he must have been reaching 135 m.p.h. on the fastest parts of the track.

When everyone is out for a last final fling and team managers give the O.K. for passing the red line on the rev. counter it is not surprising that some riders are unlucky and suffer retirements, and one of the greatest disappointments was that of the New Zealander, Rod Coleman, on a "works" A.J.S. twin who was nicely in third place when his magneto stopped sparking.

However exciting the solo races may be the sidecar event is invariably more so, and this year was no exception with a battle royal for first place between Albino Milani, the brother of the solo rider, and Eric Oliver, finishing in that order with two lengths between them. The Italian was on a brand-new four-cylinder Gilera outfit, and defying all accepted practice he used telescopic forks and swinging arm rear suspension as on Oliver's "works" Norton machine. It was interesting that the Gilera forks were very heavily braced to prevent longitudinal twisting. Two of these outfits were built, the other being ridden by the "works" rider Frigerio, but he had trouble on the first lap, otherwise we should have certainly seen a three-cornered match for first place. As it was, the pace of the leading pair was so great that they lapped P. V. Harris, the third man home.

Although the outcome of these truly International events was a convincing demonstration of speed by Gilera four cylinders, the two World Titles went to Geoff Duke and Oliver, while the former also won the 350-c.c. title, which is really only a National competition for English machines. Oliver has now won the World Sidecar Championship title for three years in succession, so there can be none to dispute his prowess with three wheels. In the solo events Duke has won so convincingly that few will question his titles, while his double wins in 350-c.c. and 500-c.c. in the T.T., Belgian G.P. and Ulster G.P. as well as the German G.P., stamp him as the rider of the age. Rumour has it that he is retiring now that he is married, but that is only a rumour and there is nothing better for a star's following than a conflicting rumour.

In the other solo classes, the 125-c.c. World Champion is young Carlo Ubbiali on the fabulous Mondial, and 250-c.c. is Bruno Ruffo with the Guzzi.

With the International season now virtually finished the trials side of motor-cycling becomes prominent once more and even as I write the International Six Days' Trial is about to begin. What the outcome will be the next six days remains to tell, but there is every chance that our riders will be able to counteract the sweeping defeat this country received at Monza. In some ways the I.S.D.T. following directly after the G.P. des Nations is a good thing, but in others it is a nuisance, for it clashed with the Italian G.P. for racing cars, and now that interest in both branches of the sport is increasing there were many people suffering from the trouble of wanting to be in two places at the same time.

While in Italy I took the opportunity of sampling some of the motor scooters that infest that country as cicadas do the South of France. Riding a four-speed 125-c.c. M.V. model I found it the quickest form of transport in Milan, and was able to out-accelerate most cars from standstill to 25 m.p.h. by making full use of the gearbox. The three-speed Lambretta 125-c.c. scooter appeared to have more power but suffered from its handlebar gearchange when the need for traffic dicing was required. Without a doubt the Italian takes to the highway as does the Frenchman, in a spirit of competition, so that some of the private battles amongst rival scooters are as good as any organised racing. The handling of the various scooters on their small tyres is beyond reproach, while the Italian industry's knowledge of the two-stroke engine is beyond comparison.

Returning home once more it is nice to see the A.C.U. inviting riders to a meeting to discuss any faults or omissions that may have occurred during the past year. In this way full co-operation between riders and organisers can be attained, thus making for the best possible state of the sport. Also it means that when the annual congress of the F.I.M. takes place towards the end of the year the English delegates will have a good knowledge of what the English riders expect from racing. In arranging this meeting, now in its second year, the A.C.U. has established a precedent that could be followed by many more countries to endeavour to get International motor-cycle sport on the best possible lines, and good will in International sporting relationships cannot but help towards International good will in all things.

## CLUB AFFAIRS

The Thames Estuary A.C. is now well under way and has held several events. Its club nights will be held twice a month as from October 8th, at the Queen's Hotel, Westcliff, on the second Monday, and at the Shepherd and Dog, Canewdon, on the third Wednesday. Details from: S. L. Offord, 68, Exford Avenue, Westcliff-on-Sea, or R. J. Rayner, 45, Alexandra Street, Southend.

* * *

### MORGAN 4/4 TESTS (Oct. 7th)

The Morgan "4/4" Club will hold driving tests at Queensford Aerodrome, Oxon., at 3 p.m. on October 7th. Entries close October 6th. Details from: D. Whetton, Rykneld Way, Littleover, Derby. Fee 5s.

* * *

### N.W.L.M.C. LONDON RALLY (Sept. 14th 15th)

This was very well supported (137 entries, 36 teams) and admirably organised.

WICK CHALLENGE TROPHY: I. Appleyard (Jaguar), no marks lost.

NOR'WESTER CHALLENGE TROPHY: O. Whitehall and G. Wilkins (Bentley), 8 marks lost.

MEMBERS' TROPHY: J. D. Leavesley and S. A. Ferris (Hillman Minx), 46 marks lost.

NOVICES' TROPHY: G. R. Le Greys and C. Toomer (Morris Minor), 52 marks lost.

CLASS TROPHIES: S. E. Radbourne and J. M. Pope (M.G.), 157 marks lost. P. C. E. Harper and R. F. Saunders (Hillman Minx), 12 marks lost. A. W. Richards (B.M.W.), 27 marks lost. J. F. Bassett and Mrs. Bassett (Javelin), 44 marks lost.

TEAM PRIZE: 1½-litre M.G.s (Shard and Sidworth).

"NORTH-POINT" AWARD: G. Wilkins.

# VINTAGE VEERINGS

HAVE you noticed how the vintage and near-vintage small cars came out on our roads in strength this summer? This is not surprising considering the high prices of cars and exorbitant cost of running them. With even early examples of the famous Austin Seven fetching much gold and spares being ever scarcer for these cars in view of the thousands in use, other makes are returning to favour. Morris Minors, in both o.h.c. and side-valve form, cheeky little Singer Juniors with their chain-driven o.h. camshafts and inclined valves, Triumph Super Sevens with three-bearing crankshafts and Lockheed hydraulic brakes, the worm-drive Standard Nines designed in a hustle to save the old Coventry firm from bankruptcy and based largely on the brisk little French Mathis of that day, Clyno Nines, and *de luxe* A.J.S.s, together with later derivatives of these typical English economy cars, are now to be seen frequently on the roads that lead from our cities to the country and the coast. The true baby cars amongst them have the advantage that they are rated at 8 h.p. and so taxed at £10 a year and thus their owners have no grouses about the iniquity of the h.p. tax on old cars! Even the "Nines" are decidedly sparing of the precious unbranded paraffin-like fuel which they have to burn in this year of enlightenment, 1951.

Such cars are vintage in age more than in character perhaps, and not in quite the same quality class as a very well-preserved yellow "9/20" Humber tourer spotted recently beside the Thames at Henley, for example, or as pleasingly primitive as the square, box-like early 7-h.p. Jowett saloon in which a certain Army officer transports himself daily between Aldershot and London.

But do not despise these old economy cars. Like the vintage Americans referred to last month they seem to serve well those who own and have restored them. They lend variety to our roads, too, and no one will deny that, whatever else they are, English highways and byways constitute a panorama of considerable interest to students of the less spectacular sort of motoring history.

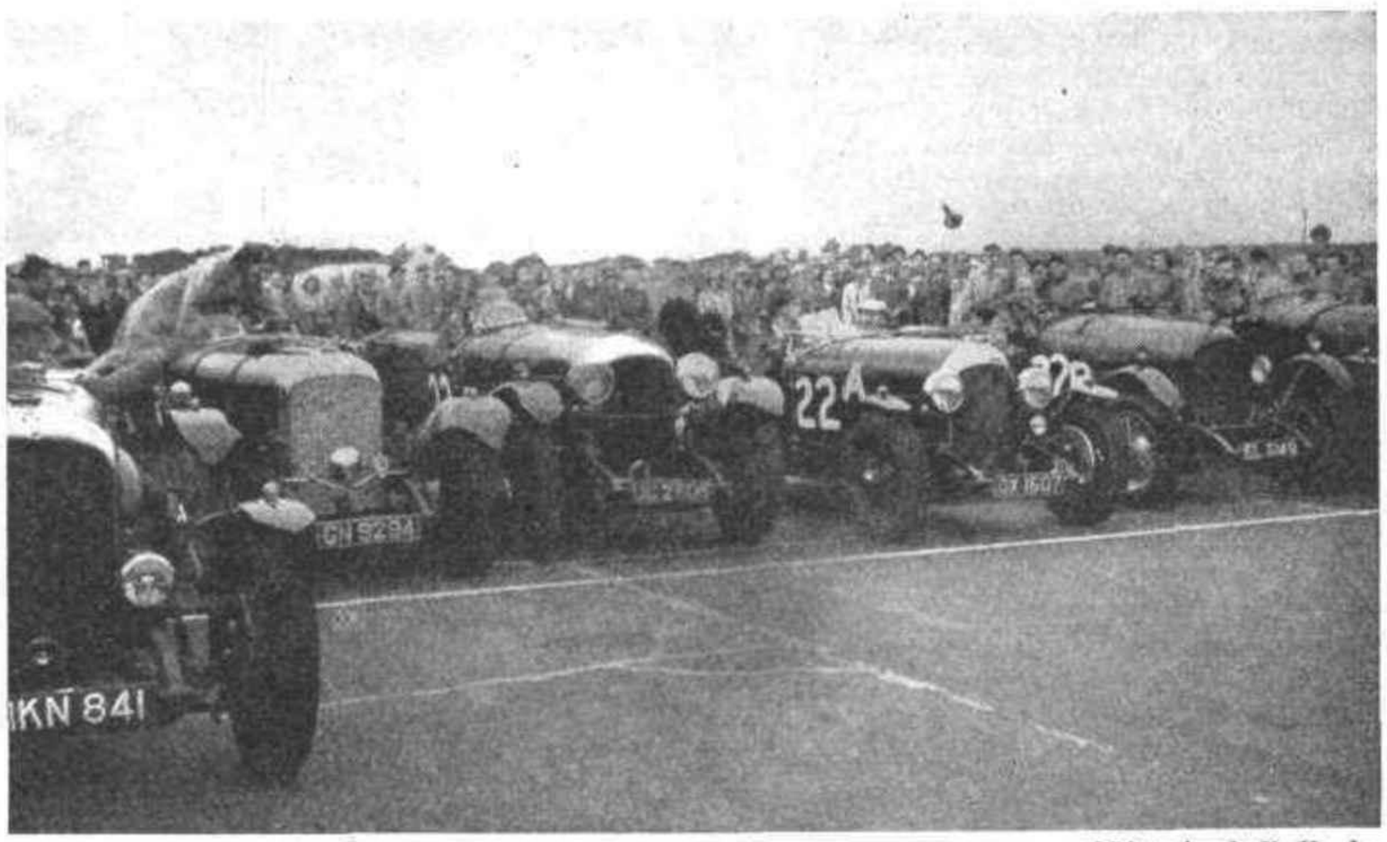
* * *

The *Sunday Express* has been publishing letters about pre-war bargains in motor cars. Amongst those thus referred to were a 1927 Morris Oxford bought for 30s., which "had not a single breakdown in 24,000 miles," a "7.5" Citroën cloverleaf in good running condition offered, with a trial run, for "£5 or near offer," a Triumph Super Seven purchased in 1939 for £30, which did 6,096 miles in 79 weeks at a total cost of under £46, and a 1925 Lagonda ("11.9" or early 2-litre, we wonder?) which L. Joseph of Cardiff acquired in 1932 for £7 10s., "with large rug and a set of tools."

This strengthens your Editor's faith in vintage cars, particularly as he has twice had serious trouble in the first 3,000 miles with a 1951 car costing £795. Perhaps, too, these letters will have made certain traders who ask fantastically high prices for very used vehicles feel more than a bit guilty?

* * *

Vintage three-wheelers are more rare than surviving examples of four-wheeled cyclecars, although *Motor Cycling* attempted to revive interest in them some time ago. So we were interested to see a water-cooled three-speed V-twin New Hudson advertised for sale in Lincoln recently. Incidentally, it would seem appropriate for the Vintage Motor Cycle Club to look after pre-1931 three-wheelers, as the V.S.C.C. Light Car Section caters for pre-1931 light cars and cyclecars, these two Clubs too perhaps permit an interchange of three and four-wheelers in appropriate events.




[*Photo by J. F. Hughes*

*VINTAGE VICTORY—The winning V.S.C.C. Bentley team at the conclusion of the 750 M.C. Six-Hour Relay Race.*

## From the Vintage Postbag

Sir,

It was very pleasant to see the photograph of my Oakland in your September issue, but I feel I must point out that it isn't a "Yank." It is in fact a product of General Motors of Canada, Limited, and was made in Oshawa, Ontario.

I feel I cannot agree that its inclusion in the vintage circle diminishes the argument "Vintage for quality." There is nothing shoddy or cheap about the construction of this car. I believe that at the time General Motors of Canada made four "brands" of motor car, of which the Oakland was the most expensive but one. The body is beautifully made, and the slender pillar between the front and rear doors is as solid as if it were part of the chassis itself.

I am sorry to take up more of your valuable space, but I feel I must set the Oakland's birth certificate to rights.

I am, Yours, etc.,

Hoylake. JOHN B. RUDKIN.

[We have ordered fresh supplies of sackcloth.—ED.]

Sir,

My husband is an ardent reader of MOTOR SPORT, and many other motor papers and we lose many hours of beauty sleep over these, but his real interest is in what I call old crocks. He has a 1926 A.C. and lately bought a 1926 Hupmobile Eight which after a little hard work has taken us on a long tour down South Somerset and Devon without one spot of bother, registration No. VP 2671. Everywhere we went people were most curious not to say "nosey" as to what it was.

Heads would pop out of passing cars to see the front and we had no end of fun watching people when we were parked. Now, Mr. Editor, could you spare space to mention that this was seen either on the front at Minehead or Seaton, and I'm sure my husband would take at least one size larger in hats, and I should enjoy the fun too, as he did say perhaps someone will write to MOTOR SPORT about it. It may get to the Monte Carlo Rally next year, who knows?

I am, Yours, etc.,

Mold. M. C. CLARK (Mrs.)

[We hope that now Mrs. Clark no longer refers to the Hupmobile and A.C. as "Old Crocks!"—ED.].

* * *

Sir,

I hesitate to parade my ignorance before the experts who read your periodical, but I feel I must raise my voice in favour of that very pleasant small car, the Rover Nine (called, I believe, the "9/20"). I caught the vintage fever while at college last year, and found this Rover growing into a hedge near Cromer. Fortified by a little experience gained in the Army and by hanging round sports car talk in public houses (and lots of optimism), I purchased it, and had it towed home, all for the princely sum of £5 10s.

Then followed the business of getting it on the road. One rather baffling problem arose when the pistons refused to move in the bores. Penetrating oils, crowbars and jacks all failed, and we eventually moved them by really un-

orthodox means. We undid the nuts holding the block to the crankcase, and while a confederate heaved on the starting handle, I put a chair leg on each of the descending pistons in turn and clouted it with a large hammer. The rest was quite plain sailing. The wiring I left to the local garage. The only new part required (apart from tyres) was a cut-out, which is by any standard very good going indeed for a car which was first taxed in July of 1924, and has had very hard use. It has, I know, been used to cart potatoes about fields, and to haul timber out of a wood. I would like to know a lot more about the car's history. I have been told that it is a flat-twin chassis with a four-cylinder water-cooled engine in it, but as the car number, LD 40120, is also on the engine and chassis, that seems unlikely.

Perhaps it is because it is the first car I have owned, but it seems a very "driveable" car. It is economical, doing about 35–40 m.p.g., and moderately fast. It never stands under a roof, and it is usually run only at weekends (when, with my wife, an enthusiastic passenger, I roar round the countryside), but it starts very easily. The acceleration and road-holding amaze the pilots of pottering fug-boxes. Long may their derisive grins in their mirrors be turned to puzzled stared at the rear views of the old 'uns.

I don't know if there are many more Rovers of this type about, but I would like to hear from anyone who runs one.

I am, Yours, etc.,
Downham Market. J. D. MAJOR.

[The early four-cylinder Rover Nine followed the flat-twin Rover Eight and no doubt much of the chassis is identical. —ED.]

* * *

Sir,

You may be interested to hear that I and three companions have completed a 1,265-mile tour from Rugby around the north-west of Scotland and back in a mere 10 days in a 1926 Bean Twelve. This car gave absolutely no trouble throughout the week and averaged 22 m.p.g. Relays of drivers managed to average about 25 m.p.h. Our longest hop was 240 miles in one day, but the old Bean lapped up the worst that Scotland could offer in the way of gradients and so-called "A"-class roads.

I am, Yours, etc.,
J. S. CUTLER.
Rugby.

* * *

Sir,

Having met two other Lorraine-Dietrich owners we have decided we would like to have a Lorraine-Dietrich Register. I would be pleased to hear from anyone who has a whole or even a half member of this famous marque.

I am, Yours, etc.,
74, Uphill Road, PETER CHAPMAN.
London, N.W.7.

[Do these include the 1926 saloon we heard of recently near Cambridge ?—ED.]

♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦

The following new prices for both Javelin and Jupiter became effective on September 1st, 1951.

| | *Basic Price* | | | *Purchase Tax* | | | *Total* | | |
|---|---|---|---|---|---|---|---|---|---|
| Javelin saloon | 675 | 0 | 0 | 376 | 10 | 0 | 1,051 | 10 | 0 |
| Javelin saloon de luxe | 750 | 0 | 0 | 418 | 3 | 4 | 1,168 | 3 | 4 |
| Jupiter chassis | 540 | 0 | 0 | 150 | 15 | 0 | 690 | 15 | 0 |
| Jupiter 2/3 seater | 895 | 0 | 0 | 498 | 14 | 5 | 1,393 | 14 | 5 |

# *The "Model Engineer" Exhibition*

♦♦♦

MODEL cars were a prominent feature of this year's *Model Engineer* Exhibition. H. C. Baigent's G.P.-circuit-racing was demonstrated, c.i.-powered replicas of Alfa-Romeo, Ferrari, Lago-Talbot and B.R.M., etc., racing three at once over an exciting course embracing left and right-hand turns, uphill and downhill sections. We noticed a footbridge most dangerously situated on one of the turns, and as the drivers took the bends at a scale speed of 160 m.p.h. we were not surprised that one was thrown out! On August 27th Stirling Moss, Reg. Parnell and Bob Gerard, with Joan Gerard, attended and "had a go" at this circuit racing—it isn't truly realistic yet but most of us can hope to live to see radio-controlled models running over similar circuits, and that should satisfy the very critical.

Of the static models, P. Bennett showed a 6C Maserati with 6-c.c. engine, D. H. Coombes an E.R.A. based on the commercial "1,066" chassis, L. A. Hancox his clever $\frac{1}{8}$ in. = 1 ft. scale, c.i.-powered "TC" M.G. Midget, R. H. Shillito a semi-scale freelance model rather like an XK120, and H. A. Williams a very well-made freelance model of a 1½-litre sprint chassis, the B.A.W. Special, with ingenious steering linkage, independent suspension and a beautifully-constructed multi-cylinder engine.

Of the non-working models, G. B. Darling's tiny "solid" B.R.M. caught the eye as splendidly finished and detailed, H. Jackson put in a 1/20-in. Healey saloon made from scrap, and L. R. W. Dagnall and S. E. Hamilton a $\frac{7}{8}$-in. = 1 ft. scale model of the Rolls-Royce touring limousine, its radiator and lamps very realistic and the doors opening to reveal details such as arm-rests, ash-trays and the correct leather upholstery at the front and those enormous cloth-upholstered seats at the back. R. J. Wallace contributed a 1 in. = 1 ft. Jeep, valued at £150; he made the tools before commencing on the model!

S. J. Funnell's 1½ in. = 1 ft. Leyland Tiger motor coach particularly appealed to us by reason of its completeness and realism. T. Owen exhibited the smallest radio-controlled model, in the form of a $\frac{3}{4}$ in. = 1 ft. 1949 Buick convertible, and K. H. Pritchard a detailed $\frac{1}{8}$-scale model of a Sunbeam-Talbot "90" chassis with a 5-c.c. Kestrel petrol engine as motive-power—he intends to show the finished car next year. F. W. Waterson's six-cylinder, twin o.h.c., 30-c.c. petrol engine with magneto ignition is destined for a model boat but pointed the possible trend of model car power units.

Amongst the trade stands we noticed Exide batteries tirelessly powering a model tug, the 30-c.c. Seal Major engine and a very clever four-cylinder ignition distributor, suitable for car models, on the stand of Craftsmanship Models, Ltd., driving tests in progress on J. Lyons' stand, model racing cars on Electronic Developments stand, and Z.N. Motors' wide range of parts for model racing cars. But the only truly realistic commercial models seemed to be the electrically-driven Morris Minors, in miniature "Nuffield Industries" packing cases, shown by Victory Industries (Surrey), Ltd., who also scooped Earls Court by eight weeks by exhibiting their scale-model of the 1952 Vauxhall Velox! This, like the Minor, is electrically driven and will be available from Vauxhall Distributors, price £2 1s. 6d., inclusive of purchase tax. They also had a Gardner-M.G. model on show and will soon introduce a "TD" M.G. model—enterprise we admire.—W. B.

## 4,000 *MILES WITH A PLUS FOUR*

*Continued from page* 481

"pit-stop," and there has been no recurrence of the trouble since.

Alas, after 1,750 miles the off-side steering damper was seen to have broken and when, about 250 miles later, its fellow went the same way, the car became unsteerable at under 40 m.p.h., due to chronic wheel wobble. This, in turn, racked the radiator and started a tiny leak (cured more or less with one small tin of "Never-leak"). I needed the car and put up with this irritating complaint for a further 2,000 miles, but the police took too great an interest (on one occasion we were "arrested" by no fewer than five mobile cops who wanted to know, couldn't I see my front wheels?—I couldn't, of course, with those excellent front wings in place!) So Morgan's supplied new dampers and Archers, of Aldershot courteously fitted these wafer-thick affairs in 1½ days, for a charge of £1 18s. 6d., discovering at the same time a broken near-side rebound spring. Now the Plus Four and I can go to town again. But I await re-designed dampers with some impatience.

While on "snags," let me say that a bonnet bracket has broken despite gentle treatment, the screen wiper gets so hot you can't lay a hand on it and an evil-smelling chewing-gum runs out (however, it goes as well as ever!), the choke sticks and its wire has pulled out, a wing stay has come adrift, and the silencer joints have blown somewhat (lovely noises, though!). Those, however, are the total mishaps to a car which has had to give maximum service with a minimum of attention. And, after all, you must expect a few "bugs" from a new model.

The fact remains that the Plus Four is very good fun to drive, being remarkably handy in traffic, able to hold a speedometer 65 m.p.h. indefinitely, and possessing very good acceleration, cornering stability and brakes. These are qualities that melt the miles.

With hood and side bits up it defeats the worst weather, save for a leak round the wiper-motor mounting bolts and, although you then get pretty warm, the driver can signal *via* the screen flaps. There is good stowage space behind the seat, which, by the way, is non-adjustable. The Lucas lamps are excellent, the horn sensibly penetrating, the triple rear lamps are appreciated, there is comfortable parking space for your clutch foot *between* the pedals, the screen will fold down, the long, well-louvred bonnet enhances the very pleasing appearance of this low-hung, well-finished car, and, although it unnerves me, so far the accelerator cable hasn't broken. Further good points: excellent panel lighting (but a horrid red light when the headlamps are undipped!), a "real" dashboard, excellent leather upholstery, very accessible dip-stick, good snap-open fuel filler, an 11-gallon tank and in-built jacking. The batteries are rather tucked away, one spare wheel has to be removed to grease the back spring trunnions, and the oil filler cap is rather cruel to the fingers. But these are minor grumbles and I am genuinely glad to forsake the editorial chair for the driving seat of this game little Morgan with the big engine.—W. B.

# CARS I HAVE OWNED

*by*

R. R. C. Walker

**R. R. C. Walker is an enthusiast with good taste in cars. Associated today with the very fast 3½-litre sports racing Delahaye, the G.P. Delage with E-type E.R.A. engine and a DB II Aston-Martin with "Vantage" engine, nevertheless like so many of us he started his motoring career with lesser fry. Here he tells, most entertainingly, how he progressed from a 1924 Morris-Cowley to his present stable. As Rob Walker's account is rather long it will appear in two parts. What follows describes his experiences up to the outbreak of the Second World War. Part 2, dealing with the cars he has owned since the war will appear next month—Ed.**

AFTER agreeing to the request to write this article, I suddenly realised that I had quite a formidable task on hand. Firstly, because it is generally thought amongst my friends that I cannot even read, let alone write, and secondly because of the quantity and variety of the subject, which ranges over a total of 34 or 35 cars, depending on what date I manage to finish this article, with prices from 2s. 6d. upwards. I have kept a photograph album of them all, and so will run through this, commenting on them, but there will be no dates, as I can never remember any, except 1066, and I have not got a car going back that far.

It was not intended to mention any motor-cycles in this article, but there is one that I feel should not be left out. It was a German B.M.W. twin with shaft drive, and it was captured in the desert. As there was an Army control at the gates of Alexandria confiscating all captured material, we flew it inside the control, on the torpedo rack of a Swordfish. I did 9,000 miles on that bicycle and as they have a very narrow petrol tank we used to be able to ride five-up—two on the tank, one on the saddle and two on the pillion. One night we were leaving a joint in Haifa about midnight, four-up climbing Mount Carmel, when a soldier on the side gave us the hitch-hike sign, but we did not stop that time!

My first car was a 1924 Morris coupé, with a Hotchkiss engine, I believe. It was given to me by my mother for Christmas when I was 12; I think she thought it would be a good idea for me to get plenty of practice in, on our drive at home, before I was allowed on the road. My mother had commissioned somebody to buy it for her in Bristol. It cost £10, but no registration book was forthcoming, so my mother got the idea that it was a stolen car. Personally, I *very* much doubt it, although I did hear of a sailor who murdered a child for the 1s. 6d. in its pocket! After several years of trusted service the Morris took to throwing its fan through the radiator, and when this could no longer be repaired, we sold her for 10s.

No. 2 was a 1922 two-cylinder Belsize Bradshaw two-seater. I bargained for the whole of the summer term at Sherborne for this, with the cycle shop, and eventually knocked it down from £10 to £3, and towed it home for the holidays. It always went very well, but when I had to go back to school, since my brother had a driving licence and no car my mother gave it to him, and he did many miles on it until it became a bad starter, and eventually broke his wrist; it served him right for taking it from me!

No. 3 was a 1924 10-h.p. Morgan three-wheeler, with a water-cooled Blackburn engine. Now I was coming to the real thing, as I was just 16 and allowed to drive a three-wheeler on the road. My mother gave me £30 and I found it in Yeovil. In design it had no front wheel brakes, and in practice it had no back wheel brake either. It was reputed to have lapped Brooklands at 84 m.p.h. and to have had four fatal accidents; for the life of me I cannot understand why it did not have more, unless it had only had four previous owners.

No. 4 was a 1922 air-cooled Anzani-Morgan, and was bought at school just before the master came into class. The price was half-a-crown, and just as I handed over the money the master walked in to take the class, but the owner hastily made out a receipt and handed it under the desk in case I should change my mind and ask for my money back. For some unknown reason this car never went very well, and after some time I was forced to leave it in a passing field as it refused to go any further. I believe it is there to this day. Perhaps I should have asked for my money back anyway.

I had now reached the age of 17 so it was time to put three-wheelers away and get on to the more serious stuff. My mother, being a Rolls enthusiast, went to Phil Paddon, and as I had specified a sports car, a very nice four-seater Hyper Sports Lea-Francis, with blower removed, was procured for £60. It ran perfectly for six months, the only mishap being that a stub-axle broke. The wheel plus brake drum shot past me, and narrowly missed an old woman the other side of the road, before I came to earth. Eventually it blew to bits, and after having it repaired I sold it for £45. The buyer nipped smartly off to South Africa without paying me. And he had been a friend of mine . . .!

There followed another Lea-Francis, this time a 1928 "Ulster T.T." model with supercharger. I bought it from Michael Erskine, who has the distinction of being the only dirt track rider who has ridden for England and is an old Etonian, and to this day he is still riding for Wimbledon, and is in the very top class. When I took delivery of this car I found that it boiled very badly owing to a blocked radiator, but I soon fixed all that by running into the back of the Countess of Denbigh's parked car in Duke Street. Unfortunately for my insurance company the Countess was sitting in the back and suffered shock to the tune of £100; also they had to pay for a new radiator, which cured all the boiling trouble.

As we had a drive at home about a kilometre long, with everything one could want—a short straight, an S bend through a dip, and then a hairpin—I thought it was time I constructed something to take the "drive record." This resulted in alterations to two 1926 "Chummy" Austin Sevens, bought for £5 and £7, respectively. They had their chassis underslung, flywheels greatly lightened, two Solex carburetters, and compression raised. They went extremely well and the record for the drive was coming down rapidly; so was the surface, much to my parents' dismay. The end came when one Sunday, my mother, returning from church, found black lines on one corner, then a fence demolished and, finally, an Austin hanging on the remaining post in the fence. I was lent my mother's Rolls and told to dispose of the Austins, so I hooked them on and set off for my friend Arthur Baron in Dorking, whom I knew would buy them. When I got there he



*ONE OF WALKER'S FAVOURITES—The 3½-litre Type 135 Delahaye, with which Arthur Dobson won the "Fastest Road Car" contest at Brooklands.*




*SMART—The* 1935 16/80 *Lagonda Vanden Plas 4-seater, supplied to Rob Walker by Jack Bartlett.*

was delighted to take them, but suggested that far better than him buying them, he could make a level swap with one of the Parry Thomas-engined specials that he had, and this surely would take the record for the drive. When I arrived home after a 200-mile journey, with the Parry Thomas hooked on behind, my mother did not seem very pleased, for some unknown reason!

About this time the "Ulster" Lea-Francis was not going very well, and although I suggested to my mother that Arthur Baron was willing to swap it for a burnt-out "30/98" Vauxhall he was rebuilding, she did not seem to fancy the idea; in fact, she went so far as to say that I could have any other car except a sports car, so after no great deliberation I decided a Rolls-Royce would be the most suitable in the circumstances. Phil Paddon found us a very pretty 20-h.p. with a 1934 two-seater coupé body by Mayfair. It really was a very nice little car for those who want that sort of thing, but despite all the tuning we knew, and fitting a cut-out, 67 m.p.h. was about its maximum. I took it to Paris for three months, during which time I visited as many motor races as possible, including Reims, Peronne and the Bol d'Or. I also spotted a "40/50" Rolls with a new open two-seater body with fold-flat windscreen. This, I thought, was just what I wanted.

On returning to England the slowness of the Rolls Twenty began to harass me, and this was accentuated by a certain amount of competition that I was meeting with whilst up at Cambridge. Also I kept thinking of the "40/50" in Paris, which I thought would be quite fast, although it would still comply with my mother's wish. Eventually I gave way to temptation, sold the "Twenty," and sent a message to a friend of mine to buy the "40/50," which, incidentally, was a "Silver Ghost" chassis with front wheel brakes. It was shipped over to Folkestone, where the Customs were fairly lenient as they only had to charge on the body anyway, and then I drove it straight back to Cambridge. On the way it broke an oil pipe, the only mishap it ever had, but it seemed to go perfectly well without any oil, and would always keep up a speed of 81 m.p.h. endlessly. But I very soon found the snag in the car, and one I never overcame, which forced me to sell it in six months' time; it cost £49 to tax on the road, and only did 4 m.p.g., which was altogether too much for an impecunious undergraduate, despite the enjoyment of always having an admiring crowd around it when parked. Before I sold it, I thought I would find out some of its past history from Rolls-Royce, and I was somewhat surprised to hear from them that they had shipped it to France in August, 1914, and it had never returned until I brought it back.

After selling the Rolls a bad period set in, and, owing to shortage of money (no more was forthcoming from my mother at present), the standard of cars was on the descent again, but not quite back to the 2s. 6d. level.

The first of these was a very faithful 3-litre 1929 Lagonda with two/four-seater Weymann closed body, found on a scrap heap and purchased for £10. On stripping 2s. was found in the gearbox, so purchase price was reduced to £9 18s. It went very well, taking me to Paris and back where I first met my wife-to-be, who was most impressed with it. A speed of 78 m.p.h. on third gear, and just over 80 on top were recorded, and after some excellent service it was sold for £18 to an undergraduate and was last heard of winning a fiver in a backwards race up a hill at midnight.

Then followed unlucky 13, which was a 1932 14-h.p. Talbot fixed-head coupé. It got me to Donington on Coronation Day; I preferred this to a seat that was offered me in the Mall to watch the Procession. But, unfortunately, it only just got me back as a friend with me bet me a packet of cigarettes she would not do 70, and just as the speedometer touched that speed, three big-ends ran. We managed to crawl back to Cambridge.

After the big-end episode a change seemed advisable, so a 1928 12-h.p. Tracta open two-seater was bought for £16. These were front-wheel-drive French cars that used to run at Le Mans in the middle 'twenties, and by the condition of mine it had taken part in every Le Mans ever run. Actually, it went quite well until the front axle began to disintegrate, so it was sold for a slight loss before total collapse.

A pathetic letter home produced £35, and a 1929 supercharged front-wheel-drive Alvis was found, which was a car of remarkably modern design, and a delight to drive, although they were, I believe, known as the Suicide Club. It had an unfortunate habit of getting valve bounce, and as the clearance was adjusted by means of putting in shims, these used to fall out when the valves bounced, and then you were in a poor way, which could only be remedied by removing the camshaft and replacing the shims. My mother thought it was too much when I turned up at Ascot with it, in my top hat, and with my trousers covered in oil from a slight leak, so she decided to invest some more money in a better car for my twentieth birthday.

I chose a 1935 "16/80" Lagonda with a beautiful Vanden Plas open four-seater body, and as it came from Jack Bartlett it was in immaculate condition. It went perfectly and I was very satisfied until one day in France I had great difficulty in overtaking a Citroën and certainly could not shake it off. I realised then that perhaps the "16/80" was not as fast as it looked, and on returning to Cambridge it developed a habit of selecting its own gears without warning, which was somewhat disconcerting. Fortunately, it did not include reverse in its repertoire. One day I was driving up to London from Cambridge with a friend who was reading the *Autocar* and studying the advertisements. Suddenly he read out one that claimed to be the cheapest 1934 "4½" Lagonda ever to be sold, so we decided to have a look at it straight away. It was in a somewhat doubtful-looking spot off the Euston Road, but on running it around the block it went very well except for some noisy gears, and it could be had for a level swap with mine. I was very doubtful about the whole business but was persuaded by the man, who said that if it did not do all he said it would, I could have my money back. The surprising thing is that it did do all he said and more. It was one of the best cars I ever owned and over nine months' really hard driving it never let me down,

and I recorded speeds up to 98 m.p.h. on the clock. We had an amusing incident coming back to Cambridge late one night. My passenger was somewhat inebriated, and when suddenly my side of the bonnet blew up at 90 m.p.h., leaving me with no vision at all, all he said was, "Drive on, drive on, I can see perfectly well."

I had the Lagonda over in Paris for about a month, and during this time I was most impressed by Delahayes, and eventually had a demonstration from one of the works drivers. I must say he did not hang about. We very soon touched 100 m.p.h. in the streets of Paris, which was good enough for me. I felt that the Lagonda could not stand up to what I was giving it much longer (actually I was very wrong, as I saw it, AXL 617, by Barnes Bridge only a month ago). I suggested that my mother should give me a Delahaye for my twenty-first birthday. She thought this a very poor idea as I never kept a car for more than a few months, but she was wrong this time because I kept it for seven years. We found a secondhand "Coupé des Alpes" with rather a nice English drophead body and a Cotal box. The Lagonda was swapped with an allowance of £40 more than I paid for it. I had my first Delahaye and have had one ever since. The car was quite fast. I drove from Monte Carlo to Paris (700 miles) in a day in it, and the engine never gave one moment's trouble in the seven years I had it. I had a slight mishap when experimenting with the gearbox in reverse. On a Cotal gearbox all four forward gears work in reverse, and I was demonstrating this to a friend who was sitting in the back. We had just reached about 60 m.p.h. in reverse-top-gear when his head got in the way of my vision. The next thing I saw was a cyclist, and in the subsequent avoiding action we ended upside down in a ditch. My friend was thrown out over a hedge, and landed in a field by a notice which read "No plots for sale." We turned the car the right way up and retired fairly hastily, although all the engine oil had drained out. On returning the following day to recover a camera and one or two things we met a garage man, who told us that he could have sworn the car was going backwards at the time of the accident.

I had for a long time been watching the activities of the racing Delahaye, especially when Bira drove it in the 500-Mile Race at Brooklands, averaging 114 m.p.h. and lapping at 127 m.p.h.—also his easy win in the Twelve Hours Race at Donington; and then suddenly my chance came. I saw it in a window in Park Lane, for sale, and it had been put there by Count Heyden, of Delahaye's, whom I knew well. The story he told me was that I could buy the car cheaply because he had been guarantor of the hire purchase agreement of the previous owner, and as the previous owner had been smuggling arms to Spain and was now spending some time at His Majesty's pleasure, Count Heyden had to pay up the residue of the hire purchase money, and he took the car, which did not stand him in at a great deal. Whether this story was true or not I never knew, but the rate wine bottles and Spaniards kept going in and out of the office I would not have been surprised if Doric Heyden was not doing the smuggling himself, and indeed, although a very likeable and popular character, I am afraid he came to a sticky end when he was shot for some misdeed in Paris in 1944.

Anyway, for a very moderate sum I bought the car, again on the hire purchase agreement, and I decided it would be an ideal car to learn to motor race on, which was my main ambition; also it would come in useful for making some quick dashes from London to Cambridge.

My first day's racing at Brooklands was not very successful, although it should have been. I could not do better than an outer circuit lap at 111 m.p.h. in the wet, and on the Mountain Circuit I was lying second with over a lap to go and only one "Brooklands" Riley to pass about 50 yards ahead, when I got so excited that I spun round on the Vickers corner and finished my chances. The Riley won.

About this time the "Fastest road-racing car" controversy was raging, and I was invited to enter the Delahaye. I wanted to give the car the best chance possible, and I knew with my inexperience it would not have that, so I asked Arthur Dobson to drive. Of course, Arthur won, and I readily admit that it was his driving that did it, but I think Ian Connell's Lago Talbot is only fractionally faster than the Delahaye, and both he and Guy Gale, the present owner, admit the Delahaye is far easier and lighter on corners. As far as Hugh Hunter's "2.9" Alfa was concerned, it was obviously a lot faster than either car, but it did not stay the course so cannot really be considered. To prove it was not a fluke, I then myself won the First Whitsun Mountain Handicap with the Delahaye by 0.4 of a second from Peter Aitken's 2-litre E.R.A.

The car was then lent to Bira, who easily won the sports-car race at Crystal Palace with it, and after that Ian Connell and I drove it at Le Mans and finished eighth. After that I drove it in the August Meeting at Brooklands, and then entered it for La Baule, but unfortunately this was scratched as war broke out that day, although I waited over in France hopefully until the final cancellation was made two days before the race was to be run. In those days it seems fairly good starting money was offered, but if you failed to appear then you had to forfeit as much as they were going to pay you. This was the case at La Baule and I was not going to lose that amount of money, war or no war.

When I first had the two Delahayes it was necessary for me to have a third car, as this was in 1938 and I was still in my last year at Cambridge. The ruling there was that all cars had to be in their garage by 8 p.m. and the garages used to check them in at night. This of course prevented you going up to London and coming back at midnight in your car registered with the University. The only way around this was to keep a very inconspicuous car, not registered with the University, at an unofficial garage, and preferably not in one's own name. This I did, and decided to have a very cheap car for the job. The first one was a 3-litre Lagonda drophead coupé bought for £30, but it was not the greatest success, as all the big-ends ran on its first run up to Cambridge, and after that it never went well, and so had to be disposed of rather quickly.

The replacement was noteworthy for two things. Firstly it was my twenty-first car, and as I was then that age I had at last caught up. Since then I have just kept the cars ahead! Secondly, it was the only American car I have ever owned. I think it was a wise choice for the job on hand and it fulfilled it well. It was a 1935 Ford V8 30-h.p. drophead coupé, and it went quite quickly, reaching a maximum of 85 m.p.h. It only had one vice, which I think was not an unusual one for American engines of that age. It used a complete sumpful of oil on every journey from Cambridge to London and vice versa. I cannot for the life of me remember if I sold the Ford or to whom or for what; perhaps it is still mine and at Cambridge, but if so I had better keep quiet about it, as the garage bill will be far more than the car is worth.

Anyway I never saw the faithful Ford again after leaving Cambridge, possibly because I left in a hurry, not enforced as you may think, but to drive at Le Mans. So when war broke out I was left with just the two Delahayes (numbers 18 and 19 in the scrapbook), but I think their war-time activities must be continued at a later date.

*(End of Part I)*

## A MOTORING SCARF

Jacqmar are to be congratulated on their "Road Wheels" scarf, which depicts the history of mechanical transport in the form of representative vehicles in bright colours on a big heliotrope silk square. We love the characters in their 3-litre open Bentley, single-cylinder Austin Seven, 1909 and present-day Rolls-Royce, two Daimlers, Austin, Ford, Wolseley, etc., which are among the classic makes depicted on this beautiful article of motoring wear. Most of us at MOTOR SPORT are married men but we are all agreed that, were we single, this scarf would represent THE PRESENT with which to entice a wary girl friend out in an open sports car. Priced at £5 5s., this is, too, the ideal Christmas gift. Enquiries to Jacqmar, Ltd., 16, Grosvenor Street, W.1, mentioning this paper.

Esso have introduced a series of eight excellent 5 miles-to-one inch maps of Britain. These show very clearly the main roads and give adequate details of the lesser roads, while major landmarks and boundaries are shown. They are nicely printed on strong paper, with a National Grid places-reference key, and can be obtained, at 6d. each, from Esso Service Stations. The maps comprise: No. 1, London (1 mile to the inch); No. 2, S. & E. England; No. 3, S. & W. England; No. 4, Wales and Midlands; No. 5, Northern England; No. 6, Southern Scotland; No. 7, Northern Scotland; No. 8, Ireland. The full set, costing a mere 4s., is remarkable value, while for 2s. 6d. the motorist can obtain five maps with the aid of which he can find his way adequately to any part of England. We count these Esso maps a Good Thing; it is so pleasant these days to discover a genuine bargain.

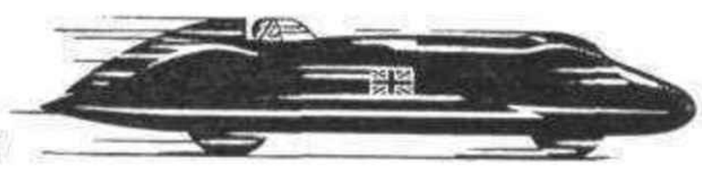
# INTERNATIONAL CLASS "F" RECORDS FOR BRITAIN

# Lt.-Col. "GOLDIE" GARDNER

# with his MG regains world speed records★

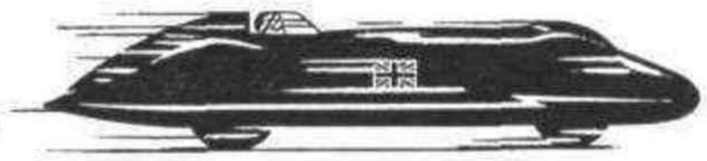
★

**137-4 m.p.h.**
ONE HOUR

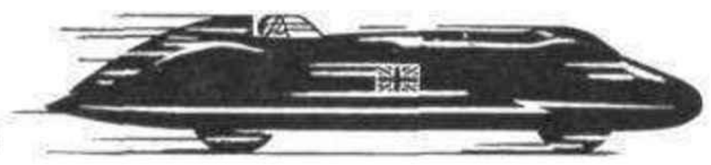


**ALSO HOLDS**

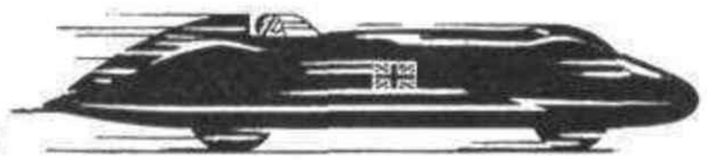
**204-3 m.p.h.**
FLYING KILO



**203-9 m.p.h.**
FLYING MILE



**200-6 m.p.h.**
FLYING FIVE KILOS



*Subject to official confirmation.*

Lt.-Col. "Goldie" Gardner also achieved the following records :—

STANDING START
★ 50 KMS . 127·8 M.P.H.
★ 50 MILES 132·0 M.P.H.
★ 100 KMS . 130·6 M.P.H.
★ 100 MILES 136·6 M.P.H.
★ 200 KMS . 135·1 M.P.H.
(*Subject to official confirmation*)

All these records were attained with a standard T.D. Engine (Supercharged) as fitted to the current production model of the popular M.G. Midget.

Safety MG fast!

Apart from these latest successes Lt.-Col. Gardner's M.G. holds World Records in International Classes "G," "H," "I" and "J" for Flying Kilo, Flying Mile and Flying 5 Kilos.
(*Subject to official confirmation*)

THE M.G. CAR COMPANY LIMITED · SALES DIVISION · COWLEY · OXFORD
London Showrooms: University Motors Ltd., Stratton House, 80 Piccadilly, W.1.
Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1.

NUFFIELD PRODUCTS

# RUMBLINGS

**Bravo "Goldie"!**

Congratulations to Lt.-Col. A. T. "Goldie" Gardner on his new International Class F records, not to mention ten American records. He used a virtually standard "TD" M.G. Midget engine, aided by a Shorrock supercharger, in his M.G., as we reported in the August issue. The new records are as follows (previous holder in brackets):—

| | | | |
|---|---|---|---|
| Standing start | 50 kms. ... | 127.8 m.p.h. (Crossley-Alta : | 125.92 m.p.h.) |
| ,, ,, | 50 miles ... | 130.6 m.p.h. ( ,, | 124.40 m.p.h.) |
| ,, ,, | 100 kms. ... | 132.0 m.p.h. ( ,, | 124.17 m.p.h.) |
| ,, ,, | 100 miles ... | 135.1 m.p.h. (Veyron-Bugatti : | 119.01 m.p.h.) |
| ,, ,, | 200 kms. ... | 136.7 m.p.h. ( ,, | 118.88 m.p.h.) |
| ,, ,, | 1 hour ... | 137.4 m.p.h. ( ,, | 119.01 m.p.h.) |

The hour record is a magnificent achievement, especially as Gardner, aiming at an ambitious 140 m.p.h., had to hold 6,200 r.p.m. instead of the pre-arranged 5,500 r.p.m., which caused the oil temperature to exceed 100 degrees C and an oil pipe to break. Gardner had to cut out on the last of his 10-mile circuits of the Utah Salt Flats and coast in neutral for 3½ miles! Incidentally, his American records include the f.s. 50 and one-hour, set to 134.7 and 139.3 m.p.h., respectively, beating the old hour record by *over 73 m.p.h.*!

The timing gear failed and the rains came before Gardner could attempt to raise his own Class F short-distance records. But what matter—he already holds the flying kilo, mile and five kilos honours, at over 200 m.p.h. His latest bid is a fine example of British achievement, backed by the able Nuffield Organisation. Amongst the components which contributed to this M.G. success were Lucas ignition, Ferodo clutch and brake linings, Dunlop tyres, Cam Gears steering, Tempered Spring Co. valve springs, Andre shock-absorbers, Smiths instruments, Lodge plugs, Ki-gass starting and Duckham's oil.

Two days later D. Van Osten, sponsored by *Motor Trend*, established 23 American stock-car records at the same course, from 25 kilos to 1,000 kilos, driving a standard "TD" M.G. Midget taken from a Salt Lake City showroom only a few hours before. The run lasted 12 hours, at an average of 75.34 m.p.h., and the M.G. stopped only four times.

* * *

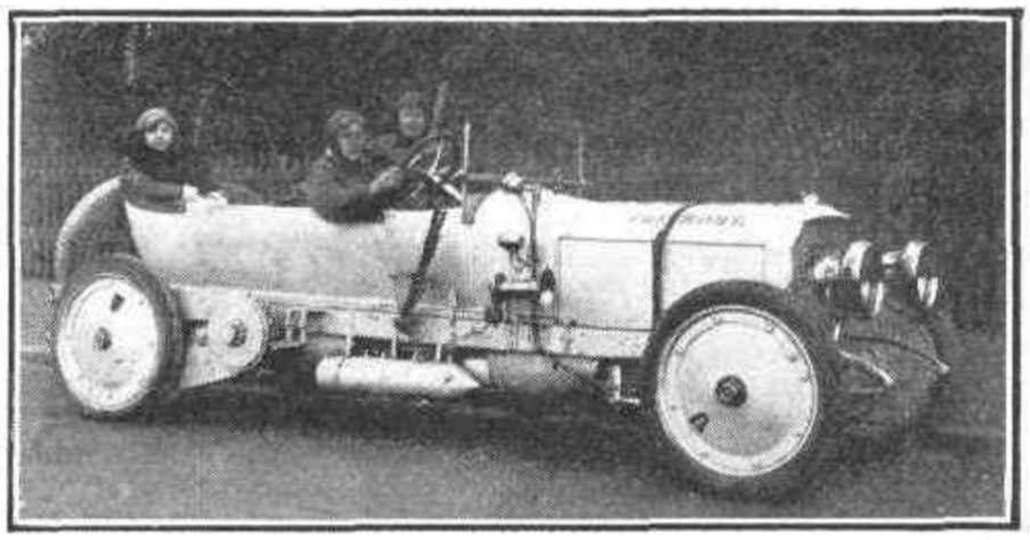
**In the Home**

Motoring enthusiasts have been likened to fanatics and this may well be true, particularly of those who take their hobby into their homes, thus exasperating wives and girl friends. Into their homes? Well, crankcases and gearboxes stowed in drawing rooms or under the bed . . . But what we really had in mind were those bright persons who create the right "atmosphere" by ingenious means—a door knocker cunningly contrived from a piston crown and a pivoted con.-rod, a lamp standard that is an ill-disguised inverted steering wheel and column, that magneto acting as a gas-lighter, hot-water radiators that are just that (!), and electric fires similarly adapted. There was that horror, the bulb horn with Edwardian flexible extension in lieu of a conventional door bell, and one acquaintance threatened to buy a vintage car, install a crystal receiver, generate his own electricity and read no newspaper or journal dated later than the early 'twenties. We have not heard from him of late, so perhaps . . . !

Less expressive, but also less troublesome, are paper weights made from old valves, ash trays from cut-down pistons, and certainly no one will object, not even the wives, to motoring items of wearing apparel such as Club pullovers, scarves, and ties (who pioneered the Club tie? The Bugatti O.C. was early in the field with its beautiful blue and gold silk tie and the blue V.S.C.C. tie with badge in white is very popular these days). No, the feminine element surely can't mind these things—after all, they can retaliate by wearing one of those delightful "Road Wheels" silk squares by Jacqmar.

There is also the decoration of study or drawing room with good photographs or drawings of drivers and their cars, and with "Dinkie" miniatures and other car models.

Before we leave this topic, if you have introduced an unusual "motoring item" into your home that might intrigue fellow nthusiasts, please drop us a p.c. about it.



*OCTOBER QUIZ.—Make of car on a p.c. please, by October 10th, so that we can publish the Names of the Knowledgable in our November issue.*

**The MOTOR SPORT Silverstone Trophy**

The contest for the Trophy donated by A. A. Baring and the MOTOR SPORT £50 cash prize worked out very well. The rules were published in the May issue and were devised so that the winner should be a driver and car consistently successful at a Club Silverstone race meeting. The accompanying table shows how D. Margulies and his very rapid Talbot 105 [they now tell me it under-steers!—ED.] built up a commanding lead on points until the S.U.N.B.A.C. Meeting. Here he ran with a stiff new engine and was unplaced, so D. J. R. Chapman, winning his second race in his two-seater 4½-litre Bentley, got within 1 point. It was now that the point of our rather complex rules became apparent, for Margulies could only run again if he could qualify in one of the handicaps at the M.C.C. Meeting. He made a gallant attempt to do so but, his engine stiff, finished seventh, whereas only the first four qualified. He had been passed by two XK 120s which started 10 sec. after the Talbot. Hard luck!

The interest still held, for, unplaced, Margulies nevertheless retained his 1 point lead. Chapman would need to finish sixth in the Final to tie, higher than this to win. As it was he drove magnificently, snicking third gear in silently for Stowe corner, and won comfortably at 68.91 m.p.h., thus gaining a further 6 points, a total of 26 to Margulies' 21. Warm congratulations!

And our thanks to all those clubs which co-operated in running the contest.

Whether we can call this Trophy the "Silverstone" Trophy next season is unknown at present, but certainly it, and the MOTOR SPORT Brooklands Memorial Trophy—won under even more exciting conditions by Hawthorn and his Riley at Goodwood last August—will be put up again next year.

| | MAY 19TH V.S.C.C. | | MAY 26TH MAIDSTONE & MID-KENT | |
|---|---|---|---|---|
| | | *Pts.* | | *Pts.* |
| 1st | D. J. R. Chapman (Bentley) | 6 | Margulies ... ... ... | 10 |
| 2nd | T. A. Parkes (M.G.) ... | 5 | Chapman ... ... ... | 11 |
| 3rd | D. Margulies (Talbot) ... | 4 | Goodhew (Lagonda) ... ... | 4 |
| 4th | H. C. Bradford (M.G.) ... | 3 | M. J. C. Keen (H.R.G.) ... | 3 |
| 5th | D. McKenzie (Bentley) ... | 2 | A. P. Hitchings (Allard) ... | 2 |
| 6th | D. Parker (Frazer-Nash) ... | 1 | P. J. Simpson (Healey) ... | 1 |

| | JUNE 2ND EIGHT CLUBS | | JULY 28TH ASTON-MARTIN O.C. | |
|---|---|---|---|---|
| | | *Pts.* | | *Pts.* |
| 1st | Margulies ... ... ... | 16 | Goodhew ... ... ... | 13 |
| 2nd | Keen ... ... ... | 8 | Margulies ... ... ... | 21 |
| 3rd | M. P. Anthony (S.S.90) ... | 4 | J. G. Vessey (Lancia) ... | 4 |
| 4th | Goodhew ... ... ... | 7 | J. G. Fairman (Bentley) ... | 3 |
| 5th | R. A. Page (Allard) ... | 2 | Chapman ... ... ... | 14 |
| 6th | Chapman ... ... ... | 12 | Mrs. Gibbs (H.R.G.) ... | 1 |

| | SEPTEMBER 1ST S.U.N.B.A.C. | | SEPTEMBER 8TH M.C.C. | | FINAL PLACINGS | |
|---|---|---|---|---|---|---|
| | | *Pts.* | | *Pts.* | | *Total pts.* |
| 1st | Chapman ... ... ... | 20 | Chapman ... ... | 26 | Chapman ... | 26 |
| 2nd | D. O'M. Taylor (Jaguar) ... | 5 | W. B. Black (Jaguar) | 5 | Margulies ... | 21 |
| 3rd | K. H. Downing (Connaught) | 4 | E. H. Heath (M.G.) | 4 | Goodhew ... | 13 |
| 4th | T. A. Parkes (Morgan) ... | 3 | R. Biggs (Riley) ... | 3 | Keen ... | 8 |
| 5th | P. Westley (J.A.G.) ... | 2 | Taylor ... ... | 7 | Taylor ... | 7 |
| 6th | J. B. Swift (Jaguar) ... | 1 | L. Wood (Jaguar) ... | 1 | Black, Parkes } | 5 |

## *Road-Test Impressions of*

# TWO AUSTINS

## *The A70 Saloon and A90 Atlantic Sports Saloon*

I WAS away when the Austin A70 Hereford came along for test. Consequently, it was handed over to a colleague who, having had experience of modern American and continental cars, was the obvious person to comment on a current production from his own country. I merely drove it back to the office and pretty swiftly from there to have a look-see at Connaught Engineering and back to the big Austin depot at Holland Park. That day concluded with a ride home on the pillion of a Norton motorcycle, which, if not exactly the vehicle of my choice, was preferable to British Railways. Colleague reports on A70 as follows :—

"In some ways it was rather unfortunate that the Editor should have picked on me to try the Austin Hereford while he was away on holiday. I have a biased mind where modern English cars are concerned, believing most of our progress to be sideways. Consequently, I was aware that inwardly I was not going to like this Hereford from the moment of seeing it. Discarding all thoughts of motoring being a sport, and mentally adding 30 years to my age, I approached the Hereford from the correct angle. Using the car over a long week-end in that frame of mind I was reasonably content with what I found.

"It was fortunate that I added the 30 years to my brain and not my physique or I should have spent the whole week-end in bottom gear, for the force required to move the steering-column gear-lever from bottom to second was such that I did it only once and after that always started in second gear; similarly, getting into bottom gear from neutral was virtually impossible without going into second beforehand. I believe this type of modern gear control is sometimes called 'finger-tip' but, as far as first and second are concerned, I should prefer to call it 'clenched fist'! However, the very smooth clutch and rubber-mounted engine allow a nice gentlemanly getaway and the upper changes are very good, especially the synchromesh changes from top to third. Drifting gently along the roads, as the English are wont to do, the Hereford runs smoothly and silently and it was very pleasant to listen to the Radiomobile, which, with its sensibly placed loudspeaker in the roof above the windscreen, is uninterrupted by either engine or wind noise. It was unfortunate that I had forgotten to raise the aerial before starting out, with the result that I had to stop and became rather wet while getting out to do so. If only the extendable aerial had been mounted a few inches farther back along the scuttle-side it could have been reached by winding down the window;; of course, the designer may have had extra-long arms! When lowering the window I was well pleased with the positioning of the handles, which are easy to get at and do not get in the way of the elbow whilst driving, as so many modern fitments do. The Girling hydraulic brakes are extremely powerful and more than able to cope with the general speed of the car and, what is more, have a very nice feel to them that makes them pleasant to use when slowing the car momentarily. The 'umbrella' handbrake on the left of the steering column, for use when parking, is also pleasant to use.

"Cruising along the open roads at speeds around 40–50 m.p.h., the control is quite effortless, and the ride is extremely smooth, bumpy roads can be taken without lowering the speed and the way the bodywork remains quite level, with no fore-and-aft pitching, is very impressive. Whilst taking some of my friends about on the social rounds we discovered innumerable little items about the interior of the car which deserve full marks, for, after all, it is the interior which is of prime importance to the occupants. With a rather long-legged friend in front with me it was nice to be able to move his part of the bench-type front seat backwards without disturbing mine, while the two friends in the rear praised highly the sensible width of the centre arm-rest that allowed them both to use it at the same time. Similarly the 'pulls' for the rear seat passengers are held in a horizontal position above the rear doors by light internal springs so that when you let go they raise themselves out of the way. Everywhere there are convenient places for putting the odds and ends that one seems to take motoring, with space in the dashboard locker, behind the rear seat and with pockets in all the doors. The orange interior light is nicely subdued and not hard on the eyes, though it is not possible to read by it. With the rather poor summer weather the heating arrangements were very much appreciated and so were the windscreen demisters. For sunny weather the two vizors are quite good but not quite deep enough, bearing in mind the fact that the front seat cannot be adjusted for height. Fortunately, the choice of radio programme is left to the driver, for with the control knobs mounted in the dash panel above the steering column, the front seat passenger would have to obstruct the driver a little while changing programme. Travelling as we were the steering was delightful and the sensible horn ring in the centre of the steering wheel makes giving warnings a very simple matter, as does the direction-indicator control mounted in the wheel centre. The large curved windscreen gives a wonderful view forwards and an impression of spaciousness to the interior of the car, but the thick windscreen pillars occasionally make it difficult to see people stepping off kerbs. Not being mechanically-minded the business of attending to things under the bonnet held little interest, although the way the Austin badge on the bonnet is used as a bonnet catch struck me as rather clever. However, I did notice that the garage mechanic seemed to have a little difficulty in removing the dip-stick from among some




[MOTOR SPORT *copyright.*

***AUSTIN OF ENGLAND—The A90 is the fastest of the present Austin range. It has excellent anti-drag qualities and very good acceleration.***

of the wiring and the air-filter on top of the engine did not make it easy to pour in oil ; also I was horrified to see that, due to the high bonnet-sides, the man's overall belt-clip made scratches on the cellulose as he leant across the mudguard to pour the oil in.

"The amount of petrol used did not seem unduly great, a gallon being put in for every 22 miles, and this was carrying four people. For a short time we were six, which was still comfortable within the roomy body. We were lucky in not having a puncture as it would have meant removing all the luggage from the rear locker in order to raise the floor-lid to have the spare wheel lifted out.

"At night the headlamps gave plenty of light for the type of motoring we were doing and the foot-operated dip-switch is easy to find. Some of my friends had said that the curved windscreen would make it difficult to see at night, but I did not find this so, even in pouring rain, and the windscreen wipers did their job well. The little sidelamps, that look as though they are fitted to the wings after the car has been finished, are very good as the red ends can be seen from the driving seat, indicating that all is well. It is also very convenient to be able to switch off the instrument lighting by a separate switch and drive with complete darkness in the interior.

"Taken all round I was well pleased with the Hereford, especially with its detail fittings, while the exterior looks and finish brought forth admiration from the majority of my friends. Even with the enormous amount of purchase tax that one has to pay these days, the price of £941 1s. 1d. seems very reasonable for this roomy, comfortable and well-fitted car, while the basic price of £604 is first-class value for money. Many of our readers like to stick to one make of car, and those English gentlemen who have a liking for 'Austins of England' will be well pleased with the Hereford.

"Remembering the young enthusiasts for a brief spell, I threw away my extra years, removed my bowler, and looked at this Austin from the fast car angle, aided and abetted for a while by certain knowledgable types who know more than the average about car design. The apparently smooth four-cylinder engine was only deemed so because of rubber mounting, nor does it give very much power, as shown by the fact that the speedo will not indicate above 75 m.p.h. on normal roads, and it needs a long by-pass to see over 80 m.p.h. At 55 m.p.h. in third gear the protestations from the engine vibrate through the steel body so much that speech is impossible. The pitch-free ride along a straight bumpy road is very good and beyond complaint, but this has been achieved by spring rates and suspension design that were never meant to be shown a corner. With the high centre-of-gravity the weight transfer under cornering is out of all proportion and produces a vicious roll-oversteer with which the steering ratio cannot cope.

"The gear-lever and throttle linkage are both very poor and the complete opposite of 'progressive,' and another fundamental point, largely the cause of the bad handling, is the fact that the 6.00 by 16 tyres are quite incapable of dealing with the weight of the car and its transfer on cornering. The dry weight being 25 cwt., plus 6 cwt. of passengers, means that the tyres are grossly overloaded, with resultant tyre scream long before corners are rounded. One could go on for ever about the fact that the present-day English car is designed by the styling department and then modified to suit the requirements of the costs department, but I do feel that the Hereford, while adequate for its purpose as a family saloon, could benefit from the application of a little basic engineering research.—D. S. J."

* * *

Another Austin came along next, in the form of an A90, the fixed head Atlantic sports saloon which Alan Hess, Austin's P.R.O., refers to as a "hard-top." This A90 was gratefully used for a journey to the south coast in search of sea and sunshine, the baggage-laden return, and subsequently for a run up to Silverstone and back on the occasion of the 750 Club's novel and enjoyable Relay Race.

The A90 is an automobile very much in the American style and as such provides swift, comfortable travel, with plenty of accommodation for five or six persons and their effects. I would put as its chief attribute its effortless high-speed running. Above 2,000 r.p.m. the 2.6-litre o.h.v. four-cylinder engine produces very effective acceleration, and in no distance at all you are cruising at some 4,000 r.p.m., or 75 m.p.h. This speed becomes normal along any bit of brief straight road, and feels like 50-60 m.p.h. in many other cars.

As a result, the A90 covers a lot of ground in very little time, even if its suspension is such that corners demand respect. As a matter of fact, I think the present model, with a top gear of 4.125 to 1 instead of the earlier 3.667 to 1 axle ratio, is undergeared, for valve-crash comes in at 4,500 r.p.m. (absolute maximum r.p.m. equals 4,800), and this is attainable in top gear with a surprisingly short run, so that the engine, rather than the rolling English road, limits the A90's maximum to about 84 m.p.h. In the same way the maxima in second and third gear are approximately 40 and 60 m.p.h., respectively. Peak power is developed at 4,000 r.p.m, anyway. Perhaps Earls Court will reveal another change of axle-ratio ?

The springing is no doubt intentionally supple to give a shock-free ride, but this does destroy accuracy of control when cornering, due to a pronounced roll oversteer, nor did the damping iron out up-and-down movements over bad surfaces, so that, on the whole, many passengers must have reason to bless the quick-action levers which control the side windows !

As a matter of fact, the *comparatively* high ratio of the cam-gear steering (2½ turns, lock-to-lock, ratio 15.3 to 1) to a considerable extent makes up for the rolling and oversteer and it is, moreover, light, shock-free steering, transmitting vibration but no return-motion and with adequate castor action, while both front wings are visible from the rather low bucket front seat. But this is not a car for the dashing to hurl round corners, and even restrained drivers must be prepared for some noise from the 5.50–16 e.l.p. Dunlops when changing direction. The hydraulic Girling brakes, however, work very well if a thought squeakily, bar a slight fade-tendency under frequent heavy application, so there is really no excuse for hustling round corners, especially as the pick-up, right into the "eighties," is very impressive indeed. The left-hand steering-column gear-change suffers a dislike of having the lowest ratio engaged, and the careless may not always locate second, but otherwise it is as good as any of its kind. The hand-brake, like that on other Austin models, is operated with the left hand, and the alligator bonnet, open, offers excellent accessibility.

The long-stroke o.h.v. engine struck me as a very willing unit. Smooth, tireless, and not prone to "pinking" in spite of its 7.5 to 1 compression-ratio, it starts easily from cold and runs at a healthy temperature (170 deg. F.), slightly heating your feet by so doing. It needs a fair amount of choke in getting going and, I must admit, runs on *sans* sparks "something awful."

The A90's saloon body is very roomy, very comfortable, and visibility through its big windows, of which the back one as well as the rear quarter lights open for ventilation, is admirable. It is well-appointed, too, with deep well-type double door pockets, the aforementioned quick-lift window levers (the passenger's window stiff to lift), small front ventilator windows, twin visors, a parcels shelf at the back, dual interior lights, etc. It is ideal for the carriage of children, by which I mean that the inset door lock slides are out of reach of those in the back of the car. On the car tested the near-side door or seat emitted an irritating squeak. There is a rev.-counter reading to 5,000 r.p.m., although at first I did not recognise it as such on account of its gold-hued dial and thick pointer. This rev.-counter reads steadily and has a small clock inset. The speedometer reads to 100 m.p.h., the other instruments are nicely grouped on the leather-capped facia and well lit save for the clock, and all the minor controls are labelled. The 18-in. sprung steering-wheel carries a rather stiff horn-ring. Oil pressure is 45 lb./sq. in.

Dislikes concerned a "tinny" cubby lid opening from the top instead of the bottom and with a startlingly strong spring, a starter button difficult to reach if one's left hand were doing the choking, the distortion of the sideways-glance caused by the curved edges of the vast windscreen, a somewhat obscured rear-view mirror, and rather inefficient wiper blades. The Ekco radio had a tendency to fade. Not very serious "dislikes," you see, and more than off-set by the spaciousness and comfort of this well-upholstered car. The luggage locker was impeded by the spare wheel and I certainly prefer separate location for this ; especially as the lid is hinged at the bottom, which limits the opening and precludes carrying cases on the open lid. Entry and egress from the leather seats is aided by steps beneath the doors.

To sum up, the A90 Atlantic served me very well during five hurried days, and for those who do not object to riding and handling qualities of the American

*Continued on page 503*

# A. J. Butterworth (A.J.B.) Makes f.t.d. in the Wet at Brighton

THE Speed Trials over the standing kilometre course on the Madeira Drive at Brighton never fail to attract a full entry and invariably produce first appearances of car and drivers, or constitute the only competition event of the year for others. The weather kept fine on September 1st for the morning runs, which were confined to sports cars in various classes; fastest time went to Sydney Allard driving his Cadillac-engined J2. Close behind was Lycett in his 8-litre Bentley and for the second runs these two cars were matched against each other. Harry Lester caused some confusion in the official results by bringing along a 1,500-c.c. Lester-M.G. in place of the quoted "1,100" and Jay and Heath added to the muddle by producing racing cars instead of sports cars and running in the afternoon under their sports-car numbers. Interesting among the sports entry were S. G. Greene's Frazer-Nash, the car Moss borrowed to win the Empire Trophy, Charles Brackenbury with one of the 1950 "Le Mans" Aston-Martins, Hitchings with his "Le Mans" Allard and C. E. Lewis with the fabulous 4.6-litre V16 Maserati G.P.-cum-sports car. Entitled the International Speed Trials, the Continental element was provided by G. Trouis from France with a sports D.B.-Panhard, apparently on his way through to run in the T.T. Allard's time of 27.40 sec. set up a new sports car record and Lycett recorded 27.92 sec. when running in the Bentley D.C. Class, which was also an improvement on the old course record for sports cars. The over-2,000-c.c. sports car class had a vast entry with no fewer than twelve XK 120s, fastest of which was W. A. Jacobs, in 31.20 sec., while this class also boasted two Austin A90 saloons (sports cars ?).

After the lunch interval the rain began to fall and came down heavier and heavier as the afternoon wore on so that all hopes of any course records were out of the question. There were not many 500s running but a varied selection of larger racing cars, although the class for lady drivers in *racing cars* produced a collection of sports cars. Among the assorted cars in the best Brighton tradition were the blown Farley Special, comprising Morgan, G.N., blown J.A.P. and Norton gearbox, the Gahagan Special with two-stage blown Riley engine in an Amilcar chassis. Lumb's supercharged Rapier Special, and the Autovia-engined, Delage-chassis Bentley Special, making its annual appearance. Honours for f.t.p. (fastest time of the paddock) were shared between Rivers Fletcher (Bugatti), Jay (1,100-c.c. Alta) and Boyce with his newly-acquired ex-"Bira"-MacAlpine Maserati, now painted red, while many of the 500s joined in.

The serious attempts on f.t.d. were made by the Steyrs of Allard and Butterworth, Lloyd-Jones' Kestrel-engined Special, R. R. C. Walker, actually driving one of his cars (the Delage), Poore's Alfa-Romeo and Brooke with the Vauxhall-Villiers. J. W. Broad in the ex-Maclauhlin single-seater Austin, in perfect condition, hit a large pool of water soon after the start that spun him completely round and thereafter it was thought better to run the cars singly. However, before this decision was taken Allard and Butterworth made their first runs together, in the two four-wheel-drive Steyr-engined Specials. Archie gave a masterly demonstration and Syd was left behind grappling with a car that appeared to want to dive into the sea. An outstanding drive was that by Goodhew in the *monoposto* Alfa-Romeo in the heavy rain, while Raven made very good use of his preselector gearbox to win the vintage racing car event with his 3-litre Bugatti.

Due to lack of co-operation among the time-keepers and the time-recorders some of the results became a little muddled while the programme did not help by having two columns for times and a final-placings column for speeds, with no conversion table. We still feel that the arrangement of a land-side and sea-side cone being hoisted at the end of a double run, as pre-war, would assist greatly to the enjoyment of those people at the paddock end of the course who would like to know which of a pair of cars finished first. Much of the confusion among the official results was brought about by cars running in two classes and being given two separate numbers; however, here is *my* interpretation of what went on.—D. S. J.

**Results:**

CLASS 1—SPORTS CARS UP TO 1,100-C.C.—1st: S. K. Rolfe (1,090-c.c. Balilla Fiat), 36.26 sec.; 2nd: R. W. Greenwood (R.W.G.-Ford), 37.80 sec.; 3rd: G. Trouis (D.B.-Panhard), 38.56 sec. (Only three starters.)

CLASS 2—SPORTS CARS 1,101–1,500-C.C.—1st: H. Lester (1,430-c.c. Lester-M.G.), 32.70 sec. (new record); 2nd: A. O. Gosnell (H.R.G.-Meadows), 35.36 sec.; 3rd: L. Leonard (Cooper-M.G.), 35.70 sec.

CLASS 3—SPORTS CARS, 1,501–2,000-C.C.—1st: S. G. Greene (Frazer-Nash), 32.26 sec.; 2nd: H. K. Place (Frazer-Nash), 32.81 sec.; 3rd: D. Lewis (Alfa-Romeo), 33.31 sec.

CLASS 4—SPORTS CARS OVER 2,000-C.C.—1st: S. H. Allard (Cadillac-Allard), 27.40 sec. (new record); 2nd: F. Lycett (8-litre Bentley), 28.50 sec.; 3rd: A. P. Hitchings (Cadillac-Allard), 29.20 sec.

CLASS 5—SUPERCHARGED SPORTS CARS UP TO 2,000-C.C.—1st: F. C. Davis (1,435-c.c. M.G.), 32.88 sec.; 2nd: V. J. Hern (1,097-c.c. Amilcar), 33.57 sec.; 3rd: D. W. Davis (M.G. Magnette-N), 34.11 sec.

CLASS 6—SUPERCHARGED SPORTS CARS, UNLIMITED.—1st: G. Parker (2,664-c.c. Jaguette), 29.48 sec.; 2nd: W. A. L. Cook (Bugatti 57, s/c), 33.40 sec.; 3rd: Mrs. Whincop (Bugatti 43), 34.93 sec.

CLASS 7—B.D.C. MEMBERS (BENTLEY CARS).—1st: F. Lycett (8-litre Bentley), 27.92 sec. (new record); 2nd: G. M. Crozier (8-litre Bentley), 31.03 sec.; 3rd: R. W. Hogg (4½-litre Bentley), 32.35 sec.

CLASS 8—RACING CARS, FORMULA III.—1st: D. Parker (J.B.S.-J.A.P.), 32.82 sec.; 2nd: B. C. Ecclestone (Cooper-J.A.P.), 33.33 sec.; 3rd: R. M. Dryden (J.B.S.-Norton), 33.99 sec.

CLASS 9—RACING CARS, 501–750-C.C.—1st: R. M. Smith (746-c.c. M.G. s/c), 35.28 sec.; 2nd: F. G. Lomax (746-c.c. M.G. s/c), 37.56 sec.; 3rd: D. J. G. King (Austin s/c), 50.32 sec.. (Only three starters.)

CLASS 10—RACING CARS, 751–1,100-C.C.—1st: B. E. Bradnack (Cooper 1,100), 31.85 sec.; 2nd: C. Heath (Cooper 1,000), 34.42 sec.; 3rd: G. R. Gahagan (Gahagan Special), 35.31 sec.

CLASS 11—RACING CARS, FORMULA I.—1st: A. J. Butterworth (A.J.B.), 26.77 sec. (new record); 2nd: S. H. Allard (Allard-Steyr), 29.47 sec.; 3rd: R. R. C. Walker (Delage Special), 30.62 sec.

CLASS 12—RACING CARS, FORMULA II.—1st: T. Crook (Frazer-Nash), 32.45 sec.; 2nd: H. A. Richards (Riley Special), 34.00 sec.; 3rd: B. de Mattos (Cromard Special), 34.19 sec.

CLASS 13—RACING CARS, UNLIMITED.—1st: A. J. Butterworth) (A.J.B.), 26.63 sec. (f.t.d.); 2nd: E. Lloyd-Jones, (Triangle), 28.76 sec.; 3rd: J. Goodhew (2,992-c.c. Alfa-Romeo), 28.80 sec.

CLASS 15—VINTAGE RACING CARS.—1st: A. S. Raven (2,994-c.c. Bugatti), 31.80 sec.; 2nd: M. C. Hukins (2,261-c.c. Bugatti), 32.70 sec.; 3rd: G. A. Ewen (10,668-c.c. Delage), 32.82 sec.

CLASS 16—LADY DRIVERS ONLY.—1st; Mrs. Allard (Cadillac-Allard), 31.90 sec.; 2nd: Mrs. Snow (Jaguar XK 120), 35.40 sec.; 3rd: Mrs. Hewitt (Allard), 36.20 sec.

# THE S.U.N.B.A.C. SILVERSTONE MEETING

S.U.N.B.A.C.'s Silverstone Meeting on September 1st was quietly but competently run off before a very small crowd, so that G. B. Flewitt's excellent commentary was all the more creditable in view of this lack of encouragement. The 1½-litre sports car scratch race was a runaway victory for Downing's Connaught. Behind, M. Allen's Lotus proved its virtuosity, comfortably leading from H.R.G.s, Rileys, a Dellow, etc. Smith's Riley had horrid front-wheel tramp when braking, but was third. Newton's Frazer-Nash dominated the race for over 1½-litre sports cars, a gaggle of XK 120s, tyres howling, following this fleet 2 litre. Swift's XK 120 had led lap one but it later retired—the race was not to the swift! The third four-lap race again convincingly proved the capabilities of the Lotus-Austin, now driven by Colin Chapman. Matched against five M.G.s in what were actually separate Austin and M.G. events, and from the back row, it passed all the Abingdon products, to win very easily, at a rousing 67.66 m.p.h. The fastest M.G., Hartridge's 1,298-c.c. car, averaged 64.15 m.p.h. Chapman nearly lapped West's Austin which, after its sensational "blow-up" the week before, no doubt had a standard engine installed. Eight XK 120s now had a four lapper to themselves, Swain's car, with which Moss won last year's T.T. (it has the 8 to 1 compression ratio and dual exhaust system), winning comfortably at nearly 75.45 m.p.h. The Formula III race, over eight laps, was divided into two, and the times used to determine results. Peter Collins' fast, steady win in his J.B.S. from the very determined Les Leston's J.B.S. in the first heat won him the day. After Alan Brown's Cooper had led for seven laps of the second heat, in which

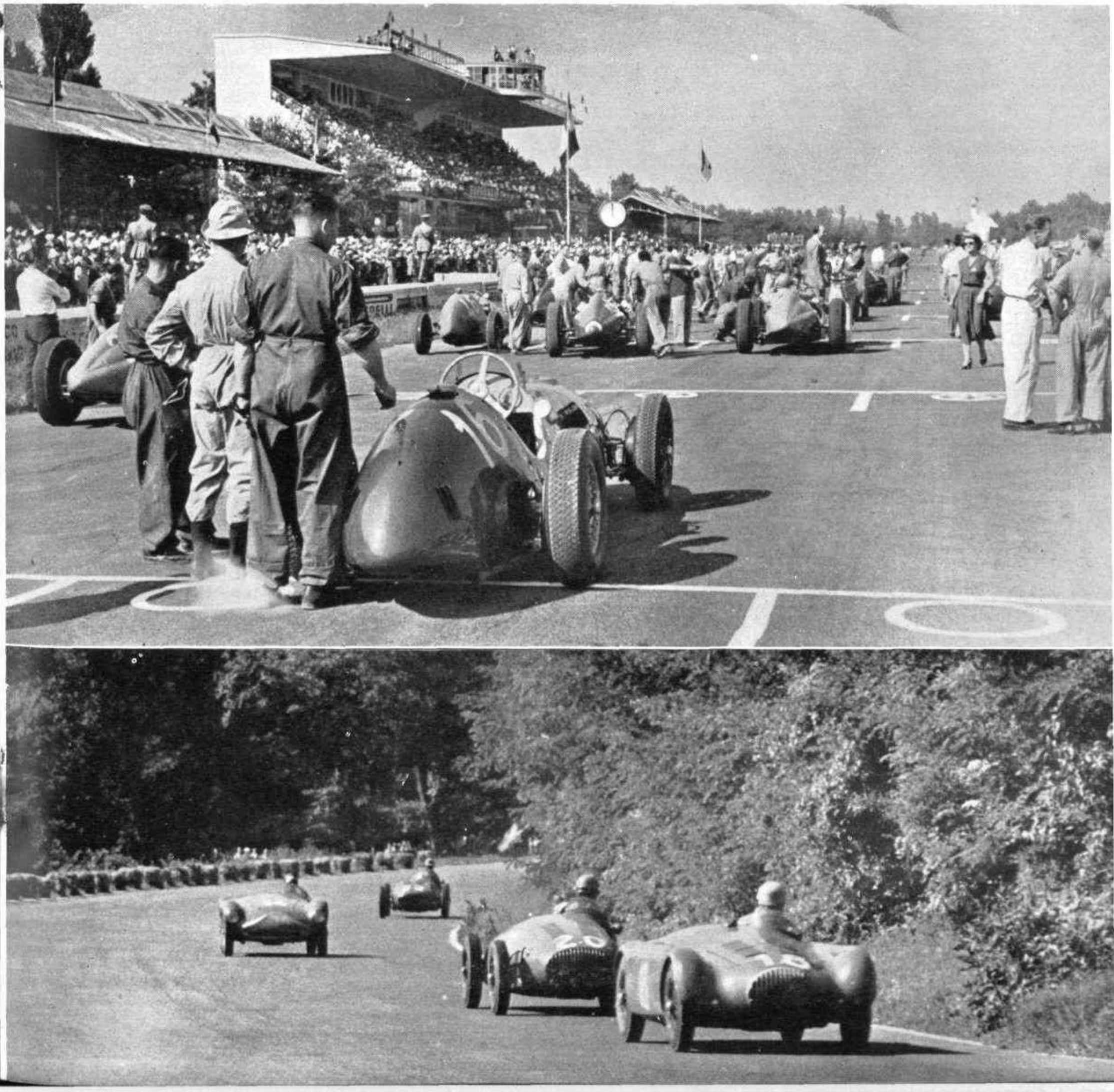
*Continued on page 497*

# PICTORIAL REVIEW

## MONZA GRAND PRIX, R.A.C. TOURIST TROPHY RACE
## BRIGHTON SPEED TRIALS, BUGATTI O.C., PRESCOTT HILL-CLIMB

*FIFTEEN MINUTES TO GO.—This unusual view before the start of the Italian G.P. gives a good idea of the atmosphere on the starting grid as cars are lined up. In the foreground Peter Whitehead and his mechanics stand quietly by the Ferrari, little knowing a piston was going to collapse on the second lap. Over the top of the Ferrari is seen Simon's Simca (48), which finished sixth. The large concrete grandstand with "peak" was filled to capacity, as was the glass-fronted restaurant on the ground floor. High up in the glass "crow's nest" the timekeepers prepare to start work.*

*OSCA BATTLE.—The three 1,100 c.c. unsupercharged Osca cars in the order in which they finished in the Vetturette G.P. at Monza, seen passing on the inside of Giorgetti (Stanguellini). These three ran in close formation throughout, passing and repassing. Leading is Cabianca (18), followed by Nissotti (20) and Chiron (22).*

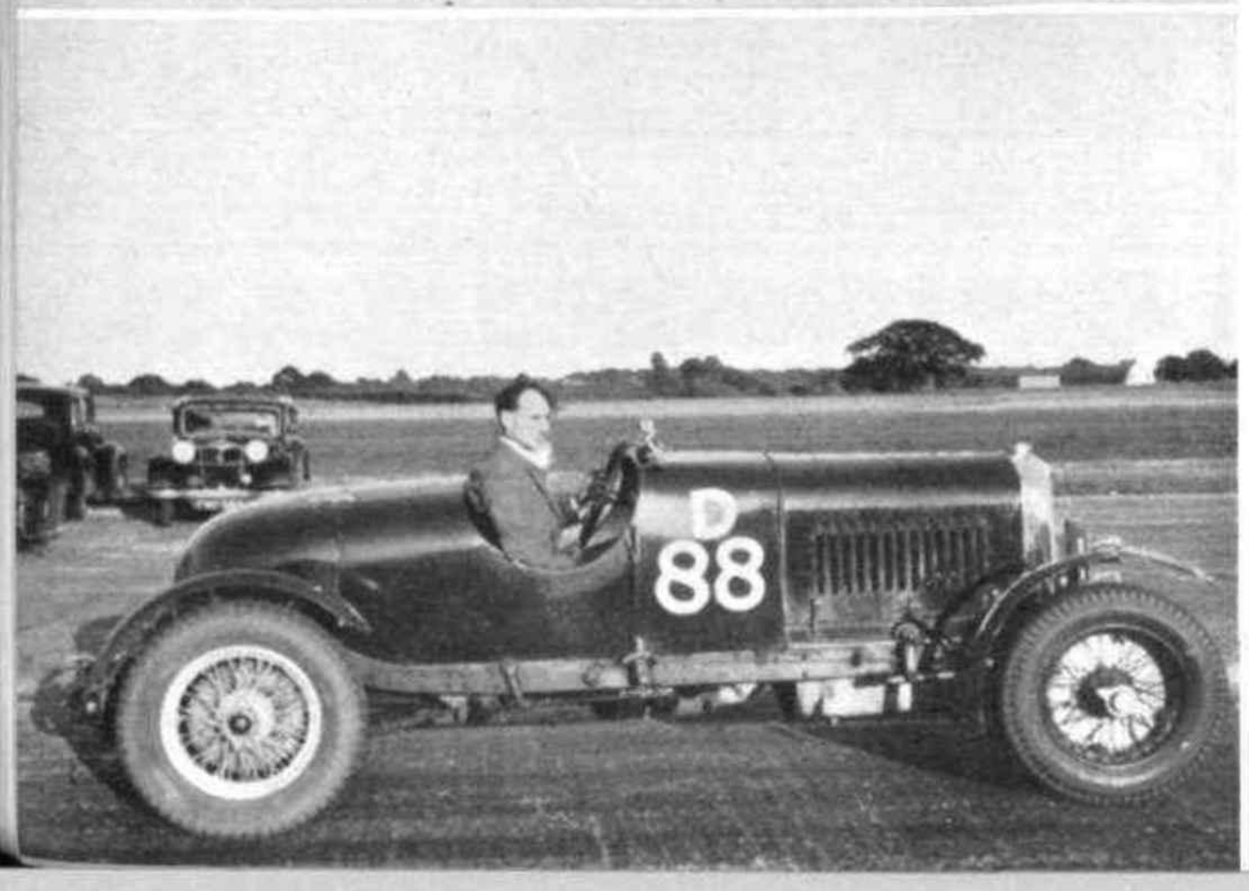













*A MOTOR-CYCLE MARSHAL tows in J. W. Broad in the ex-Machlachlan Austin Seven after his run at the Brighton Speed Trials.*

*VERY FAST "500."—Clive Lones breaking his own 500-c.c. class record at the International Prescott Hill-Climb in the famous Tiger Kitten. He broke his old figure by 1.37 sec.*

*NOT QUITE.—Dennis Poore made a heroic bid for f.t.d. at Prescott, but had to give best to Wharton's Cooper. As some compensation, he took home the Staniland Trophy, and made second fastest time.*

*EFFECTIVE SPECIAL.—G. D. Parker's blown 2.6-litre Jaguette again proved at Prescott that it is one of the better specials. It was second to Allard's Cadillac-Allard in the class for unblown sports cars over 3,000 c.c., blown sports cars over 1,500 c.c.*

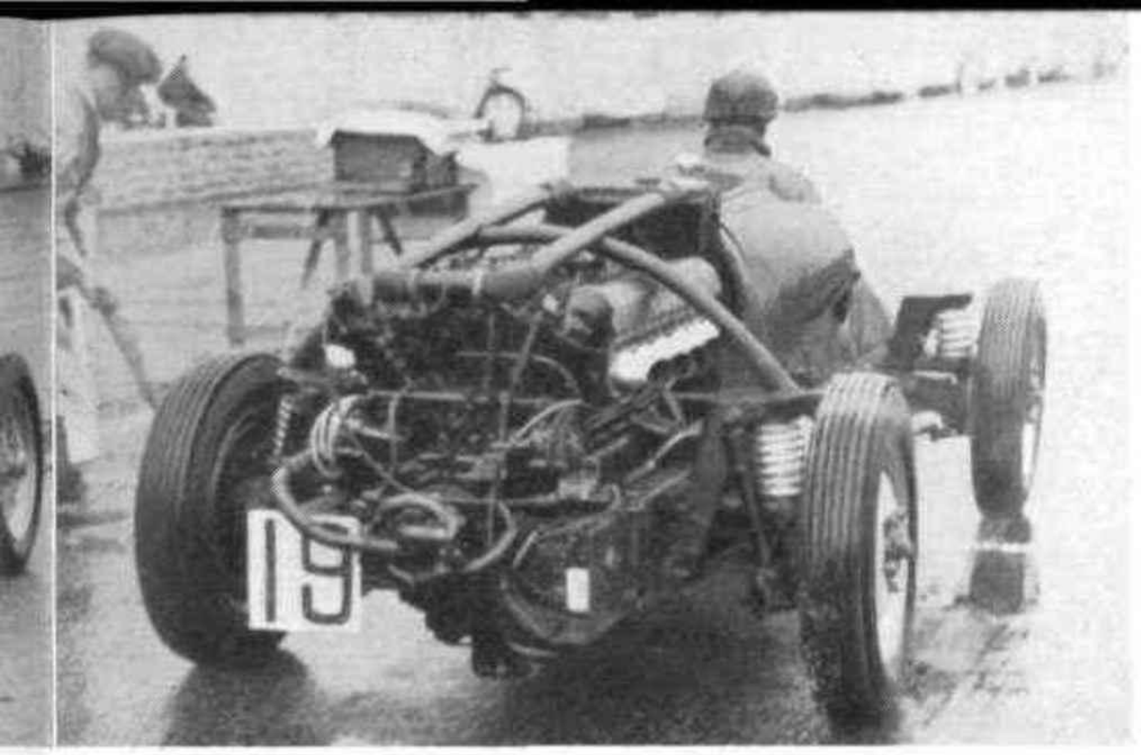
*CUMULATIVE VICTORY.—D. Chapman in his well-known vintage 4½-litre Bentley after winning the* MOTOR SPORT *Handicap at the M.C.C. Silverstone Meeting and, by so doing, taking the* MOTOR SPORT *Silverstone Trophy from Margulies' Talbot by five points.*



*NEW PRESCOTT COURSE RECORD HOLDE*
*1,000 with Centric supercharger, with which he set a*
*also took the cou*

*BEST BENTLEY time at Brighton was made by Forrest Lycett and his immortal 8-litre Bentley, in 27.92 sec. Note the tiny single headlamp, inclined front number plate, and air intake to the carburetters.*





*STING IN ITS TAIL!—A good view of the Rolls-Royce aero-engine which powers E. Lloyd-Jones' Triangle Special. This fearsome rear-engined car was second in the big racing car class, in 28.76 sec.*



*R.—Ken Wharton in concentrated action in the Cooper-J.A.P new course record of 43.81 sec. Later competing at Shelsley he se record there at 36.62 sec.*

*FOUR-WHEEL DRIVE FOR F.T.D.—Archie Butterworth streaks away over the wet Madeira Drive, Brighton, to record f.t.d. in the Steyr-A.J.B. He clocked 26.63 sec., a popular success.*



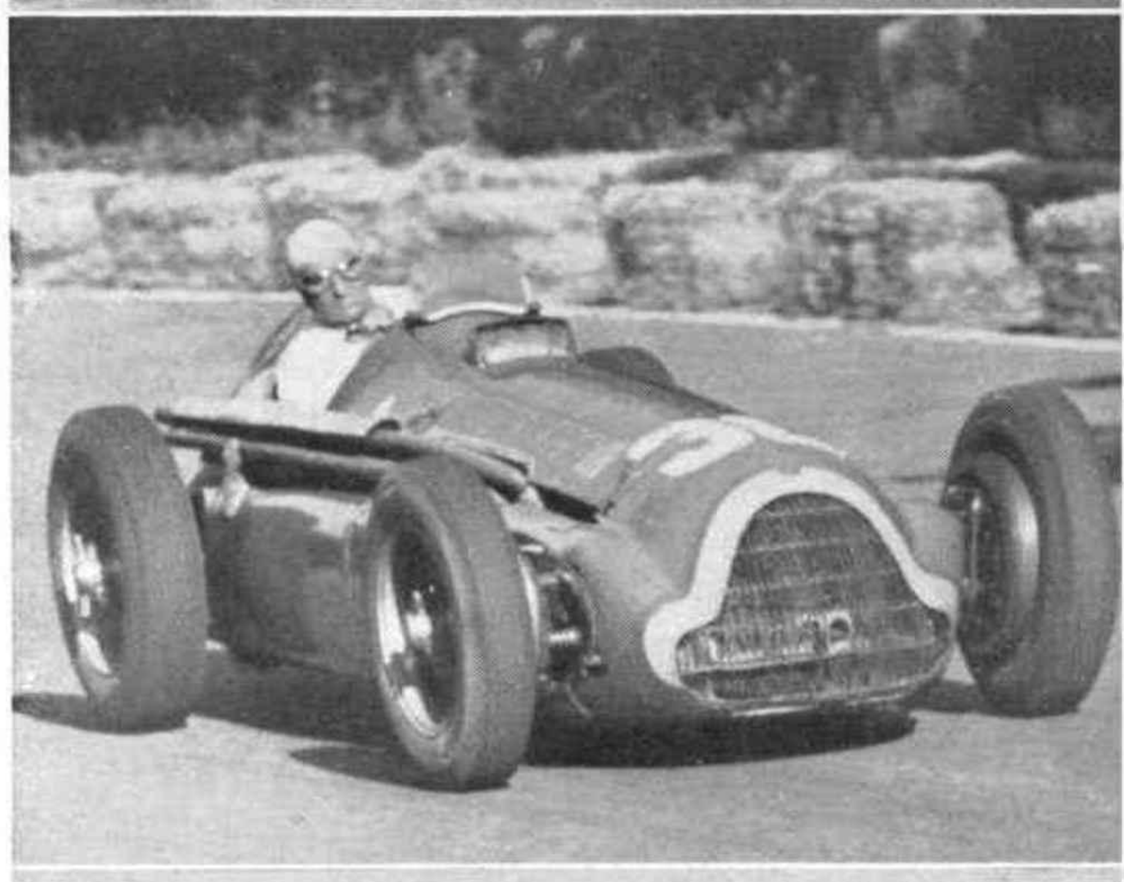


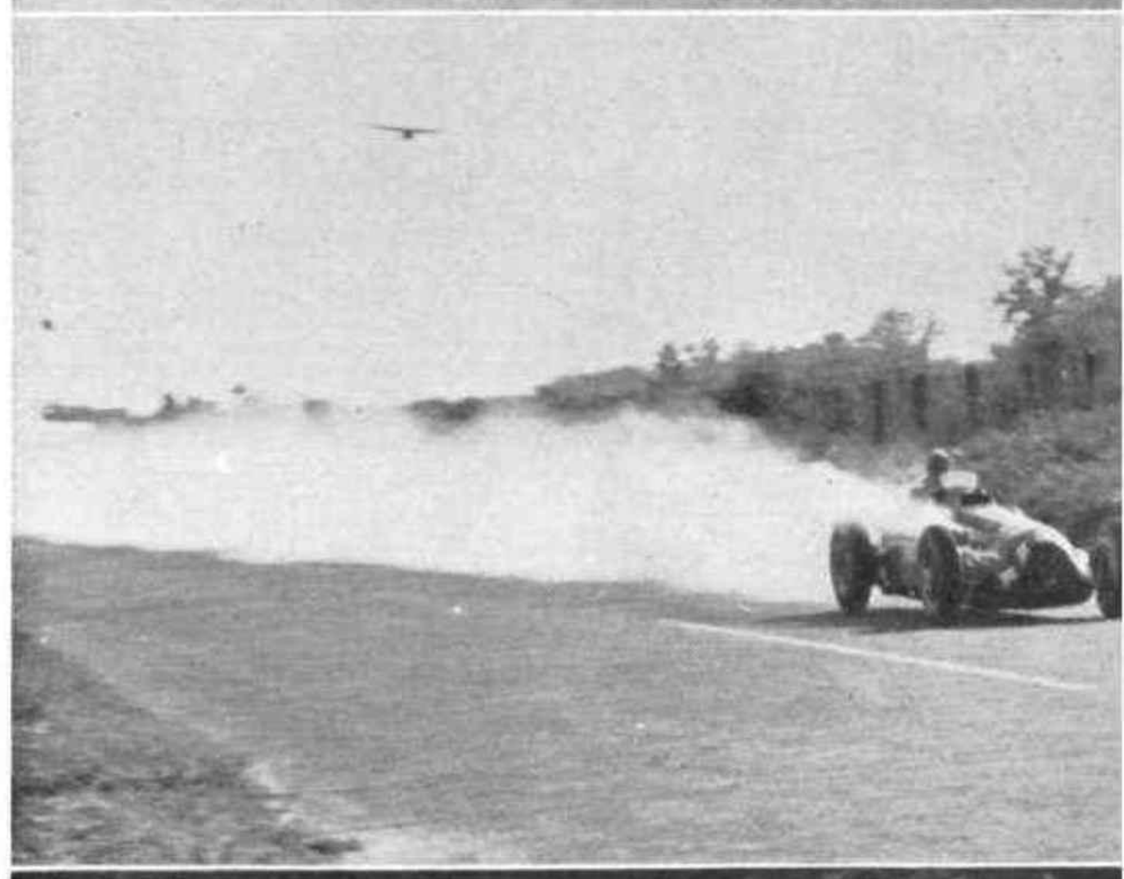
*MONZA: PACE-MAKER AND WINNER.—Ascari in a new 4½-litre, 24-plug Ferrari with which he broke up the Alfa opposition and then went on to win. The refashioned windscreen, scuttle and tail are clearly seen.*

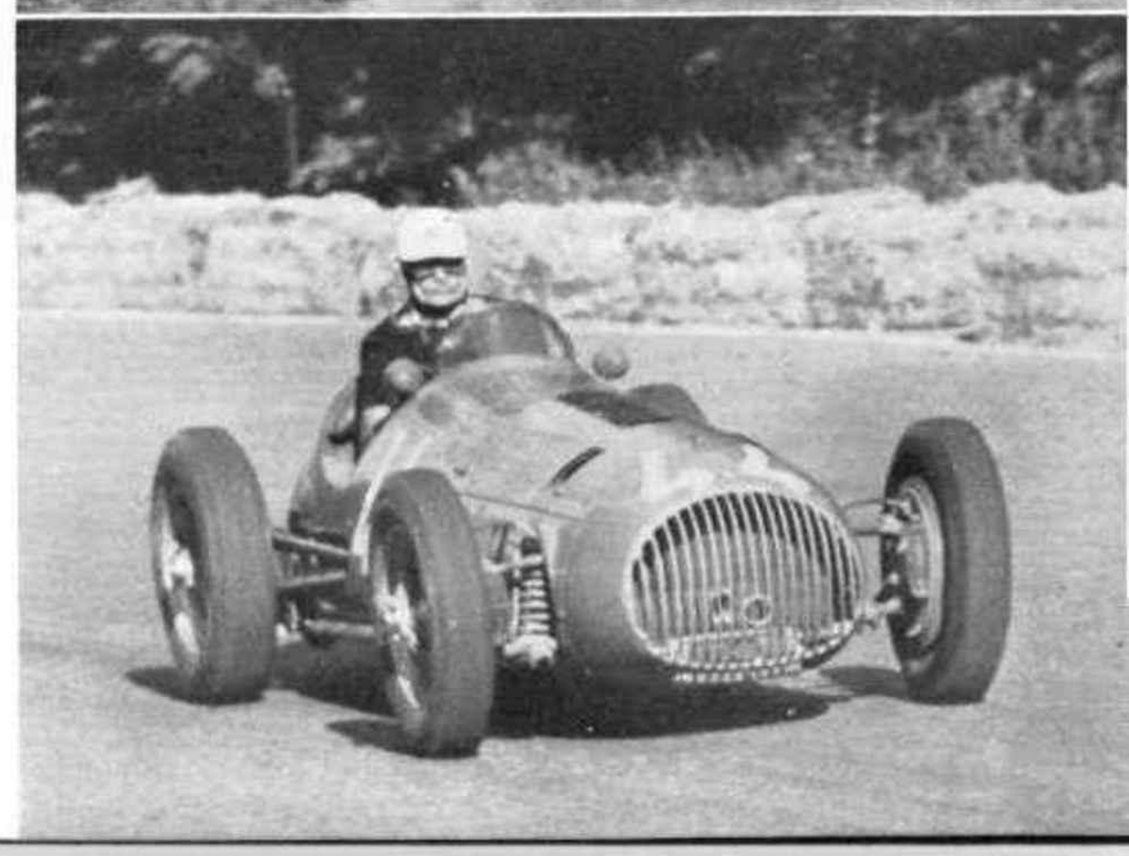
*LATEST MODEL.—FANGIO tried hard to keep the Alfa flag flying with a new 159. This car reverts to twin exhaust pipes and the scoop in front of the aero screen feeds the downdraught carburetter on the near side of the engine by a large duct.*

*TROUBLE.—Farina was put out early in the race with engine trouble and is here seen throwing out a smoke screen. After retiring in this car he took over from Bonetto and finished third.*

*NEWCOMER.—The new 4½-litre Osca driven by Franco Rol. This completely new model, with tubular chassis, double wishbone and coil i.f.s. as on the 1,100-c.c. Osca, and de Dion rear axle with integral gearbox, finished ninth.*










*LATEST ALLARD, driven by S. H. Allard in the T.T., was this Chrysler-engined car, distinguishable by the twin air scoops. It retired with a damaged back-axle.*

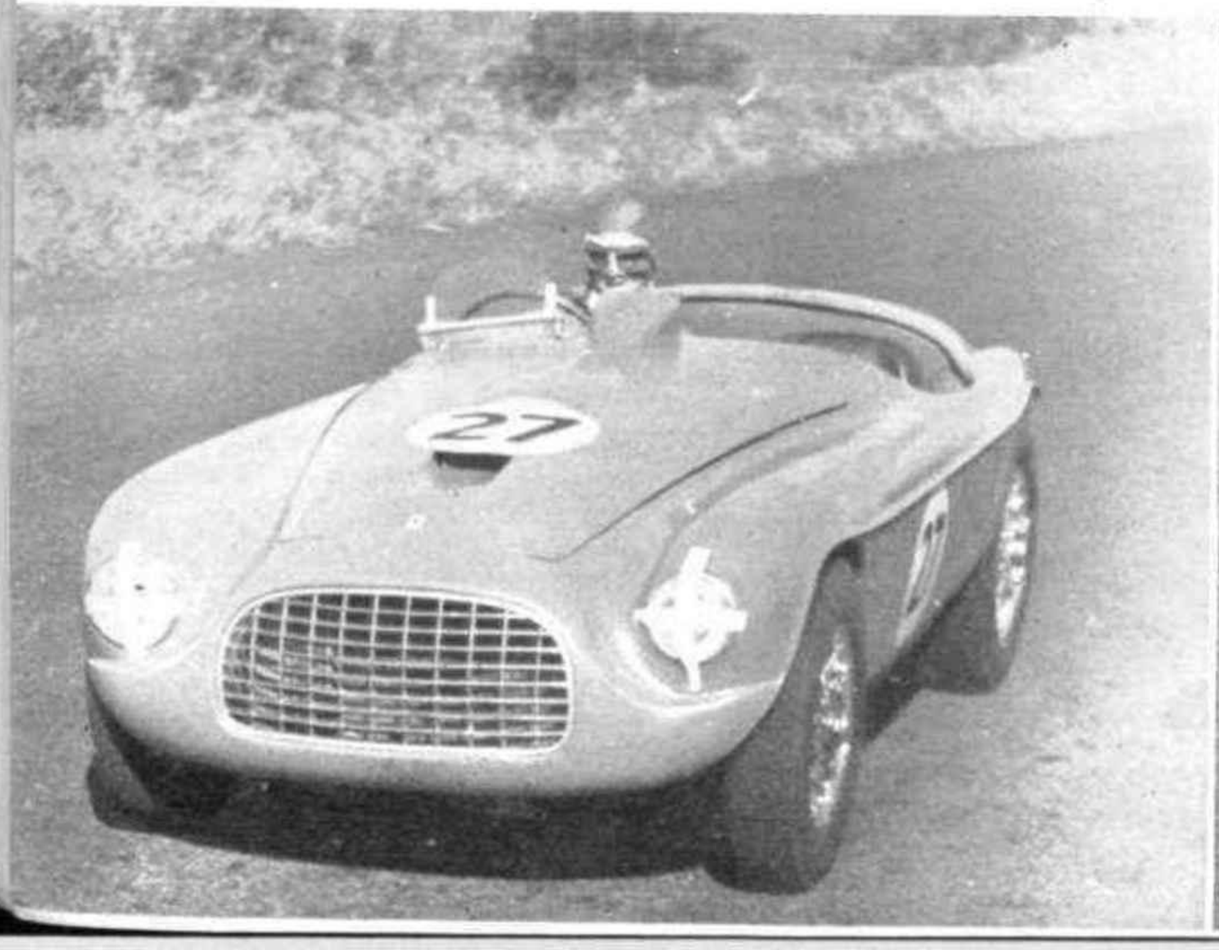



*JUPITER CLASS WINNER.—Veteran Bert Hadley cornering in the Jowett Jupiter in which he won the 1½-litre class of the T.T. at 68.71 m.p.h.*




*BRITISH AND PROUD OF IT!—Stirling Moss takes the XK 120C Jaguar round the sharp hairpin on the Dundrod circuit in the course of winning the 1951 T.T. at 83.55 m.p.h. Following the Le Mans victory this stamps the XK 120C as the outstanding British high performance car of the year. Making the best possible use of this excellent motor car, Moss made his T.T. victory look like a fast main road drive—and such it must have seemed to him, with so many slower cars to pass! This view shows something of the scenic background to the interesting Dundrod road circuit. Note that this year the hills are visible; in 1950 they were obscured by mist.*

*AN INTERESTING T.T. CONTRAST is provided by the 2.6-litre Ferrari (left) with which W. R. Baird won the 2,001-3,000-c.c. class at 79.28 m.p.h., and the new DB III Aston-Martin (right) with Vantage engine, tubular chassis, five-speed gearbox and de Dion back axle, in which Lance Macklin held second place until delayed, later caused to retire, by a faulty exhaust system.*






almost everyone else gyrated on the now slippery corners—I. Smith's Cooper more often than the others—Brown himself, after Eric Brandon's Cooper had stolen his lead, spun at Stowe, but kept going. The final result was : Collins, Brandon, Leston.

The four-lap handicap heats concluded the racing. In the first Parkes' ex-Scott, twin-S.U. Morgan " 4/4 " wore down the handicap advantage of Grimsley's little Austin after three laps, only to be passed itself on the run-in by Westley's J.A.G. and Lewis's H.R.G. Coopers mixed with sports cars in the second heat, D. O'M. Taylor's XK 120 winning from Newton's Frazer-Nash and Leary's Cooper. Downing's fast Connaught gained its second win in the third heat, the wet course reducing its speed by only 0.39 m.p.h. Swain and Russell were second and third in their XK 120s, and a heart-stopping " phenomenal avoidance " happened at Stowe when Hemsworth's XK 120 broadsided amid a tight bunch of cars. Preece applied his brakes and slid forward, just, but only just, missing ramming Hemsworth ; and all those behind somehow contrived to avoid both XK 120s ! The standard of driving in club events, one Goodwood excepted, has been notably incident-free this season.

The MOTOR SPORT Handicap was combined with the Final of the heats, so again Coopers and sports cars mingled. Interest was lent by the fact that Margulies had 21 points, Chapman (4½-litre Bentley) 14 points towards the MOTOR SPORT Trophy. Goodhew's Lagonda would have been in the running had it been placed, but it was otherwise engaged, at Brighton. As it was, the Bentley, with rather a generous (1 min.) start, came through to win, so increasing its points to one less than Margulies, with only the M.C.C. Meeting to decide the issue ! Poor Margulies, running the Talbot for the first time since it broke its crankshaft at Ibsley, could get no sense out of it and was last. Taylor's XK 120 was second, passing Downing's Connaught on the run up to the finish. Sports cars filled the first seven places, in spite of more very determined cornering by Leston's J.B.S.

**Results :**

SPORTS CARS, 1,500-C.C. UN.-S/C., 1,300-C.C. S/C (four laps).—1st : K. H. Downing (Connaught), won by 14.6 sec. at 69.24 m.p.h. ; 2nd : M. Allen (Lotus) : 3rd : R. M. Smith (Riley).

SPORTS CARS OVER 1,500-C.C. UN-S./C., OVER 1,300-C.C. S.C. (four laps).—1st : E. J. Newton (Frazer-Nash), won by 7.4 sec. at 73.55 m.p.h. ; 2nd : C. H. Swain (XK 120 Jaguar) ; 3rd : G. N. Mansell (XK 120 Jaguar).

M.G. CARS (four laps).—1st : K. Hartridge (1,298-c.c.), won by 3.4 sec at 64.15 m.p.h. ; 2nd : P. H. Turvey (1,250-c.c.) ; 3rd : J. J. Westwood (1,250-c.c.).

750 FORMULA CARS (four laps).—1st : A. C. B. Chapman (Lotus), won by 2 min. 11.6 sec. at 67.66 m.p.h. ; 2nd : R. H. Grimsley ; 3rd : L. L. West.

XK 120 JAGUAR CARS (four laps).—1st : C. H. Swain, won by 13.6 sec. at 75.45 m.p.h. ; 2nd : J. B. Swift ; 3rd : J. K. Hemsworth.

FORMULA III (eight laps).—1st : P. J. Collins (J.B.S.), won (on time) by 11.6 sec., at 75.43 m.p.h. ; 2nd : E. Brandon (Cooper) ; 3rd : L. Leston (Cooper).

FOUR-LAP HANDICAP : HEAT 1.—1st : P. Westley (J.A.G.), won by 1.2 sec. at 62.65 m.p.h. ; 2nd : G. A. Lewis (H.R.G.) ; 3rd : T. A. Parkes (Morgan " 4/4 ").

HEAT 2.—1st : D. O'M. Taylor (Jaguar), won by 10.4 sec. at 75.17 m.p.h. ; 2nd : E. J. Newton (Frazer-Nash) ; 3rd : J. Leary (Cooper).

HEAT 3.—1st : K. H. Downing (Connaught), won by 8.8 sec. at 68.85 m.p.h. ; 2nd : C. H. Swain (Jaguar) ; 3rd : D. T. Russell (Jaguar).

FINAL AND MOTOR SPORT TROPHY HANDICAP.—1st : D. Chapman (Bentley), won by 15.6 sec. at 68.12 m.p.h. ; 2nd : D. O'M. Taylor (Jaguar) ; 3rd : K. H. Downing (Connaught).

# *Ken Wharton Lowers Prescott Course Record to 43.81 sec. with Blown Cooper 1,000*

## EIGHT DRIVERS, THREE IN "500s," CLOCK UNDER 47 sec.

THE Bugatti O.C., at its so-called International Prescott Meeting on September 9th, made a determined bid to prove that a speed hill-climb can be as popular as circuit racing. Innovations included re-arrangement of the racing-car classes, three in place of two runs for racing cars, a cavalcade of Bugattis and a special Festival programme. We are glad to report that this succeeded, securing the biggest crowd yet, the car-parks filled to capacity, with consequent much-needed financial recuperation. Congratulations to L. J. Roy Taylor, E. J. Newton, the council members and those officials who worked to achieve this success.

The racing merited their efforts. In a tough fight Ken Wharton, with that very potent blown V-twin Cooper 1,000, shattered the course-record with a vengeance, leaving it at 43.81 sec., after an earlier 44.10 sec., bettering by 0.45 sec. Allard's previous best with the Steyr-Allard. Sidney couldn't manage lower than 44.74 sec. with his four-wheel-drive-in-bottom-gear car, although bringing his time down on each successive run, while Butterworth, a truly sensational first run spoilt when he hit the barrier at Orchard Corner but miraculously regaining control, had to be content with 47.45 sec. Shawe-Taylor clocked a very splendid 45.92 sec., just touching the bank, in the E.R.A. The finest sight of all was Dennis Poore, who threw his big Alfa-Romeo at the hill in his characteristically fearless style and, tyres smoking between the corners, clocked 44.21 sec. Remarking that he didn't think he could ever get up faster, he then did a stupendous 43.98 sec. When Wharton's little car clipped 0.17 sec. off that the hillside rang with well-earned applause.

Threfall's Lester-M.G. beat Hern's blown Amilcar Six to win the 1½-litre sports-car class, with the Lotus-Austin a very gallant third. Tyrer, who brought his two B.M.W.s in a 'bus towing a trailer, broke his own 1½-3-litre sports-car record in the " Mille Miglia " car by 0.45 sec., Pitt, in Newton's Frazer-Nash being 1.26 sec. slower than the older car. Rose's smart Turner-Leaf was third. Allard's Cadillac-J2 won the big sports-car class but was 0.20 sec. outside his record, Parker's astonishing Jaguette and Warburton's Allard vanquishing a dozen XK120s, etc., to fill second and third places. Tyrer's racing B.M.W. won Class 5 from Richard's twin-rear-tyre Riley Special.

The Formula III cars had a great tussle and C. A. N. May drove extremely well in his Cooper-J.A.P. to clock 46.70 sec., as did Wharton, to record 46.76 sec. in Moss' Kieft-Norton. But this was to no avail, for the inimitable Clive Lones had put his Iota Tiger Kitten up in 45.66 sec. on his first ascent. This beats his old record by no less than 1.37 sec. and is likely to stand as the Prescott Formula III record for a long time—or is it, Stirling ? Lones' further runs took 47.35 and 47.37 sec., respectively. Rogers (Cooper Mk. V) was good here, in 47.03 sec., and Betty Haig, after going through the hedge, beat four men in this class. Hay ran his new Iota, in which Donald Monro looked supremely unhappy, being 5.3 sec. slower than in his sports Invicta. We were glad to see Peter Walker about again but he hadn't the E.R.A. with him, so could do nothing when Poore broke his record for the big racing cars class by 1.35 sec.

The hill was in " fast " condition and amid the usual Prescott garden party atmosphere the crowd saw many fine ascents, the merit of which you must seek in the results. Highest honour, and rightly, went to Ken Wharton, back by air from Ireland, for his very great ascent in the record time of 43.81 sec.—he also broke Moss' old " twin-cylinder " record by 0.96 sec. Let us, however, salute all those who clocked under 47 sec., first remarking that the only accident befell Pritchard's sports H.R.G., which hit the outer bank entering the Esses and shot across the course into a tree (driver happily unhurt), while Sparrowe's Morgan caught fire in the Paddock, to the detriment of its h.t. leads.

UNDER 47 SECONDS :

| | | |
|---|---|---|
| K. Wharton (Cooper 1,000-J.A.P., s/c.) ... | 43.81 | sec. |
| R. D. Poore (" 3.8 " Alfa-Romeo, s/c.) ... | 43.98 | ,, |
| S. H. Allard (" 4.5 " Steyr-Allard) ... | 44.74 | ,, |
| C. Lones (497-c.c. Tiger Kitten) ... ... | 45.66 | ,, |
| B. Shawe-Taylor (" 1.5 " E.R.A., s/c.) ... | 45.92 | ,, |
| J. D. Barker (Cooper 1,000-J.A.P.) ... | 46.36 | ,, |
| C. A. N. May (Cooper-J.A.P.) ... ... | 46.70 | ,, |
| K. Wharton (Kieft-Norton) ... ... | 46.74 | ,, |

*For Results, see page 478*

## BOOK FOR HISTORIANS

Those intrigued by the very early history of the automobile will be interested in a small but nicely printed and illustrated book, "The First Hundred Road Motors," by R. W. Kidner. It is published by The Oakwood Press, Tanglewood, South Godstone, Surrey, price 9s.; 57 pages.

# 750 CLUB'S SIX-HOUR RELAY RACE

THE 750 Club, and particularly Holland Birkett, are to be warmly congratulated on the Six-Hour Sports Car Relay Race which they put on at Silverstone on August 25th. The race followed in the high tradition of the pre-war L.C.C. Brooklands Relay Races, but the regulations were rather more flexible and the duration doubled. Racing cars were barred, but teams of from one to six sports cars had to get a team-sash round the Club Circuit as many times as possible between 12.30 and 6.30 p.m. Only one car could run at a time, but any car of a team could go out or be called in as Team Managers desired and if a car broke down its driver was permitted to ask a marshal to telephone Control, when a p.a. message was broadcast so that another car of the same team could be dispatched to retrieve, and carry on, the sash. Other innovations were a fund set aside to reimburse deserving entrants incapacitated by mechanical derangements, a system of pit-snooping to keep the p.a. primed with up-to-date information and handicapping by credit laps with a separate race for the 750 Formula Austin teams. The Austin Motor Co. contributed £100 to the prize fund.

Quite how Charles Bulmer contrived such a fair handicap with fast and less-fast cars in a team swapped on and off the course as managers' plans or the dictates of fortune necessitated, or how the lap scorers kept pace of flying sashes among these frequent changes, is unknown, but all worked satisfactorily and a very competitive, instructive and enjoyable race resulted, in which club members got a very fair proportion of real racing. No accidents happened despite the usual gyrations at corners and pits and the amount of traffic, racer and pedestrian, along the two-way road behind the pits connecting with the Paddock. Drivers who so far forgot themselves as to reverse after over-shooting a pit or otherwise inconveniencing their fellows were lectured and a Buckler was black-flagged for an insecure Hillman-Minx bonnet, although allowed to proceed after the safety catch had been examined.

Thirty teams entered, of which 24 were one make, and obviously this excellent race will attract more popularity still next year and must become an annual fixture. How well the handicap functioned is seen when we state that at first Dr. Harris' "Chain Gang" Frazer-Nashes led, then D. Scott's Singers, of which Tilling's 1½-litre Six was very effective, passed into the lead. After about 1¾ hours Coram's Aston-Martin team, aided by Stapleton's rapid ex-Horsfall Type C Speed Model, led, but the Singers won back that position, only to be caught by Whetton's Morgan "4/4s," Sparrowe's car amongst them. Then good driving and organisation on the part of the V.S.C.C. Bentleys under Major Bailey prevailed and, hard though the Morgans tried, this vintage team gained a deservedly popular victory, at 66.44 m.p.h., covering 175 laps. But the London Area Austins looked like being second, after very fast lappery by the Lotus, until Heyward's "Ulster" slowed and dropped them two places. So obviously the handicapping was sound!

The race is probably being discussed still in clubrooms and bars! The London Austin people, only allowed to use the Lotus (it did a lap at 71 m.p.h.!) for 30 laps, more or less built one whole Austin from three others. The Stage II "TD" M.G. team was unlucky, Phillips' car throwing a rod as it left its garage that morning, Lund's retiring with a broken crankshaft on lap 1, so Trevors and Jacobs each did three-hour spells. The only team to retire of 28 to start were Jolly's "TC" M.G.s.

Peter Waring managed a powerful team comprising his old Speed Twenty Alvis driven by Worsley, Wright's Lagonda Rapide, Goodhew's 4½-litre Lagonda, Chevell's "4.3" Alvis and Crozier's 8-litre Bentley, but the last-named soon lacked anchors. The D.I.S.S. Delage team was handicapped by too-large big-ends and too-small Autovacs, the Antique Antipon Aprilias were nobly assisted by Magnani's beautiful Farina Lancia saloon, but the Bucklers had continual trouble, swapping sick cars for less-sick with extreme frequency. The ladies' two XK 120s were reduced to one after Anne Newton's had twice shed its oil via its sump-level indicator and this remaining car, though bereft of certain gears, beat the scratch team of male-conducted XK 120s by determined efforts on the part of Nancy Binns, Margaret Holden and Anne Newton. The men's XK 120s suffered a collapsed inlet manifold and loss of brakes, etc. The Lea-Francis engine of Sears' Frazer-Nash blew a gasket but another was obtained *in Northampton* and later this car resumed! The engine of West's Formula Austin literally fell to pieces but Stokes' Healey "Silverstone" did much to uphold this team's honour. It was, alas, involved in a crash with Gregor Grant's M.G. saloon on the way home. An M.G. pulled into its pit so enthusiastically that it buckled a wheel of the team-car waiting to leave. R. W. Hogg sported a neat scuttle cowl on his Austin Chummy-Nippy, while Verdier's shabby Ford Eight saloon was quite indecently fast—it had a Ford Ten engine. The Cooper-Sports team was penalised by Lister's car breaking a piston and the steering wheel of Leonard's "Ferrari" car coming off in the hands of its astonished driver—F. C. Davis. It was all the greatest fun and they will still be talking of it when they line up for the 1952 race!

**Results :**

1st: V.S.C.C. Bentleys.—D. McKenzie, J. A. Williamson, D. J. R. Chapman, J. H. Orr-Ewing, R. H. B. Mason, C. B. H. Bradshaw; 200 laps (including 25 credit laps), 66.44 m.p.h.

2nd: Morgan "4/4."—J. M. Sparrowe, W. Allerton, T. A. Parks, J. S. Atkins; 196 laps (34 credit laps), 61.51 m.p.h.

3rd: Chiltern H.R.G.—M. J. C. Keen, D. Blakely, Mrs. R. B. Gibbs, R. C. Green; 194 laps (25 credit laps), 64.16 m.p.h.

4th: London Area 750 Austins.—A. C. B. Chapman, D. Bukin, L. H. Heyward; 193 laps (48 credit laps), 55.05 m.p.h.

5th: Ecurie Nelson.—G. Worsley (2,511-c.c. Alvis), B. A. Chevell (4,300-c.c. Lagonda), R. Freeman-Wright (4,453-c.c. Lagonda), J. Goodhew (4,500-c.c. (Bentley), G. M. Crozier (7,982-c.c. Bentley); 191 laps (6 credit laps), 70.24 m.p.h.

6th: Antique Antipon Aprilias.—N. Freedman R. W. Austin, C. M. Bathgate, H. E. Magnani, J. Carefoot; 191 laps (34 credit laps), 59.61 m.p.h.

7th: Singers.—J. Tilling, C. H. Preston, P. A. Rawlings, D. Scott; 191 laps (38 credit laps), 58.09 m.p.h.

8th: Chain Gang (Frazer-Nash).—R. Bickerton, B. E. Brown, R. C. C. Palmer, W. H. Smart, C. M. Sears, A. C. Sears; 191 laps (25 credit laps), 63.02 m.p.h.

9th: Ladies' XK 120.—Nancy Binns and Margaret Holden, Anne Newton; 190 laps (6 credit laps), 69.86 m.p.h.

10th: Healey "Silverstone."—C. M. Kemp, B. G. W. Haynes and G. R. W. Haynes, A. J. A. Stokes, P. Simpson; 189 laps (6 credit laps), 69.48 m.p.h.

11th: Aston-Martins, 188 laps (12 credit laps).

12th: Cooper Sports, 188 laps (14 credit laps).

13th: Bentley D.C., 188 laps (25 credit laps).

14th: XK 120, 187 laps (scratch).

15th: Sporting Owner D.C., 185 laps, (18 credit laps).

750 FORMULA CLASS.—1st: London Area (as 4th above); 2nd: Northern Area (R. W. Philips, C. D. Finney, C. C. Robinson, C. K. W. Schellenberg, G. R. Gahagan, D. Rees), 185 laps (48 credit laps), 52.01 m.p.h.; 3rd: Midland Area (A. R. Morton, P. Allen-Asquith, A. J. Pinfold, R. Hall, J. Peatfield, K. P. D. Stanton), 183 laps (48 credit laps), 51.25 m.p.h.

## UNHAPPY BLURB

The National Benzole Co., Ltd., "Motor How You Will" posters have been adapted to advertise the M.G.M. film "Excuse My Dust," in which Red Skelton drives a veteran car. To advertise this fact and the film Bob Porter's de Dion driven by Skelton, G. Welham's 1904 Renault and a 1904 Cadillac indulged in a run from the Palladium round E. London. We are sorry, however, and no doubt the V.C.C. is too, that the National Benzole hand-out picture of this event refers to the cars as "old crocks" and, later, as "vintage" cars, an example of unfortunate mixed thinking.

## MEXICAN STOCK CAR RACE

The F.I.A. has recognised the Second Mexican Pan-American Stock Car Race, to be run over a 1,933-mile course from Tuxtla-Gutierrez to Ciudad Juarez from November 20-25th, as an international fixture. Organised by the Asociacion Nacional Automovilistica, with the sanction of the Mexican Government, this race is run over paved highways and last year attracted 132 entries from ten different countries. Prize money totals approximately £34,000 and entries close on October 30th; details from Roland Goodman, Calzada de Cuauhtemoc 607, Mexico. No British entries were received last year, when McGriff and Elliott's Oldsmobile won at 78.43 m.p.h. Anyone interested this year?

## CASTLE COMBE, OCTOBER 6th

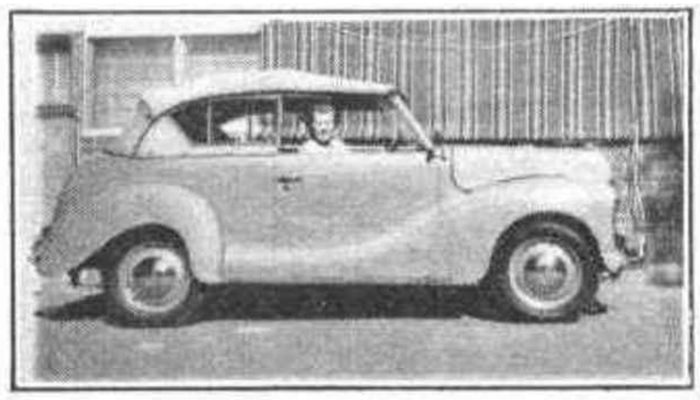
The Bristol M.C. & L.C.C. will hold a National Race Meeting at the Castle Combe circuit, which approximates to a road course, on October 6th. Racing starts at 1.30 p.m. and will comprise two 7-lap heats and a 10-lap final for 500-c.c. cars, a 20-lap race for 1½-litre racing cars, a 10-lap race for 1½-2½-litre racing cars, a 10-lap Formula Libre race, a 10-lap 1½-litre sports car race, and a 10-lap over-1½-litre sports car race. A lap equals 1.84 miles. Entries have closed. This is a meeting you mustn't miss. The course is near Chippenham, Wiltshire.

# Club News

## WE HEAR

K. N. Hutchison has taken delivery of one of the new "enlarged" Rolls-Royce-built Bentleys. Dr. D. Harley is running a 1938 38-h.p. push-rod o.h.v. Hispano-Suiza with handsome Freestone and Webb saloon body and took it to Bois Colombes last month to be serviced.

G. H. Poske has acquired an S.S. 38/250 Mercédès-Benz out in Lima and seeks all possible data on these cars. His address is c/o Panagra, Lima, Peru. Jean Mortimer was billed as Britain's fastest woman driver in a leading article in the *Sunday Express* of August 26th. Apologies to the N. London E.C.C. whose Radcap Rally was wrongly attributed to the N.W.L.M.C. in "Reports of Recent Events" in the August issue. This Rally is called after the N. London E.C.C.'s journal, the *Radcap*. Laurence Gresley is the fortunate owner of an exceedingly beautiful 1930 AM 80 Hotchkiss saloon with 272,000 miles to its credit and looking better than new; he also possesses one of the very rare 1934 411 80 by 99 mm. four-cylinder Hotchkiss cars. Geoffrey Frank has one of the Gabriel exhaust horns, which have been the subject of recent correspondence, on a 1909 Maudslay he is restoring; he would be grateful for advice on how to tune the note of this horn. Lt.-Comdr. P. R. Sullman-Tailyour, R.N., has disposed of his Red Label 3-litre Bentley and is using a 1951 Morris Minor which he finds "a grand little car." It averaged 41.6 m.p.h. from Weymouth to Silverstone for the British G.P. but he feels that different gear ratios and perhaps a lighter compression ratio would result in some desired extra "steam," say 50 in third and 70 m.p.h. in top gear. Writing from Henley Beach, S. Australia, R. B. Lower deplores too much emphasis on vintage car excellence, remarking that his A40 Austin tourer (see photograph) is a much superior car in every respect to its 1930–39 counterpart. Similarly, he believes the Morris Minor to be a leader in its class, infinitely better than its predecessor. "Do vintage enthusiasts include the XK 120 Jaguar



with modern tinware, asks Mr. Lower, who thinks that, "if so they are unjustly critical of a very fine car."

A 1929 sleeve-valve Voisin was for sale in Hampshire last month. It is remarkable how motoring articles are appearing in the non-motoring Press. A further example was a long discourse about George Beggs' 1937 f.w.d. Cord, in the August edition of the American *Co-operator*. From this we learn that about 1,500 Cords are still in use in the States and that with supercharged s.v. 288 cu. in. engine giving 175 h.p. at 4,200 r.p.m., speeds of over 125 m.p.h. are believed in.

We hear that V. W. Derrington is enjoying himself with a modern Morris Minor endowed with some non-standard urge by reason of an alloy head and similar modifications. A well-preserved Iris car has been on display in a Southport showroom. Alex Pitts of the B.D.C. got his picture in the *News Chronicle* last month—on account of his deerstalker hat. J. R. Tite says his 1932 Triumph Southern Cross is still running well and surprising quite a number of modern car owners. He would like to contact other owners of these cars in Leicestershire; address, 11, East Park Road, Leicester.

The refuelling apparatus used by B.R.M. incorporates a Varley pump, manufactured by Varley Pumps and Eng., Ltd., of Acton.

An early "10.8" Clyno two-seater, with ¼-elliptic front springs, was encountered at the S.B.A.C. Display. There are now so many Clynos about that someone might well compile a list of owners. Re the S.B.A.C. display, we intended to report on the flying but a gusty wind grounded the display aircraft. A record crowd went to Farnborough on the "public" days. A 1927 Hanomag, with de Dion engine at the back, ran in the Redditch Veteran Rally. Miss D. Herbert wants to trace previous owners of her 1934/5 1½-litre M.G., Registration No. JB 4160.

Veteran cars have received useful publicity in the general Press of late. Last July the *Saturday Evening Post* ran an article by Wesley Price, "They Don't Build Them Like that Any More," illustrated with colour pictures of one-lunger Cadillac, 1911 Moyer, 1903 Cadillac, 1905

## FIXTURES FOR OCTOBER

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

6th.—BRISTOL MC. & L.C.C.; RACE MEETING, CASTLECOMBE, 1.30 p.m. *N.*
B.A.R.C. Rally, Scarborough. *C.I.*
Berwick & D.M.C. and Lothian C.C. Race Meeting, Winfield. *C.I.*
Nottingham C.C. Race Meeting, Gamston. *C.*
Lancashire A.C. Trial, Lancs./Yorks. *C.*
Newry & Dist. M.C. Trial, Newry. *C.*
6th–7th.—Vintage S.C.C. Rally, Presteign. *C.*
7th.—B.A.R.C. Trial, Scarborough. *C.I.*
750 M.C. Trial, Wrotham. *C.I.*
C.S.M.A. Trial, Cotswolds. *C.*
Hagley & Dist. L.C.C. Trial, Worcester. *C.*
M.G. C.C. (N.W.). Trial, Lancs. *C.*
Plymouth M.C. Trial, Devon. *C.*
Riley M.C. (Mid.). Trial, N. Cotswolds. *C.*
13th.—Hants & Berks M.C. Night Rally, Aldershot. *C.I.*
13th.—S. Wales A.C. Rally, Porthcawl. *C.*
N. Ireland M.C. Trial, Londonderry. *C.*
13th–14th.—Shenstone & Dist. C.C. Rally, Derbyshire. *C.I.*
14th.—Aston-Martin O.C. Hill-Climb. *C.*
Huddersfield M.C. Trial, Huddersfield. *C.*
Kentish Border C.C. Trial, Kent. *C.*
M.G. C.C. (N.W.). Trial, Lancs. *C.*
Pathfinders & Derby M.C. Driving Tests, Derbyshire. *C.*
Riley M.C. (N.E.). Team Trial, Ilkley. *C.*
Taunton M.C. Trial, Taunton. *C.I.*
M.G. C.C. (Scottish). Trial, E. and M. Lothian. *C.I.*
M.G. C.C. (Midland). Trial, Worcester. *C.I.*
16th.—Brighton & Hove M.C. Night Trial, Sussex. *C.*
20th.—B.A.R.C. Records Day, Goodwood, 2 p.m. *C.*
M.C.C. Trial, Buxton.
20th.—Ulster A.C. Trial, N. Ireland. *C.I.*
Scottish S.C.C. Trial, Aberfoyle. *C.*
21st.—Sheffield and Hallamshire M.C. Trial, Derbyshire. *C.I.*
Birmingham Univ. M.C. Trial, Clee Hills. *C.*
Blackpool & Fylde M.C. Trial, Lancs. *C.*
Coventry & Warwick M.C. Trial, Coventry. *C.*
N. Staffs M.C. Trial, Attingham. *C.*
Half-Litre Club. Race Meeting, Brands Hatch. *C.*
27th.—Manchester Univ. M.C. Rally. *R.*
Bristol M.C. & L.C.C. Trial, Bristol. *C.*
Omagh M.C. Trial, Omagh. *C.*
28th.—Exmoor M.C. Trial, Exmoor.
Falcon M.C. Trial, N. Herts. *C.I.*
Lothian C.C. Trial. *C.I.*
Waterloo & Dist. M.C. Trial, N. Lancs. *C.I.*
Leicestershire C.C. Trial, Leicestershire. *C.*
N. Midland M.C. Trial, Derbyshire. *C.*

Rolls-Royce, 1904 Mercédès, 1888 de Dion, 1905 de Dion and Austro-Daimler, Simplex, Hispano-Suiza, Simca and Ferrari cars, and *Scotland's Magazine* had a feature about J. C. Sword's collection, illustrated by photographs of his ex-Prince of Wales, 1910 Rolls-Royce, 1895 Daimler, a 1902 Albion, his 1902 Oldsmobile, 1904 Arrol-Johnston, 1909 Renault, 1909 Albion van, 1912 Sunbeam, 1912 Adler and 1912 model-T Ford. Jane, of *Daily Mirror* fame, attended the Cheltenham M.C. Rally and was photographed beside Regent Motors' Edwardian Clement Bayard. We were glad to see that Paul Fawcett got a good write-up in the *Rhodesia Herald* for driving from Salisbury, England, to Bindura, going across France and from Mombasa down through Kenya and Northern Rhodesia to Southern Rhodesia in his £26 1921 Calcott light car. According to the report this was a journey which Ralph Sleigh, holder of the London-Cape record, said "would be madness to attempt." But then Sleigh used a *modern* car for his run!

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## TRIALS CHAMPION?

". . . Moss tells me he will be seeing Raymond Mays within the next few days to settle whether he will drive the B.R.M. next winter."—Ephraim Hardcastle writing in the *Sunday Express*.

In fact, it seems that the outcome of this discussion was that Moss will drive a B.R.M. at Barcelona on October 28th, which we prefer to think of as autumn, and which, in Spain, is more like mid summer!

★

## CLUB MAGAZINES

One of the pleasures of being Editor of a motor journal is that one receives Club journals without paying subscriptions. We refer to these praiseworthy publications from time to time and just recently three particularly bulky ones have come to hand. The *V.C.C. Gazette* and *Bentley D.C. Review* are up to their usual high standard; we haven't time to count the number of words in the latter but there must be more than in many professional journals, all of intense appeal to Bentley owners. The arrival of the *Review* at the beginning of each quarter is a happy reminder, too, of the health of one of the most forceful and largest of the one-make clubs—B.D.C. membership is now 1,052. The *V.S.C.C. Bulletin* arrived late but was extra bulky to make up for this; it is in a class of its own for entertainment value, and is beautifully printed and illustrated. The Sunbeam Register hopes to print its magazine *Sunbeam* as from this month; its membership now approaches 270. Incidentally, this one-make organisation pioneered the successful idea of members' cars visiting their birthplace, Wolverhampton, as reported in MOTOR SPORT last month. This innovation might well be copied by other one-make Registers.

★

## A GOOD IDEA

The R.A.C. is inviting every road-user who knows of a potential danger-spot on any road in Great Britain to send details to any of its offices (London address: Pall Mall, S.W.1), whereupon it will investigate and, if it feels anything can be done, will recommend the highway authority concerned to take action. This seems to us a very practical way of reducing road accidents and, however skilled you may be, accidents, even if you reckon to avoid them, put up insurance costs. We are glad to learn that from January to June 314 complaints were investigated, 243 considered justified and in 217 cases action was, or soon will be, taken. As discerning drivers you should be able to help the R.A.C. in this noble work.

★

## THE SPORT

It is significant of the present high level of interest in motor sport that the S.M.M.T. has appointed a special committee "to advise the industry on matters relating to the sport and to bring powerful assistance to Clubs which organise sporting events." This committee comprises S. H. Allard, H. J. Aldington, Sangster of Rileys, Warren of Jaguars and Norman Garrad of Rootes, and we wish it well. MOTOR SPORT itself joined the S.M.M.T. some time ago and will have a stand at Earls Court.

**THE EARLS COURT MOTOR SHOW**

**Owing to the Earls Court Motor Show taking place this year from October 17th-27th a review will be published in the November issue, which will be enlarged for this purpose.**

**The MOTOR SPORT stand will be No. 71.**

★

## DICE

Vauxhall Motors, Ltd., announce that at the finals of the Boy Scouts' Soap Box Derby, at Scarborough, it was hoped to conclude with a special race between the winning soap box and a 1904 one-cylinder Vauxhall. From what we saw of the soap boxes at last year's Brighton Speed Trials our money would have been on the veteran.

★

## WHEAT FROM CHAFF

Really, this business of whether your car is or is not eligible for membership of the V.S.C.C. is becoming exceedingly complicated. This is actually a matter on which this august organisation deserves congratulations, for conscientiousness very often brings complexity in its wake—witness the rules for this year's MOTOR SPORT Silverstone Trophy, which the Editor was called upon to devise one Saturday morning!

But as so many enquiries reach us about the V.S.C.C., which, up to its last A.G.M., had 1,585 members with 993 vintage cars, let's attempt (we write *attempt*) to clarify the position. Those eligible fall into one or other of five categories, viz:—

(*a*) Owners of "Edwardians," cars which need not have been built while King Edward reigned but must have been constructed between 1905 and 1916, inclusive.

(*b*) Owners of vintage cars, *i.e.*, any car built between 1917 and 1930, inclusive. This lets in the bad with the good of that era, but—no names, no . . . .

(*c*) Owners of thoroughbred post-vintage cars, which are approved by the Committee. Such cars include post-1930 models in the vintage style (example: H.R.G.). We notice that the Austin Nippy is acceptable whereas the Committee has doubts about a number of seemingly worthy vehicles. However, members are at present in process of voting on other "border-line" cars, so we refrain from further comment.

(*d*) Historic racing cars, *i.e.*, racing cars built before 1936.

This admirable attempt to provide for classic racing types and the older "one-offs" that we once referred to (but shall never again!) as "white elephants" has been confused because this year a race for cars in this category was won by a 1934 sports car which had been converted into a racing car twelve years later. Its owner was told that he was perfectly eligible to race it as an historic racing car although it had, in fact, not been a racing car until 1946 or so. Fortunately the club has now issued a reminder that cars must not only be not less than 15 years old but must "not have been modified or altered in such a manner as to lose their original character." If owners had to state on their entry forms that they have good reason to believe that their car took part in some form of speed event prior to 1936 the definition would surely be foolproof?

(*e*) Associates, *i.e.*, those with the right ideas but the wrong cars or no cars at all—ideal for vintage-minded enthusiasts anxious to help the club, read its inimitable *Bulletin* and able to get to its events on their motor-cycles, push-bicycles, or plates of meat.

Of these sections, it is the Club's intention that Sections (*c*) (*d*) and (*e*) shall not total more than 40% of the full membership

When it comes to events, some are naturally restricted to certain sections, others open to all. There is also an additional section, whose events are confined to vintage light cars, which are as section (*b*) but which do not develop more than 30 b.h.p., do not exceed 1,500-c.c. or 12 h.p. R.A.C. rating and which, if sports models, are prior to 1926. The Club has a monopoly amongst the larger bodies of all the types for which it caters except the Edwardians. In this category the V.C.C. recognises as "veterans" cars made prior to 1918. As the V.S.C.C. sets the dividing line prior to 1917 and the motoring world at large seems to think 1914 the limit, this latter date, our lives being so largely overshadowed by wars, might well become universal for Edwardians, "vintage" then being from 1915-30.

However, complex as this matter has become, nothing can obscure the great eminence to which the V.S.C.C. has risen, largely because it organises a frequent and wide variety of events, receives invitations to many more, offers exceedingly good value for money and caters for cars which, in the words of its President, Kent Karslake, are *good* as well as *old*. Its next events are the Welsh Trial on October 6th/7th and Nidderdale Trial on November 3rd.

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Modern Industrial Finishes, Ltd., can supply a new finish for racing cars, in a comprehensive range of colours or as a clear lacquer, which is proof against removal by racing fuels. Their address is: Thames Chemical Works, Lower Road, Northfleet, Kent.



# CASTROL WINS

THIRTY-FIFTH

## TARGA FLORIO RACE

Sicily, 9th September

**1st** FRAZER-NASH driven by Franco Cortese

The 350-mile Targa Florio is one of the world's most gruelling mountain races, and this is the first time it has been won by a British car.

## R.A.C. TOURIST TROPHY RACE

15th September

A Castrol lubricated FRAZER-NASH driven by F. R. GERARD also won the 2,000 c.c. class in the R.A.C. T.T. at 79.16 m.p.h.

CASTROL THE MASTERPIECE IN OILS

# RACING WITH A 43-YEAR-OLD CAR

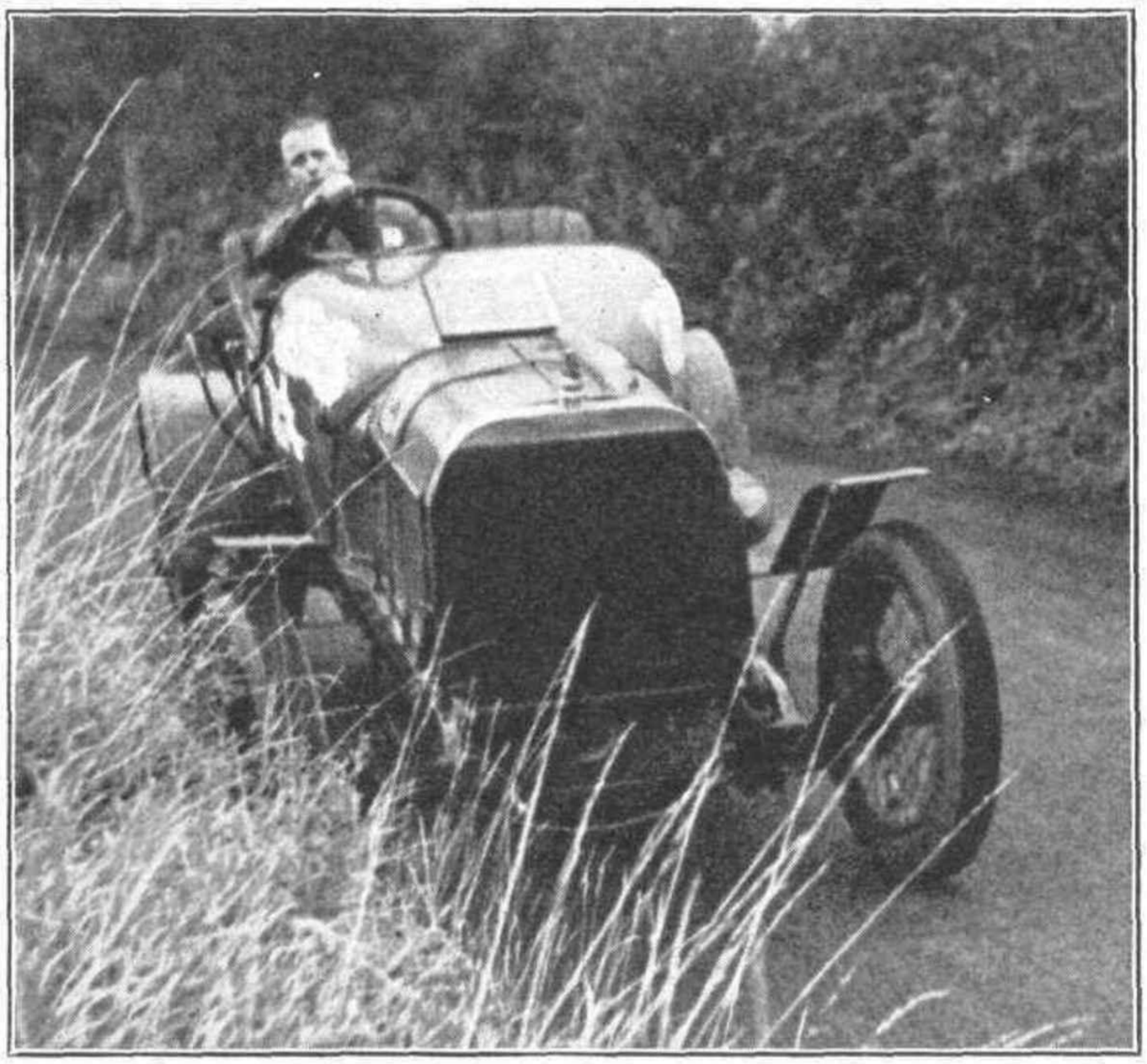
## *The Story of the 1908 G.P. ITALA*

*by*

G. A. EWEN

THE 1908 G.P. Itala "Floretta" has been written up many times in the motoring Press, by various people and from various points of view but generally from the technical angle. I don't think much has ever been said about its history and the trials and tribulations which have inevitably occurred through the years. It is, I believe, the oldest G.P. car which is still regularly raced, and, what is more, is always driven to and from every meeting on the road in the ordinary way. That this is so just goes to prove what a very fine design it was in the first place, and what great fun it is to drive, especially in this age of terrifying tinware.

The car was built in 1908 as one of a team of three which raced in the 1908 G.P. on the Dieppe circuit. This was the car driven by Cagno, which finished eleventh. The Italas were the heaviest cars in the race, and though this may have had something to do with their not finishing in the money in the G.P., it also may be some part of the reason for my specimen having survived for so long! Soon after the G.P., the car was bought by Mr. Young, the brewer, of Wandsworth, who brought it to England and took it to Vincents, of Reading, to have the present four-seater body installed. This is quickly detachable by undoing four bolts, when one can walk away with everything aft of the scuttle: very convenient for attending to the transmission. Various single-seater shells were constructed to go on in place of the touring body, for racing purposes, but unfortunately none have survived. The driving and maintenance of the car were entrusted to the works manager of the Itala works in England, a Mr. Wildegose, who is still very much alive today, and to whom I am eternally indebted for much of my information, both technical and historical. He drove the car constantly at Brooklands before World War I and eventually achieved a lap speed of over 100 m.p.h. [101.80 m.p.h.—Ed.] with what he calls a "wind-cheating cowl" attached to the radiator. He also confirms that its present performance with the four-seater body is just about the same as it was in those days, which is gratifying.



*MONSTER IN ACTION.—Gerald Ewen persuading "Floretta," the famous 1908 G.P. Itala, round the semi-circle at Prescott.*

During the 1914-1918 war its fate was unknown, though I have heard that it was used at some time by Dunlops for testing tyres. However, in January, 1921, it was (unfortunately) registered under the Roads Act (1920), which fact has prevented me from being able to register it to qualify for the £10 flat rate. The R.A.C. rating is 60 h.p., so that means £75 per annum, which means also that I cannot afford it!

I don't think the car was used at all in the later 'twenties, but it was discovered in a barn at the back of an hotel in Norfolk by a Mr. Pole, who was then at Cambridge, sometime in the early 'thirties. [Pole was a great enthusiast, who later raced a vast Mercédès at Brooklands. During the war he saw me towing a 1911 Renault with my "12/50" Alvis and leapt from a trolleybus, deserting wife and children, to look at it.—Ed.] He eventually persuaded the owner to sell, and he took it back with him to Ilford, where he repainted it and cleaned it up. The engine went perfectly, and he entered it for a few events in 1935 or thereabouts. At one of these meetings Sam Clutton saw it and immediately demanded that Pole should sell it to him, which he did with hardly a struggle. Its career in Sam's hands before the war is common knowledge, I'm sure: suffice it to say that it was this car and Sam's perseverance which contributed more than anything to the recognition of the fast Edwardians as a force to be reckoned with and as a magnificent spectacle.

Another war came along in 1939 and the Itala was rusticated in what was hoped to be a safe spot. However, the barn in which it was stored caught fire, and it was dragged out only just in time, slightly scorched. It suffered a bit from exposure, but really came to surprisingly little harm. At this point I took a hand in the matter, because Sam asked me in 1945 if I would like to take a half-share with him. I was lucky to have garage and workshop space so I agreed readily, and proceeded to get it in running order again, ready for the first Shelsley Walsh meeting after the war, in June, 1946.

At this time I had never driven the car, and I knew nothing of its mechanical details, so the first job was to inspect all working parts and find out how it was screwed together. The low-tension ignition system was new to me, but proved to be much less trouble than expected. The chief snag is the necessity of timing the striker for each cylinder separately, and I found this could be done most easily by wiring up a battery and bulb in series with the striker and seeing where the light went out on turning the engine. The flywheel, being very exposed, makes the checking of timing very easy, as it has legible marks on it.

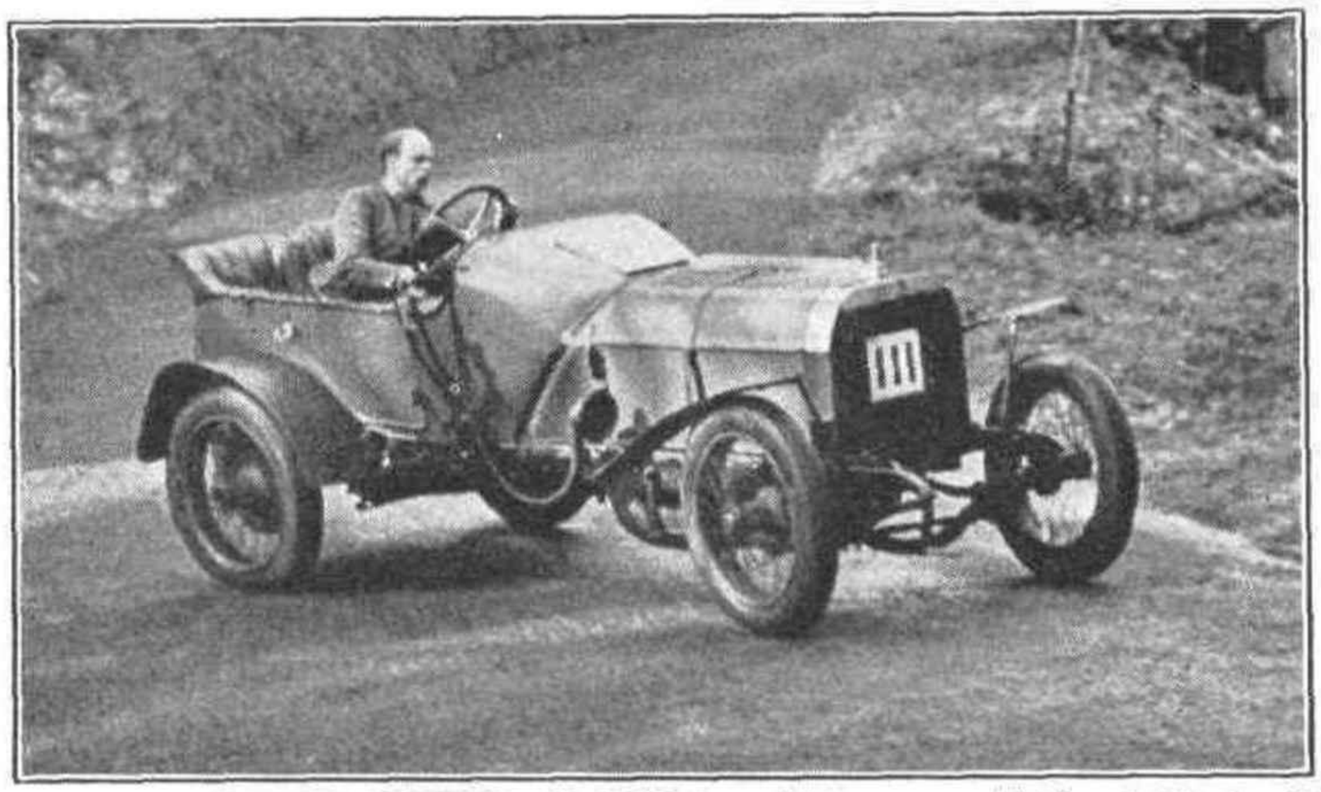
The engine proved to be in very good fettle, pistons, bearings and bores being but little worn. The clutch, a multi-plate affair with 72 steel plates, was very

temperamental until I decided to lubricate it with dry powdered graphite, since when it has been perfect, disengaging fully and being very smooth in taking up the drive. At first we used 30 per cent. light engine oil in paraffin as a clutch lubricant, but the clutch always dragged using this, and even dragged on pure paraffin. The graphite thus seems to be the answer, and the plates show no sign of damage after using it for two years.

Brakes consist of cast-iron linings and steel drums; contracting shoes, worked by the foot-pedal, on a drum behind the gearbox, and expanding shoes, worked by the handle, on the rear wheels. The linings were all pretty worn, and we couldn't quickly get any more cast-iron ones. Misguidedly we used Ferodo in the transmission brake, but the drum got so hot it split. That meant a new drum being fabricated, but we learnt our lesson, and now use only cast-iron liners, after experimenting with sintered bronze. Ferodo, however, makes the back-wheel brakes work much better, but the braking system is undoubtedly the Itala's weakest point, and, I think, understandably. One cannot get good braking with rear wheel brakes only on a car with 60 per cent. of its weight on its front wheels!

During 1946 and 1947 we raced the Itala wherever we could, always driving to and from the meetings in the ordinary way, and doing reasonably well in the events. I found, on decoking during the early months of 1948, that there was a small hole in the middle of No. 4 piston. This was caused by careless machining when the pistons were made, as there was only about $\frac{1}{16}$ in. of metal left in the centre of the piston-crown when they had bored the hole for the back-centre with a centre-drill. This had burnt through, leaving a $\frac{1}{8}$-in. hole. I was persuaded to have this welded by a low temperature process, and we reassembled the engine, and competed at Prescott in May with no apparent trouble. Our next outing was to take the Itala to France to see the French G.P. at Rheims, but this trip proved to be a chapter of accidents. Firstly the hole in the piston went through again, and directed a jet of hot gases like a blowlamp into the crankcase, seizing the little-end and melting No. 4 big-end, so I spent most of my week-end at Rheims in dismantling the engine. The "welding" proved to be unable to cope with the temperature of combustion, and had disappeared. It looked like solder! The French garage foreman said he could weld up the hole by gas welding, so we let him try, and he did it without distortion, which surprised me. We had to come home with the big-end clanking, as there wasn't time to get it remetalled in France.

However, all our troubles were not yet over. We arrived on Dunkirk docks in the dark, with very poor lights, and took a wrong turning which landed us on a railway line about a foot below the level of the road, with our flywheel touching one of the rails and sending out a shower of sparks. We had to try to build a ramp and get out backwards on to the road, a job which was rudely interrupted by a light engine which wished to mow us down. Eventually we reversed out with a leap, but in doing so stripped reverse and first gears. Reverse gear is only there for show, I'm convinced, because it is very weakly made indeed, and I suppose was only included to comply with the G.P. regulations. We got home with no more troubles, but had to do a snappy refit of the big-end to enable us to compete at Prescott the following weekend. I started in second gear and was only about one second slower than usual. That winter we had new pinions made to pattern, and overhauled the gearbox completely.



*ANOTHER CORNER STUDY.—Cecil Clutton, joint owner with G. A. Ewen of the* 1908 *Itala, controlling a tail slide in the S-bend at Shelsley Walsh. It is largely to Clutton's credit that this great car is in such a good state of preservation.*

**NOTABLE ITALA ACHIEVEMENTS**

Silverstone (Club circuit), 2 min. 7 sec.
Prescott, 53.63 sec,
Shelsley Walsh 50.98 sec.
Brighton, 61.8 m.p.h.

We had another major disaster next year when a ball-race collapsed in the back axle, wrecking the pinion and the race-housing. We had to have a new pinion made, and do some very tricky machining and sleeving of the pinion housing. This has all proved most satisfactory, though we lost most of the 1949 season because of it. It did, however, give us an opportunity of checking the axle ratio, which proved to be 1.65 to 1, instead of the 1.8 to 1 which we had previously supposed it to be. This may account for the unexpected speed with which corners rush up at you when you think you are just cruising gently.

The radiator proved unable to let the water circulate freely, due to partial choking of the tubes, and at racing speeds the header tank would develop leaks due to the positive pressure inside it produced by a very healthy pump. We eventually had the radiator dismantled and purified, and since then the trouble has gone. A new radiator block would have cost the earth and we just couldn't afford it.

I can only hope we have now ironed out most of the bugs from the machinery (I like mixed metaphors), and that we have no more major expenses for a little while. Tyres alone are expensive enough nowadays in all conscience, and the Itala gobbles them up pretty smartly when racing; but in spite of all these things, I really don't know any other form of motor-racing I could hope to afford which would give me half the fun and value for money that "Floretta" has given. There is a fascination about a really fast Edwardian that cannot adequately be described in words. One must drive it to be convinced. The steering, cornering and roadholding are impeccable, and the torque at very low speeds quite unbelievable. Incidentally, I get 13 m.p.g. on the road. I only wish the other big Edwardian racers which have survived would come out to do battle more often. There still are a few left in this country which have not been sold for dollars, but their owners seem shy of producing them. I hope, if they read this, that their consciences will prick them into action again or that, if they cannot drive themselves, they will let some of the other enthusiasts drive for them, and give the Itala a bit of competition.

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*ROAD-TEST—TWO AUSTINS*
*—continued from page* 491

sort this car, with its 88 b.h.p., offers very brisk transport indeed, especially commendable because, in spite of an 8-ft. wheelbase, the weight, without petrol, is as high as 26¾ cwt. The appearance, whether you approve or not, is unquestionably striking. Most of those who saw it parked were warm with praise, but one person likened the A90 to the war-horse of old which, like the knight who mounted it, wore armour, as a sort of skirt . . . This Austin gained considerable fame as a result of taking 108 long-duration records at Indianapolis in 1949 and is a distinctive production from a very well-established factory. The basic price, heater and radio-equipped, is £916 10s. (£1,426 3s. 4d. with purchase-tax). Driven slowly in traffic, hard elsewhere, the petrol consumption averages nearly 19 m.p.g., giving a range of about 225 miles.

# *LETTERS from READERS*

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

### THE F.N. RUMPUS

Sir,

Please use your prerogative and stop this puerile argument of Frazer-Nash versus Jaguar. There must be a more important use for your columns than to air the rantings of a few vain garage owners and their monied friends who have managed (heaven knows how) to acquire either of these very attractive vehicles.

To avoid the appellation " sour grapes," may I point out that the crux of the matter is pure economics—can one afford to pay over £1,395 more for the dubious pleasure of going a little faster on a wet road or round a blind corner?

I am Yours, etc.,

Taunton. H. WYATT.

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Sir,

As a very enthusiastic and satisfied Frazer-Nash owner I should like to reply to Mr. Alan K. Clerk, and point out a few facts which he has apparently overlooked—judging from his scathing letter in the August MOTOR SPORT.

Regarding the engine, I think it performs remarkably well for a 2-litre, a good example of this being D. C. Pitts' 120 m.p.h. at Dundrod in June, which I notice was considerably faster than the 3½-litres, which were of course privately-owned cars. All the major successes achieved by these 3½-litre cars have been taken by " works " cars; the amount of money lavished on them during their preparation would no doubt surprise many. Everyone will agree that considering the 'Nash gives away 1½ litres to the aforementioned motors, it is even more credit to it for its successes.

In the Empire Trophy, I had the misfortune to be involved in the five-car " pile up " and I am convinced that had it not been a 'Nash that I was driving I should not be writing this now, because any less strongly-built car would have collapsed when the other one alighted on me. The I.O.M. course is a typical road circuit, yet no other car could get within five seconds of the Frazer-Nash lap times in practice, the 3½-litre cars being conspicuous by their absence.

I could point out many other Frazer-Nash performances, such as Cortese's fine efforts in the Targa Florio and Mille Miglia, and, of course, the last " Alpine," which is fresh in all our minds, but I do not think it is necessary.

Lastly, is not any car a grotesquely high price these days? I think that all credit is due to the Aldingtons, who have achieved so much in these difficult times without having a large works to back them.

I am, Yours, etc.,

DAVID A. CLARKE.

Ulverscroft.

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Sir,

For very many years now I have been a follower of MOTOR SPORT and a regular reader of motor journals, among which MOTOR SPORT itself ranks supreme.

From time to time we read letters containing arguments regarding the qualities of one car compared with another, etc., and there is no doubt whatever that many of the contributions are most interesting, but some are a mere advertisement of the ignorance of the writers and would be better off in the waste paper basket, and among these I class the letter published in your August issue over the name of Mr. Clerk.

Why, indeed, has there never been a Fraser Nash in the Alpine Trial? Why is the cost of a Fraser Nash so much more than that of a Jaguar, and what of the remark that a Fraser Nash only figures in class results? What does Mr. Clerk require from 2 litres (actually 1,971 c.c.)—the world's land speed record?

It is a pity to take up valuable space but I would inform Mr. Clerk that, if he will get in touch with me, I believe that I could arrange for him to see, if not ride in, the actual Fraser Nash which equalled in every way the Jaguar's performance in winning an Alpine Cup. Of course, being so out of date, it may be on the scrap heap by the time this is in print.

I have looked quite carefully into the list of gentlemen who compete regularly in events at the wheel of a Fraser Nash and I am perfectly sure that (*a*) they are in a position to obtain Jaguars should they wish to do so, since they are practically all very qualified engineers with businesses of their own, and that (*b*) not the slightest bit of persuasion was brought to bear upon them to spend so much more for their cars than Mr. Clerk deems necessary.

Poor Mr. Aldington must not write in MOTOR SPORT because it is interpreted as advertising, but Mr. Clerk, I presume, is at liberty to sell Jaguars through your columns.

I am, Yours, etc.,

S. R. CURTIS.

Tolworth.

[We assume Mr. Curtis refers to the FraZer-Nash. Mr. Al ington hasn't written his promised letter, and this correspondence is now closed.—ED.]

* * *

### PRAISE FOR AN ALFA

Sir,

I have read with great interest, in your issue of August, 1951, the article " Busman's Holiday " in which the writer refers to the " 2.3 " Alfa-Romeo.

I happened to be the original owner of this car, which remains, amongst all the cars that I have had, the one that gave me the greatest pleasure and service. I have had many sports cars before this Alfa-Romeo and since, and even the " 4.1 " Ferrari which I now possess, although a much faster car, does not give me the same satisfaction.

It will give me great pleasure to come into contact with the present owner of this car, as I feel that it would be to our mutual interest if we could exchange experiences.

Before the 1935 Le Mans race, I had already done more than 10,000 miles on the road with this Alfa, and after the race, without the slightest repair or tuning up, I covered about 16,000 miles more.

By the way, the car never belonged to Chinetti, as I bought it in 1934 directly from Alfa-Romeo and only sold it, at a date which I do not exactly remember, with the help of Chinetti, with whom I have always been on very good terms for the last 20 years.

I am, Yours, etc.,

PIERRE LOUIS-DREYFUS.

Paris.

* * *

### THE BEST FROM BRITAIN?

Sir,

During the last two years I have been the proud owner of the *only* H.R.G. in Brazil—the 1½-litre Aerodynamic model—and the way in which this car has stood up to the bad roads in this country is a tribute to what must be the finest sports car built in Britain today. Being the only car in Brazil of this make one is cut off from all sources of spare parts and, very important too, advice from other H.R.G. owners. However, being an H.R.G., it has never once broken down, and the only spare part purchased during two years has been a carburetter float, which was taken from a Riley. Both the speedometer and rev.-counter cables broke at 25,000 miles, but that does not count as a breakdown, and a rear spring shackle required welding after a particularly bad stretch of road.

The bodywork is perfect. I had fears that the Aerodynamic coachwork would soon shake to bits on the cobbled roads, mud roads and pot-holed asphalt roads, but all is well and still as tight as when new. The undershield is a different story—being battered and bent by several glides on top of cart ruts and encounters with boulders that look like bits of earth. This tough undershield has saved the car from serious damage on more than one occasion; without it I was sure to have lost chunks of sump and back-axle a long time ago.

The H.R.G. is in daily use in the city of Säo Paulo, where traffic jams are traffic jams. The car behaves well under these conditions; the oil temperature keeps below the normal 80 deg. C., but on very hot days the water reaches 90 to 95 deg. C. The original Champion LS10 and Lodge H.N.P. plugs do not foul up under these severe conditions. If anything, the Lodge plugs give better results than the Champion, though both sets are now getting a bit old. One original Dunlop 4.75 by 17 has survived for 30,000 miles; the other four tyres on the car now are locally manufactured " Brazil " tyres, which are very good indeed. The hood of the car is very worn now; wear must have been speeded up by the torrential rains and very strong sun, but the hood has always been a sore point on the car. When folded it rattles terribly, and there seems no way of stopping the row, and when erected it looks quite untidy and spoils what is a really attractive car. But it must be said

that the arrangement does keep out the lashing rain.

There are very few "real" cars to delight the eye in this city. The vintage cult is quite unknown in this country, which makes one's mouth water all the more when reading "Vintage Veerings" and the Editor's frequent "Busman's Holiday" in cars which must be a delight to sample. Before signing off I wish to congratulate you on the general excellence of your paper, which every month brings me write-ups of all the events where H.R.G. reigns supreme.

I am, Yours, etc.

São Paulo. IAN ORR NEIL.

* * *

## THE LAST STRAW?

Sir,

Surely the present-day motorist is penalised enough already with excessive taxes without making it compulsory to fit suppressors to his engine at his own expense?

After all, the Government should be able to find the money to supply the accessories from the remainder of the unused road-fund tax of last year, considering that less than 10 per cent. of the total collected was used for the repair and maintenance of our roads.

I consider petrol and oil taxes, road tax and purchase tax a big enough price to pay for the "pleasure" of owning a vehicle without being forced to buy accessories to satisfy a minority of the population. By all means let us fit the suppressors, but only if supplied by the Government and not by us.

I am, Yours, etc.,

Colchester. JOHN M. FLOUNDERS.

[Curiously, we feel exactly the same as our correspondent!—ED.]

* * *

## BUGATTI SUPERIORITY

Sir,

I was glad to see reference in the August issue of MOTOR SPORT to the record-breaking Bugatti type 57S of 1936 and the Le Mans winner of 1939—the type 57C.

I must, however, disagree with your caption beneath the photograph of the 1939 Le Mans car. After winning this 24 hours race twelve years ago at the record speed of 86.85 m.p.h., Jean Bugatti stated that an 87/88 m.p.h. average was predetermined as being sufficient to cope with all likely opposition (Talbot, Delahaye, Delage, B.M.W., "2.9" Alfa and two special "works" 12-cylinder Lagondas). In this estimate he was right and the car ran from start to finish to this average schedule. The question of easing up to any great extent during the latter part of the race did not, therefore, arise. Had it been necessary, however, a much higher average speed could have been set as Jean Bugatti also stated at that time (and he was not given to making prophecies which the marque could not fulfil). ". . . the car was capable of a Le Mans average of 90/93 m.p.h." This, surely, is interesting, since he was referring to the 1939 Sarthe circuit and not the vastly improved, wider and resurfaced 1951 circuit which some experts have estimated as being 5/10 m.p.h. faster per lap. An estimated capability of a 90/93 m.p.h. race average in 1939 from a standard 3.3-litre supercharged Bugatti (except for higher back-axle ratio, flexible oil and petrol pipes, an oil radiator, Bugatti G.P. wire wheels and a carburetter slightly increased in section) hardly justifies your comment that the new type C 3.5-litre Jaguar which averaged 93.5 m.p.h. over the 1951 circuit ". . . nicely exemplifies the advance in design shown by the Coventry product . . ." More especially since the type 57C Bugatti (chassis price £745 in 1939) with a wheelbase of 10 ft. 10½ in. was capable of carrying full 4/5-seater saloon coachwork in comfort and silence as opposed to the purely sporting dimensions of the type C short-chassis Jaguar. The Bugatti petrol consumption at Le Mans averaged 10.8 m.p.g. on 80 octane fuel, not a spanner was used on the car during the race and the bonnet was never even raised; the engine developed 200 b.h.p. and the car was capable of 142 m.p.h. without exceeding 5,000 r.p.m. and, with suitable gearing, was estimated to be capable of 168 m.p.h. All this in 1939!

Another major consideration, often overlooked, is that this winning Bugatti was a lone entry, and thus had to make the running in the early stages and carry on to victory. It is usual that the winning car is one of a team whereby at least one car is detailed to go all-out at the start and blow-up the opposition, and, having blown themselves up in the process, leave the field clear for the other team car or cars to come through to unharassed victory. Birkin's blower 4½ Bentley used to do this for the Speed Sixes and Stirling Moss did it this year on the type C Jaguar, two of the team of three passing out with mechanical derangements. (I am aware of the official denial in this respect, but the cause and effect were exactly similar.) It would be interesting to know how often, if at all, Le Mans has been won with a lone entry apart from 1939—Carraciola's "38/250" Mercédès and Sommer's "2.9" Alfa failed on separate occasions.

Regarding the type C Jaguar, I have heard it said that the amazingly clever and light chassis of this car, which contributed so largely to its victory and outstanding performance, is of Continental conception and design. I have disregarded this allegation and assert that except for the major features of design in the valve operation, which have been copied from Bugatti practice, it is an entirely British and Jaguar achievement.

Incidentally, since this new sports-racing Jaguar is presumably so much faster than the "4.1" Ferrari (which some doubt) and the Lago Talbot (which, when they won Le Mans last year, were reported in some quarters as disguised Grand Prix cars), would it not be wise to direct British Racing Motors' funds—four or five years' development so far and nothing worth while yet to show for it—to British Racing Jaguars, to encourage Mr. Lyons to produce a 4½-litre Grand Prix winner in even fewer weeks than it took to design, produce, test and win the Le Mans race? Or is the rumoured XK 150 destined for just this purpose?

I am, Yours, etc.,

Bolney. C. W. P. HAMPTON.

[We remarked that the Bugatti was able to ease up towards the end of the 1939 Le Mans race because Gerard's Delage developed trouble four hours from the finish, and from then on it was obvious, *vide* the contemporary MOTOR SPORT report, that "the most he (Gerard) could hope for now was second place"—as proved the case, 26.4 miles behind the Bugatti. As for a Bugatti *v.* Type C Jaguar controversy, we leave that to others.—ED.]

---

Sir,

I am astonished at your remarks concerning the performances of pre-war winning Bugattis at Le Mans and the winning Jaguar this year.

It must be almost impossible to make a comparison when the Le Mans circuit has in 1951 been made immeasurably faster through widening, resurfacing and the elimination of corners.

The 1939 57C Bugatti had the long-wheelbase, 10 ft. 10 in. chassis which could not have been ideal for a road race, yet it had to be used as the competition chassis had been discontinued.

The 1939 Bugatti was a lone entry as compared with a team of three Jaguars in 1951, and had to be driven accordingly.

I am, Yours, etc.,

Ascot. R. B. POPE.

* * *

## SPEEDO FLATTER

Sir,

Your description of a run made in a 2½-litre Lagonda in last month's issue is of interest.

I feel, however, that without speedometer corrections it is rather misleading. *The Autocar* found, by their very reliable fifth wheel method, that the speedometer of this model was well over 10 per cent. fast at the higher speeds.

When will owners refuse to be hoodwinked by optimistic speedometers fitted all too frequently as a matter of policy?

I am, Yours, etc.,

Edenbridge. HUGH HUNTER.

[We do agree, and normally check the speedometer when doing a full road-test.—ED.]

* * *

## SPEED IN THE AIR

Sir,

In your report of the *Daily Express* Air Display at Hendon you enquired why the Miles Hawk Speed Six weighing only 1,850 lb. should be only 15 m.p.h. faster than the 3,250 lb. Percival Vega Gull. The answer lies in the inaccuracy of the notices displayed in front of the aircraft—I saw more than a dozen errors.

In fact, the usual average speed for a Vega Gull over a closed circuit course is in the region of 155 m.p.h., while the Hawk Speed Six won the recent Bristol Air Race at very nearly 200 m.p.h.

I am, Yours, etc.,

Windsor. DAVID F. OGILVY.

* * *

## HAPPY ENDING

Sir,

In view of your report of the meeting at Boreham on August 11th, in which I was unfortunately still in the paddock at the start of the Formule Libre event, I think it is only fair to state that the Club offered more than proper apologies and indeed made a very generous gesture after the misunderstanding.

I am, Yours, etc.,

London, S.W.7 DENNIS POORE

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**1938 DELAGE, "D6/75,"** drophead coupé. Overhauled, new tyres, radio. Taxed. £900. Tel.: Hendon 9958. [6172

**1938 MORGAN "4/4"** sports. Reconditioned throughout and resprayed green this year. Exceptional condition. 37, Anne Boleyn's Walk, Cheam, Surrey. [6173

**VINTAGE SILVER GHOST ROLLS-ROYCE,** 1913. Sedanca body. Very good condition. Brand new tyres. £250. 1912 Motobloc (French), 16 h.p. Excellent condition, taxed and insured. New tyres. Second owner. £325. H. R. Wilkins, 38, Walsall Road, Four Oaks, Sutton Coldfield. [6174

**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. £250. Boyle, 206, Coventry Road, Coleshill. [6175

**ASTON-MARTIN "LE MANS,"** 1933. British racing green. £350. Holland, 6, Chiltern Grove, Thame, Oxon. [6176

**NEARLY NEW,** maroon mohair hood covering and mohair full zip tonneau cover for 1935 to 1938 Morris Eight 2-seater, £8 10s. Harrison, White House, Farningham, Kent. [6178

**2-LITRE LAGONDA,** less body, components for rebuild, £50. Experimental 500-c.c. chassis, £15. 1929 Ariel 250-c.c. s.v., £5. 1918 Douglas 600-c.c., £8. 1939 Enfield 350-c.c. o.h.v., in pieces, £30. Four 21-in. Talbot wheels, £1 each. Enfield sidecar chassis, £7. 12-volt Lucas starter and dynamo, £1 each. ½-h.p. 230-volt motor, £4. Rolls-Royce air compressor and mountings, £4. Hand-operated paint spray, £2. Wanted: Austin Seven tourer. Write for details, appointment. 279a, Stanstead Road, London, S.E.23. [6179

**WINTER READING:** Reasonable offer wanted, 180 issues *Autocar*, 1946, 1948-51; also two dozen MOTOR SPORTS and others, all recent. English, Larkfield, Kent. [6184

**LEA-FRANCIS** vintage tourer, 11.9 h.p. Completely rebuilt. Offers to: Tel.: Forest Hill 2493. [6183

## FOR SALE—*continued*

**PHANTOM I ROLLS-ROYCE,** truck body, very good condition; three new tyres. Offers over £65. Ayers, Templecombe, Somerset. [6177

**G.N.** sports 2-seater, 998-c.c. J.A.P. motor. Very fast and economical. Now undergoing overhaul. £95 or near. John Bolster, Goose Farm, Wrotham, Kent. [6182

**LAGONDA 4½-LITRE RAPIDE** pillarless saloon, rebuilt at works 1947 at cost of nearly £1,000. Complete car as new. Any trial. Astra radio. 595 guineas. Rixon Badger, Devil's Elbow, Minchinhampton, Glos. [6185

**AUSTIN "ULSTER,"** 1934. Very lively, low consumption, sound general condition, good tyres all round. Offers over £198. Owner requires utility type vehicle. Burns, 31, Burgess Road, Waterbeach, near Cambridge. [6187

**FOR EARLY AUSTIN SEVEN.** Good chassis four rear springs, front spring, steering-column and wheel, four road wheels, tank, wings, numerous other parts, £5 or offer. Good 3-speed gearbox, 55s. Gill, 150, St. John's Street, Lichfield. [6188

**SUPERCHARGER,** stripped, suitable for 1—1½-litre, £10. MOTOR SPORTS, May, 1946, to date, £5. Tourret, 33a, Allport Lane, Bromborough, Cheshire. [6189


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**£300: 18-H.P., 1931 AMILCAR,** professionally fitted with "18/80" M.G. engine. Original "Le Mans" type open 4-seater body and new (within last 5,000 miles at most, receipts available). Aluminium mudguards, windscreen (fold-flat), side-screens, hood, bag, tonneau cover, side-curtains, rubber floor covering, front seats, speedometer and cable and gears, brake cables and linings, big-ends and mains (Hoyt 11Z3), clutch plates, prop.-shaft, needle universal joints and pinion bearings, Fram filter, S.U. pump and filter, valve springs, Thermostat, and king-pins. Shaft skimmed, valve-seats re-cut, steering adjusted. Dynamo and starter reconditioned. Headlamps resilvered. Battery good, tyres fair. £10 tax. Weight 23 cwt. 22 m.p.h. per 1,000 revs., 20 m.p.g. Oil, 1,000 m.p.g. I have never belted this wagon and I'm in no great hurry to sell it, but wish to buy post-war open 4-seater Allard, and would be pleased to hear of such for disposal. I am not in the motor trade. Please call, evenings or Sunday mornings. Bull, Flat 1a, 24, St. Aubyns, Hove, 3. Tel.: New Cross 1092 (London), business hours. [6190

**1950 J2 ALLARD,** fitted latest modifications, genuine mileage under one thousand; finished in British racing green. 1931 Bentley blown 4½-litre open 4-seater, completely reconditioned this year and unused since; genuine reason for sale of above cars. G. F. Sleight, "Hillside," Brigsley, near Grimsby. Tel. Waltham (near Grimsby) 3166. [6191

**FORD, MODEL W.O.T.2,** ex-W.D. truck, less body, on good set of 9.00 by 16-in. track grip tyres. Would make handy service wagon, etc. £50. Tom Brown & Co., Wyton, Hull. Members, M.V.D.A. Tel.: Hull 15142. [6192

**SUPERCHARGER,** new, suit 8/10-h.p. engine, £16. Wanted: technical literature on 1935-6 Triumph Gloria. Foddy, 225, Poplar Grove, Kennington, Oxford. [6196

## FOR SALE—*continued*

**ASTON-MARTIN,** 1933, 4-door saloon. Many extras. Good condition every respect. £200. Birch, 214, Hinckley Road, Nuneaton. [6180

**SMALL EDWARDIAN STANDARD.** Pretty closed body. New gears. Reliable. £120 or near. John Bolster, Goose Farm, Wrotham, Kent. [6181

**HOODS, SIDESCREENS,** tonneau covers, roof upholstery and carpets, repaired or fitted new to all types of cars by trimming specialists. Croystan Motors, Park Street, Croydon. Tel.: Croydon 3952. [6193

**DISMANTLING 1935 TALBOT FOURTEEN,** nearly all parts. 1926 Austin Seven engine, gearbox, etc., complete. Horizontally opposed Wico magneto, also Cox-Atmos carburetter. Offers: Macilwaine, Brough, Yorks. [6194

**BUGATTI, 2.3 LITRES,** 8-cylinder, supercharged 4-seater (Type 43). Engine has just had thorough overhaul and whole car is in very good running order. Colour, grey, with red upholstery, new hood and hood bag will be supplied. Recently imported, £10 tax. £450. Wilks, Mackie & Co., Ltd., Dorridge, Birmingham. Tel.: Knowle 3126. [6195

**1926 O.M., 16 H.P.,** 4-seater tourer. £95 for quick sale. Two bad tyres, suggest rebuild wheels. New hood and seats. Sir Robert Frank, 52, Colebrook Close, West Hill, S.W.15. [6197

**SINGER "LE MANS," 9 H.P.,** 2-seater special. Complete engine overhaul, fitted new balanced crankshaft, etc., electrics rewired and overhauled by Lucas; steering, brakes renewed. Body immaculate. One other owner from new. Arrival of new car only reason for sale. View North Worcestershire. Price £300. Clee, "Shrubbery Hill," Cookley, Worcs. [6198

**LAGONDA,** 1934. open sports 4-seater, 4½ litre. Engine reconditioned, excellent condition. £350. S. D. Motors (Reading), Ltd., 499, Oxford Road, Reading. [6199

**4½-LITRE LAGONDA, MODEL LG 45,** 1937 "Le Mans" red 4-seater tourer. Magnificent car. Taxed year. Tel.: Staines 2230. [6200

**FRAZER-NASH,** Gough engine, 1½ litre. Crank and rods by Laystall reground and rebored, new pistons, etc.; fitted new cylinder head (latest type), with two new S.U.s, or may be had with two Centric superchargers. Owner has reconditioned same with a view to fitting in new tubular chassis but finds it impracticable. Also, Talbot "110" preselector box, specially modified for racing car with close ratios, etc., and four large duplex Hartford shock-absorbers. Bradnack, Jesson Road, Walsall. Tel.: Walsall 5901. [6202

**1934 ROVER SPEED TWENTY.** Enthusiast's car. Very fast. Three carburetters, five new tyres. Excellent condition. Completely overhauled. Best over £220. Tel.: Dr. Balfour-Lynn, East 1610. [6203

**1937 MARENDAZ SPECIAL.** Engine reconditioned. Well shod. New hood. Wings bit rough. Seen Devon. £275. C. Wood, Woodlands, Westerham Hill, Kent. [6204

**PERSPEX,** clear, ⅛ in.; rectangles. Postage and packing, 10s. 6d. sq. ft. G. Wilson, Stoneacre, Bridgnorth. [6205

**1936/7 JAGUAR 2½-LITRE** sports saloon. Gearbox overhauled. Fast, reliable. £225. Exchange for open sports or trials lot. Gillbanks, 80a, Blackstock Road, N.4. [6206

**1936 S.S.100 JAGUAR.** All particulars and photographs on request. Toler, 6, Oxford Road, Teddington, Middlesex. [6208

**SPARES:** Meadows 4ED h.c. twin-carburetter cylinder head, £10. Riley Nine torque tube and differential assembly, complete, £5. Maclean, Kingston Bagpuize, Berks. Tel.: Longworth 85. [6209

**BENTLEY 3-LITRE** engine, No. 486. Serviceable; requires overhaul; useful spare. Kyan, Boughton Hotel, Bickley, Kent. [6210

**LAGONDA 4½-LITRE RAPIDE** engine and gearbox. 100 per cent. condition, any trial before dismantling. Diesel being fitted. Offers around £150. BOX NO 3700, MOTOR SPORT, 15, City Road, E.C.1. [6212

**SUPERCHARGER, ARNOTTS,** with fittings for 1950 Minx. Only used two months. Certainly does all makers claim. Cost £70. Fair offer wanted. Box No. 3701, MOTOR SPORT, 15, City Road, E.C.1. [6213

**VINTAGE 1928 SINGER** tourer, 7.9 h.p.; 40 m.p.g. Engine just reconditioned. Mechanically sound, body excellent. Paint excellent. Good tyres. Any trial. What offers? Box No. 3706, MOTOR SPORT, 15, City Road, E.C.1. [6218

**NEW DUNLOPS, 600 BY 21.** Four unused going for best offer. Tel.: Chorley Wood (Herts) 182, evenings, weekends. [6211

**£280—WOLSELEY 6-14 H.P.** special sports, in excellent condition and with a good history. Complete with radio, three spare tyres complete and licences to end of year. Owner greatly regrets to part with it. View in Tunbridge Wells. Box No. 3702, MOTOR SPORT, 15, City Road, E.C.1. [6214

## FOR SALE—*continued*

**BUGATTI, TYPE 51.** Converted for road use. Full particulars from Box No. 3703, MOTOR SPORT, 15, City Road, E.C.1. [6215

**ASTON-MARTIN 2-LITRE** saloon, 1937. Good appearance, black with grey interior. One previous owner. Fast and comfortable. £550. Box No. 3704, MOTOR SPORT, 15, City Road, E.C.1. [6216

**WOLSELEY "18/80" MODEL,** 1937, saloon. One very careful owner. Recent thorough overhaul. Excellent in every way. £450. Box No. 3704. MOTOR SPORT, 15, City Road, E.C.1. [6216

**SET OF FIVE SUPER ACE DISCS,** nearly new, to fit 1948 Jaguar. Cost £22. Accept £12 or near offer. Box No. 3705, MOTOR SPORT, 15, City Road, E.C.1. [6217

**33⅓% NO CLAIM BONUS** after one year free of claim. Write for details of The Careful Motorist's Policy. T. L. Jose, Insurance Broker, 22, Belmont Road, Uxbridge. Tel.: Uxbridge 2004/5. [6241

**ROVER SPEED FOURTEEN** sports saloon. Ex-Freddie Dixon car. Engine recently overhauled in his workshop, recellulosed blue. All new tyres. £465. Tel.: Vigilant 4562. [6242

**1934 "ULSTER T.T." MAGNETTE, NE TYPE,** fitted "K3" unblown engine, E.N.V. 75 preselector. Long-tailed alloy 2-seater body, outside exhaust, good tyres, batteries. Dynamo overhauled, brakes relined. Total taxed life 36 months. Powerplus 8 and 10 blowers, drive shaft, blower inlet manifold included. Offers wanted or would exchange good Alvis Speed Twenty tourer. 136, High Street, Henley-in-Arden, near Birmingham. [6243

**RILEY NINE.** Beautiful coachbuilt tourer body in 1946 on 1933 "Monaco" chassis. Close-coupled 4-seater. New hood this July. £295. Flt. Lt. Vardy, R.A.F., Hornchurch, Essex. Tel.: Rainham 3344. [6244

**M.G. "TA."** Black, red leather. Engine overhauled, including new crankshaft, rods, relined standard, head overhauled, oilcoil, radiator by Serck, king-pins, brakes relined, springs reset. Newtone twin spotlamps, new battery; wheels rebuilt, triple spoked. Good tyres. £395, or exchange good 1½-litre. Seen weekends only. 34, Avalon Road, Ealing, London, W.13. [6245

**£195 OR BY INSTALMENTS,** or any sporting type vehicle taken in exchange, cash either way, for Alvis Firefly 2-seater coupé in good condition. Mason, 23, Rushmore Road, Clapton, London, E.5. Tel.: Amherst 3534. [6246

**TALBOT "95"** saloon, 1933. £130. Very fair condition, new battery, good tyres. Pump parts available but need fitting. Owner forced to give up through ill health. Perry, 260, London Road, Westcliff, Essex. [6247

**LAGONDA, 1935, 3½-LITRE** tourer, Rapide chassis and body, Girling brakes; 85 m.p.h., 17 m.p.g. Excellent condition. £400. H. P. Bowler, Herons Lodge, Heronsgate, Rickmansworth. Tel.: Chorleywood 277. [6248

**AMILCAR SPARES:** Three k.o. wheels, tyres, tubes; pair front springs; chromium radiator cowl; gearbox complete; rear axle, complete less c.w. pinion. Offers. Argent, Laindon Common, Billericay. [6249

**CITROEN, 1936, "12/8,"** de luxe saloon. Black, red leather. All new Michelins. In splendid all round condition. £295. 32, Parkgate, Purton, Swirdon, Wilts. [6250

**V8 SPECIAL.** Shortened M.G. Eighteen chassis, k.o. wheels, new tyres. Requires body and registering. Good motor and brakes. £40 or offers. 1931 Riley Nine commercial van, very fair condition, motor noisy but goes like a bomb; suitable for rebuilding; £55. Wathen Bros., Milton Street Garage, Sheffield, 1. Tel.: Sheffield 21756. [6252

**1927 JOWETT** short-chassis tourer. Mechanically good, wings and hood rough. Any offers around £30? Harper, Chalfont House, Bury New Road, Whitefield, Manchester. [6253

**LAGONDA, 2½-LITRE SPEED MODEL.** Engine and chassis rebuilt, new body. Part exchange 4½-litre Invicta or similar. Cash £245. 131, Croydon Road, Caterham, Surrey. [6254

**RILEY NINE, 1932, ASCOT** drophead, with dickey. Exceptional condition. £145. Tel.: Buckhurst 1863. Hewlett, 105, Monkhams Avenue, Woodford Green. [6255

**M.G. "J2."** Mechanical condition good, body fair. Recent extensive overhaul. £195. Mason, 19, Lake Road, Shirley, Croydon. Tel.: Uplands 2695 (office hours). [6256

**BENTLEY 3-LITRE ENGINE,** £30. Charlton Kings Garage, Cheltenham. Tel.: Cheltenham 2754. [6257

**P.100s,** complete, very good condition, plating fair, £20 the pair. Two unused covers, 30 by 3½, wired, 50s. each. Wanted: crankshaft, Singer "Le Mans" 1934 9-h.p.; wheel, 17-in., for Ford V8, 1935, wire type. 6, Ulleries Road, Sheldon, Birmingham, 26. Tel.: ACO 3191. [6258

**A.C.** 2-seater coupé, in very nice condition. Rebuilt 1950. £10 tax. 30 m.p.g. Exchange for family saloon, prefer Fiat, or sell, £375. Walker, 50, Malford Court, London, E.18. Tel.: Wanstead 8432. [6259

## FOR SALE—*continued*

**"30/98" VAUXHALL.** Grey 2-seater, ex-Hughes car. One of the fastest vintage cars in first-class condition, with various spares. £325. Neve, Walls Pit House, Stretton, Warrington. [6260

**LAGONDA PILLARLESS** saloon, 1934 model, professionally fitted 22-h.p. 4-cylinder, o.h.v. engine; 22 m.p.g. and 75 m.p.h. guaranteed. Bodywork fair, interior shabby but serviceable. P.100s. Tyres good. Same owner 14 years. £170. Bought diesel-engined shooting brake. Spares: Two Bentley Red Label engines, one complete, one for spares, pair £25. Humber Snipe engine, all accessories, £20. S.A.E. particulars. Pontefract, Beacon House, Denby, Denby Dale, near Huddersfield. [6261

**SILVER EAGLE ALVIS** sportsman saloon, 1935. Only done small mileage since complete overhaul, including engine, new radiator, batteries, starter, dynamo, oil pump, gears, etc. £150 receipts. All aluminium body; upholstery very good; P.100s. Open to any examination or trial. Taxed, insured April, 1952. £325 or best offer. Reading. Box No. 3740, MOTOR SPORT, 15, City Road, E.C.1. [6262

**1929 ALVIS SILVER EAGLE, 17 H.P.,** chassis, complete less battery. Resleeved by makers, bills shown. Five good tyres. £50 or offer. Cottell, Yeomans, Kelly, Lifton, Devon. [6263

**H.R.G. "1,500,"** late 1948—whole car in first-class condition. British racing green. Nearest offer to £900. Austin, 48, Macaulay Drive, Lincoln. Tel.: home, Lincoln 11154; office, Lincoln 11197. [6264

**M.G., 12 H.P., N-TYPE MAGNETTE** 2-seater, good condition. £225. 96, Culvert Road, London, S.W.11. Tel.: Battersea 6308. [6265

**M.G. "J2."** Mechanically reconditioned, rewired, new tyres, good all-weather equipment. Many extras, including Biflex headlamps, spot, fog, reversing and stop lamps. Windtone and Altette horns. Host of dashboard instruments and electrical accessories. D. Clements, Shipham, Som. Tel.: Winscombe 3203. [6267


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**1928 RILEY 9-H.P.** 4-seater tourer. In original form and very good condition throughout. £100 or offers. Harvey, 23, Trelawney Road, Cotham, Bristol, 6. Tel.: Bristol 37259. [6268

**FORD TEN ENGINE,** good condition, complete, clutch, dynamo, starter, carburetter. Set Armstrong shock-absorbers, new, with links, £30. Tel.: Hornchurch 3124. [6269

**"THE MOTOR,"** August 16th, 1938, to November 10th, 1943, inclusive. What offers? Bottomley, 37, Pelham Road, Bexleyheath. [6270

**GARAGES AND ENGINEERING WORKS** are invited to write for details of an attractive Staff Personal Accident Scheme. Where six or more persons are employed, premiums can be paid weekly by deduction from wages. Approximately 1s. per week. T. L. Jose, Insurance Broker, 22, Belmont Road, Uxbridge. Tel.: Uxbridge 2004/5. [6271

**£85—AMILCAR.** 1928 sports, low modern trials-type body. Lights, etc. Runner, needs enthusiast attention to really motor. £125—Austin "12/4" 2/4-seater tourer, smart, fast; accept saloon, any age, h.p., condition, part or full exchange. Offers. 19a, Alfred Road, Acton, London, W.3. [6272

**M.G. F-TYPE MAGNA.** Singer aluminium 4-seater body. 28 m.p.g., oil negligible. Five excellent tyres. Owner going abroad. £145. Faulkner, Allenholme, Frog Grove Lane, Woodstreet, Guildford, or Tel.: Woking 1550. [6273

**CADILLAC ENGINES.** V8 5½ litre, as new, £70 each Connaught Engineering, Portsmouth Road, Send, Surrey. Tel.: Ripley 3178. [6274

**1930 36-H.P. STRAIGHT EIGHT BUICK,** no lights, unserviceable distributor, tow away. £30 or offer. Cheffings, Church Street, Betchworth, Surrey. [6275

**1949 A40 COUNTRYMAN,** 14,000 miles, offered in exchange for late pre-war 2-litre shooting brake in worthwhile condition and cash adjustment. 12, Flass Lane, Barrow-in-Furness. [6278

## FOR SALE—*continued*

**SUNDRY SPARES.**—Talbot '75': splined hubs, 42 mm., brake drums, brake shoes, brake return springs, crown-wheel and pinion, torque-tube, drive shaft, 12-v. combined dynamo and starter, and other odd chassis bits. Three 19-in. Rudge wheels for Talbot 42-mm. hubs, two 600 by 19 tyres suitable for retreading, one 525 by 18 ditto. D.K.W.: two inboard rubber universal joints with steel containers, one near-side front spring shackle and steering-pin, one rear hub puller, and other sundry pieces. Other spares: one Zeiss fog lamp, one Notek fog lamp, 5 gallons Methanol. Graham C. Dix, 58, Coleshill Road, Birmingham, 8. [6276

**LAGONDA 3-LITRE** Weymann saloon. Registered 1934. Excellent all round condition. Maintained at terrific cost. Recent bills for more than £350 available. Price £275. Newcomb, Monkwood, Sewardstonebury, near Chingford, London, E.4. Tel.: Silverthorn 4722. [6277

**ASTON-MARTIN 1½-LITRE "LE MANS,"** 1934, L/C 4-seater, very good condition. £385. Chorley, Webb's Heath, Warmley, near Bristol. [6280

**1933 AUSTIN SEVEN** being broken up, plenty of spare parts; Engine, £8; gearbox, 4-speed, £4; back axle, £5; front axle, £3; springs, wheels, tyres, lights, radiator, etc. Apply: Lawrence, 7b, The Crescent, Alverstoke, Hants. Tel.: Gosport 89872. [6281

**UNABLE TO CONTINUE SPECIAL.** Rover Fourteen chassis, hydraulics, and lowered radiator, complete less engine and box (could be supplied). Also Hillman Minx engine, high-compression head and box, with carburetter, starter, etc. What offers? Flint, 39, Queslett Road, Great Barr, Birmingham. [6282

**P.100 HEADLAMPS** and brackets, plated, perfect, best offer over £15 the pair. Reeves, 5, Westbourne Road, Edgbaston, Birmingham. [6283

**CORD WESTCHESTER** saloon (Reg. 1950). £10 tax; 40,000 miles only. Excellent condition. Swanmore Garage, 1,176, Christchurch Road, Boscombe, Bournemouth. Tel.: Southbourne 1022. [6141

**1936 AUSTIN SEVEN SPECIAL.** Underslung, M.G. type 2-seater body. Nippy block, new pistons, coppered head, lightened flywheel, offset rear wheels, S.U. carb., new battery and hood. Tonneau cover. Available after Sept. 10th. £185. Barnard, 34, St. Marys Grove, Canonbury, N.1. [6142

**AUSTIN SEVEN GEARBOXES.** Three or four speed. Cheap. 11, Vincent Avenue, Stratford-on-Avon. [6143

**SELL OR EXCHANGE** for small car, 1935, S.S.1 16-h.p. 4-seater F/H coupé. Offers invited. Tel.: Bourne End (Bucks) 283. [6145

**LAGONDA RAPIER.** Aluminium body (drophead coupé). Sprayed black off 1935 model. Complete with brown leather trim, lamps, radiator and shell, etc. All in excellent condition, with new chromium. £165, o.n.o. 11, The Chase, Romford, Essex. [6146

**MORGAN THREE-WHEELER,** 1926, Grand Prix S.U. J.A.P. In very rough state. Dismantled. Almost complete. Suitable spares or possible rebuild. £10 10s. Raleigh cycle 500 c.c. S.U., 1927. Modified. Partly dismantled. £6 10s. 56, Irwin Road, Bedford. Tel.: Bedford 5606. [6147

**SIATA-FIAT 500 COUPE.** Raised compression o.h.v. engine, manual control, Lucas ignition. Reconditioned braking system, rear axle, front and rear suspension, starter and dynamo; sprung steering wheel, bumpers, overiders, twin sport lamps, ammeter, water temp gauge. New tyres. Serviced at FIAT Turin last year. A superb immaculate example. Finished in blue with blue leather upholstery. Best offer over £365. Eccleston, 1,733, Coventry Road, Birmingham, 26. Tel.: ACO 1028. [6148

**1929 SPEED SIX BENTLEY** sports saloon. Sound condition. Good tyres. £165. 1928 Swift tourer. Excellent condition throughout. Original. Paint, carpets, etc. £75. Lewis, 63a, Woodcock Street, Birmingham, 4. Tel.: AST 2410. [6149

**ASTON-MARTIN,** 1932, international short chassis 2/4-seater. British racing green. Excellent condition. £350. Box No. 3257, MOTOR SPORT, 15, City Road, E.C.1. [6151

**CHRYSLER CROYDON AIRFLOW** saloon. Stored many years. Superb condition. Reasonable cash offer, or any exchange. Prefer sports open. Seen any time. 15, Nashleigh Hill, Chesham, Bucks. Tel.: Cholesbury 360. [6153

**10-H.P. ADLER** 4-seater coupé. Twin spare wheels. Very sporty. Rebored and reconditioned throughout at cost of £150. Accept £250 cash, or exchange saloon. 15, Nashleigh Hill, Chesham, Bucks. Tel.: Cholesbury 360. [6153

**AUSTIN NIPPY,** 1934. Recently reconditioned engine. £158. 104, St. Leonard's Road, S.W.14. Tel.: Prospect 1850. [6156

**RED LABEL BENTLEY,** 1926, Vanden Plas. Complete engine overhaul by Sid Lawrence. Not yet run in; bills produced. Recently brakes relined, new Hartfords. All original instruments, twin chrome aeroscreens, full hood and sidescreens. View London, S.W.1. Offers over £395, to Box No. 3258, MOTOR SPORT, 15, City Road, E.C.1. [6158

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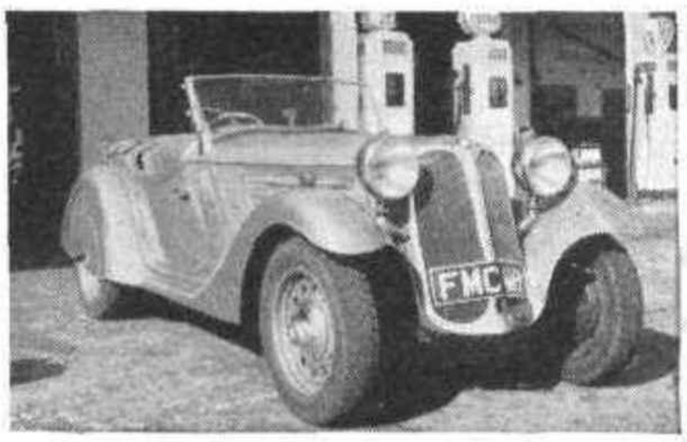
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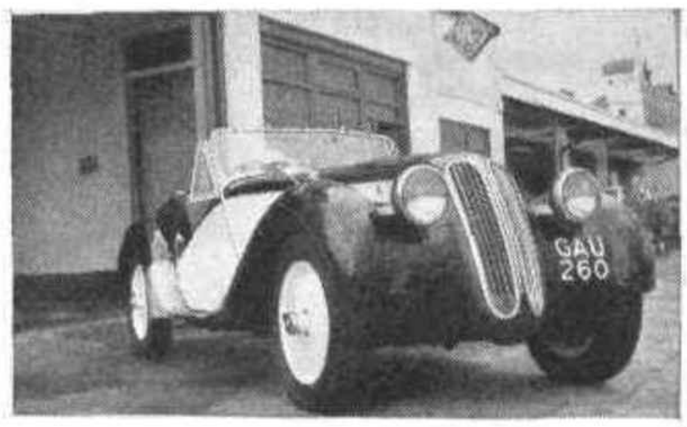
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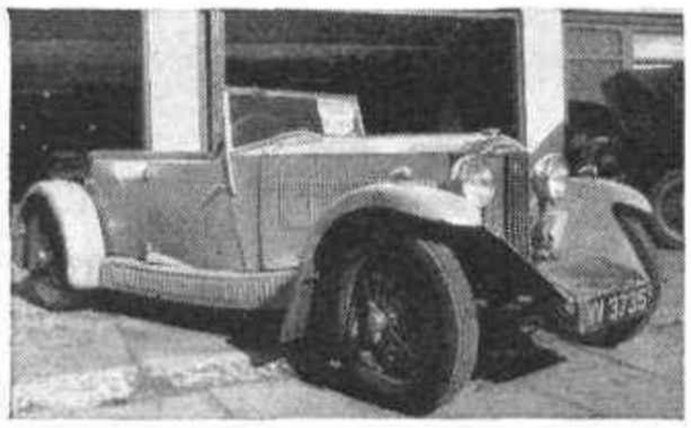
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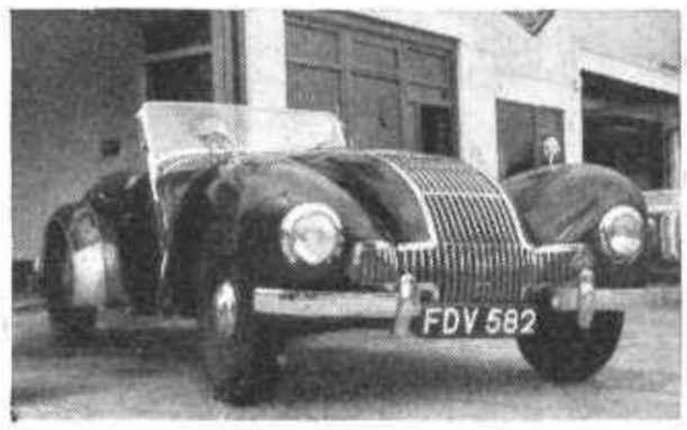
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| 1939 Frazer-Nash-B.M.W. Type 328 2-seater (*illustrated*) ... ... ... | £950 |
| 1938 Frazer-Nash-B.M.W. Type 55 2-seater (*illustrated*) ... ... ... | £495 |
| 1937 Frazer-Nash-B.M.W. Type 45 drophead foursome ... ... ... | £345 |
| 1936 Frazer-Nash-B.M.W. Type 45 saloon ... ... ... ... | £250 |
| 1949 M.G. TC 2-seater. 14,000 miles | £775 |
| 1938 M.G. VA-type 1½-litre saloon ... | £495 |
| 1935 M.G. KN-type Magnette pillarless saloon ... ... ... ... | £265 |
| 1934 M.G. J2-type 2-seater ... ... | £225 |
| 1933 M.G. J2-type 2-seater ... ... | £195 |
| 1932 M.G. F-type Magna 4-seater ... | £165 |
| 1951 (Regd.) Bentley 4½-litre tourer by Vanden Plas ... ... ... | £425 |
| 1926 Bentley 3-litre Red Label tourer by Vanden Plas ... ... ... | £295 |
| 1923 Bentley 3-litre tourer by Young | £245 |
| 1934 Alvis Speed 20 dropnead foursome ... ... ... ... | £295 |
| 1932 Alvis Speed 20 tourer by Vanden Plas ... ... ... ... ... | £265 |
| 1932 Alvis Seventeen (Silver Crest) saloon ... ... ... ... ... | £395 |
| 1935 Alvis Silver Eagle 17-h.p. saloon | £175 |
| 1947 Allard 2-seater; 22,000 miles (*illustrated*) ... ... ... ... | £725 |
| 1947 Allard 2-seater fixedhead coupe; 25,000 (*illustrated*) ... ... ... | £750 |
| 1937 Riley 1½-litre Merlin saloon (*illustrated*) ... ... ... ... | £355 |
| 1938 Triumph Dolomite 14-h.p. Tickford drophead foursome ... ... | £495 |
| 1937 Triumph Dolomite 16-h.p. sports saloon ... ... ... ... ... | £350 |
| 1932 Invicta 1½-litre tourer (*illustrated*) | £275 |
| 1932 Invicta 4½-litre 100 m.p.h. low chassis drophead foursome... ... | £275 |











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| 1937 A.C. "16/80" 2-seater ... ... | £350 |
| 1936 Packard 26-h.p. 4-door drophead foursome ... ... ... ... | £295 |
| 1939 Ford V8 30-h.p. model 91A drophead coupe ... ... ... | £425 |
| 1933 Talbot 95 21-h.p. tourer by Young ... ... ... ... ... | £275 |
| 1937 Hillman 16-h.p. drophead foursome ... ... ... ... ... | £350 |
| 1937 Wolseley Fourteen tourer ... | £225 |
| 1933 Aston-Martin Bertelli saloon ... | £225 |

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|---|---|
| 1938 French Salmson 14-h.p. 2-litre saloon ... ... ... ... ... | £495 |
| 1938 Morris Eight 2/4-seater ... | £245 |
| 1933 Morris Minor (side-valve) 2-seater ... ... ... ... | £95 |
| 1933 Lagonda 3-litre saloon, preselector ... ... ... ... | £165 |
| 1931 Delage 21-h.p. saloon ... ... | £125 |
| 1933 Talbot 18-h.p. saloon ... ... | £155 |
| 1926 Frazer-Nash Anzani 2-seater ... | £155 |

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## FOR SALE—*continued*

**SUPERCHARGER.** Marshall-Nordec. Perfect, complete with large S.U., special manifold, all fittings, etc., suit M.G., Hornet, etc. £45. Box No. 3754, MOTOR SPORT, 15, City Road, E.C.1. [6589

**OWNER GOING ABROAD,** must sell 1931 Lagonda Special Tourer 3-litre. Not yet run-in after expensive reconditioning. Re-sleeved to 18 h.p., enabling 20 m.p.g., and over 80 m.p.h. top speed. Imposing appearance (grey), P.100s, etc. £290. Greene, 56, Eton Avenue, London, N.W.3. Tel.: Primrose 6778. [6497

**ALVIS SPEED 20,** 1932/33 Vanden Plas drophead 4-seater. Aluminium body, good condition. Taxed. £220. Fl.-Lt. Beasley, R.A.F., Linton-on-Ouse, Yorks. [6499

**WOLSELEY HORNET SPECIAL,** 1934, 4-seater. Good mechanical condition. £145. Skelton, 23, School Street, Daventry, Northants. [6500

**1938 JAGUAR** 2½ saloon. One previous owner, mileage 46,000. Beautiful car finished in grey and black with blue leather. Full history known. Carefully maintained. £575. Highfield House, Duxford, Cambs. [6503

**ALVIS SILVER EAGLE** saloon, 1930. Good throughout. New battery. £135 or nearest offer. Write c/o 21, Rutland Street, S.W.7. Tel.: Langham 4468, extension 64. [6594

**ALVIS** "12/60" T.K. "Beetleback," £175. Alvis Silver Eagle, 1935 17-h.p. six-light saloon, £325. M.G. M-type, £140. Ford V8 coupé, exceptional performance, £10 tax, £195. Fiat 507 tourer, excellent 5.50 by 17 tyres, £50. Lagonda 4½ pillarless saloon, 1934, £235. Invicta 4½ Carlton drophead, resprayed and rehooded, excellent tyres, £225. Singer Junior, late 1932 2-seater sports, new tyres, £95. British Salmson, late 1937, complete engine overhaul, £485. V12 Packard 57 h.p. left-hand drive, German coachbuilt cabriolet, £525. Most sizes of tyres, new, retread, secondhand, 5.00 by 20 and 21s, new, secondhand. Richards and Brown, 2, Ringers Road, Bromley, Kent. Tel.: Ravensbourne 6479 and 7487. [6505

**TALBOT 90** tourer. Good tyres and body, manual box. Offers or prefer exchange smaller car. Mayhew, "Half Moon," Windlesham, Surrey. [6506

**M.G. "J2"** 2-seater. Good appearance, condition, hood. £180 or exchange Morris Eight 4-seater. Fern Cottage, Aylesford. Tel.: Maidstone 7115, or Freemantle (London) 2802. [6507

**LANCIA DILAMBDA** Mulliner 5-seater fixed-head coupé. Best offer near £200. Old Felixstowe House, Felixstowe. Tel.: Felixstowe 1329. [6508

**1935 HILLMAN** Aero Minx 4-seater sports. Rebored, good tyres. £250. Schorah, Syke House, Broughton-in-Furness, Lancashire. [6510

**RILEY NINE SPARES.** Rear axle, £10; gearbox, £4; chassis, clutch u.s., £35. Ford V8 blocks, one used, one unused, heads, etc., £30. Near offers accepted for all above. Buyer collects. S.A.E. for details. Scintilla Vertex NV4, overhauled, £8. A. M. Dunn, 10, Holmsley Mount, South Kirkby, Pontefract. [6511

**HISPANO-SUIZA,** 37-2 h.p., 1925 8-seater saloon. Winding division, by Williamson of London. Four good tyres, 1931 Marchal Bi-foxes, new hood, £200 engine overhaul in 1936. Licensed nine months since 1946. Petrol 13, oil 1,200 m.p.g. Not flat out at 80 per, with acceleration to match. £170. Worthing. Tel.: Swandean 642. [6512

**ALVIS SPEED 20** sports saloon. Sleeved engine. Sale or exchange 4-seater tourer, Speed Alvis, Frazer-Nash, or good vintage. Blunt, Electricity Board, Bangor, Caerns. [6513

**LAGONDA** "16/80" sports tourer. Excellent condition, new tyres, batteries. Urgent. Nearest £300. Saloon or Rolls wanted. Tel.: Colindale 2624. 76, Fairway Avenue, Kingsbury, N.W.9. [6514

**1934 HORNET SPECIAL** "12/6" tourer 2–4-seater. Potent engine, 30 m.p.g. Sound. £225 or offer. Ridge, Hunts Farm, Harpsden, Henley-on-Thames. Tel.: Henley 1040. [6515

**£72 10s. 1931 AUSTIN SEVEN** 4-seater. Good tyres. Runner. Any trial. New dynamo. Barnes, 36a, Leigham Avenue, Streatham, S.W.16. [6516

**RILEY NINE** Monaco saloon, 1933. Reconditioned dynamo, brakes relined, engine and transmission perfect, tyres good, new battery, new head lining. Body in very good condition. £175 or exchange. 102, Elwill Way, Beckenham, Kent. Tel.: Beckenham 2862. [6517

**FRAZER-NASH-B.M.W.,** 1936 drophead coupé in excellent mechanical condition, 15,000 miles since complete rebuilding. Cellulose perfect. £385. Woodlea Cottage, Lower Basildon, Berkshire. Tel.: Lower Basildon 311. [6518

**WOLSELEY HORNET** drophead coupé, 1932. Good appearance, mechanically sound. £150. Newman, 30, The Crescent, Barnes, S.W.13. [6519

**1931 RILEY** 13.9-h.p. Six. Special underslung chassis and lightweight body (2-seater). Recent rebore and new rear tyres. Excellent mechanically and batteries, etc. £160. No telephoning or callers until the week-end, please. H. G. Thomson, Woodland Place, Cooksbridge, Sussex. Tel.: Barcombe 161. [6524

## FOR SALE—*continued*

**M.G. "TA" ENGINE** complete, may consider dismantling. New radiator, brake drums, crown wheel and pinion. 1949 "TC" distributor housing complete. Austin Eight car mat. Offers to Shepherds Bush 1636, Perivale 1483. R. B. Smith. [6520

**ALVIS SPEED 20** saloon, 1934. New radiator, new head-lining, excellent tyres, new battery, £235. 1933 Speed 20 engine and gearbox, £35. 19-in. Alvis wheel, £3. Riley Nine reconditioned starter motor (1937), £6. Manning, 86, Clifton Hill, N.W.8. Tel.: Maida Vale 1992. [6521

**CLYNO** 9-h.p. saloon, £17, would consider offers for units. Five Ford Easy-clean wheels complete with 5.00 by 16 tyres and tubes, £10. Fisher, Paddock Drive, Leighton Buzzard. [6522

**RILEY** 16-h.p. Big Four Kestrel saloon; 4,000 since complete mechanical overhaul. Fitted overdrive. Exceptional condition throughout. Colour black. Offered by private owner. Price £575 or nearest. 50, Heneage Road, Grimsby. [6523

**WE HAVE RECENTLY OBTAINED** a quantity of Bugatti spares, mostly "1,500" and "2.3" engine parts. They include blocks, cranks, cases, drums, shafts, gearbox parts, axles. Send for list with s.a.e. Wrangaton Engineering Co., South Brent, Devon. [6525

**1924 SUNBEAM** "14/40" 2-seater drophead coupé with dickey. Mechanically perfect. Repainted professionally. Good set B.E. tyres. Sole reason for sale buying Edwardian. £150. Lt.(L) Naish, H.M.S. "Collingwood," Fareham. [6526


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**AUSTIN SEVEN** Formula car. Nippy engine, divided ports, twin Amals, four-speed, tubular front axle, powerful brakes, very low build. £160. Austin Seven Formula car, "Ulster" engine, similar to above. £150. R. W. Phillips, James Fairley and Sons, Ltd., Bramall Lane, Sheffield. Tel.: Sheffield 20723. [6527

**OUTRIGHT SALE.** M.G. 1¼-litre engine and gearbox complete with accessories. Approximate mileage 40,000. £120 or near offer. Brooklands Garage, Marsland Road, Sale, Cheshire. [6528

**M.G. MAGNETTE** 2-seater 1935/36 in excellent condition. Engine recently overhauled, body resprayed and rechromed, wiring new throughout. £325 or near offer. Ring Sydenham 5472 after 5 p.m. [6529

**BOSCH FF4 MAGNETO**, clock, suit Austin, £3. 18 14-mm. aero plugs, £1. Morris Eight wire wheel, 30s. Austin Seven engine and gearbox, magneto, carburetter and dynamo, £6. Ditto front axle and wheels, £4. G. Bagguley, Aston-on-Trent, Derby. [6530

**M.G. MAGNA.** Excellent 2–4-seater sustained damage front off side. Many new parts, engine unhurt. Reconditioned. Cost over £250. Seen Bedfordshire. Offers. Box No. 3773, MOTOR SPORT, 15, City Road, E.C.1. [6531

**£115. 1932 ARMSTRONG** saloon. Five excellent tyres, good battery, sound engine, brakes need relining. Recently completed long holiday but not fast enough. Consider faster tourer. Scorer, Caravan Site, R.A.F. South Cerney, Cirencester. [6532

**1935 SUNBEAM 20** saloon. Sound throughout, good tyres, new battery. Owner leaving U.K. October 10th. Taxed end of year. £145. Tel.: Chippenham 2514. [6533

**ALVIS "T.D."** "19.82," 1933 saloon. Excellent condition. Offers. Cook, Beechcliffe House, Keighley, Yorks. [6534

## FOR SALE—*continued*

**TALBOT 75** close-coupled sports saloon, 1934. Preselector. Must sell cheap at £125. Also spare banjo prop.-shaft. Boyes, Heene Hotel, Worthing. [6535

**B.T.H. MAGNETO,** £4. Miller dynamo, £2 10s. Cylinder head "10/30" Rhode. Scrapbooks, "Motor Sports," 1942–47, literature. S.A.E. list. Demaus, Tenbury, Worcs. [6536

**ALVIS** "12/50," 1926 "T.E" 4-seater tourer. New tyres, battery. Excellent condition. £125. Tel.: Sevenoaks 2054 between 6 and 7 p.m. [6537

**ASTON-MARTIN** Mark II, long-chassis drophead coupé. Excellent condition. Recent overhaul. £425. R. J. Paiton, "Holmwood," Woodlands Park, N. Gosforth, Newcastle-on-Tyne. [6538

**H.R.G.** 1,500 Meadows 4ED Brooklands engine. Laystall crankshaft and connecting rods. Engine completely overhauled by expert engineer. Good tyres, four spare wheels, two racing covers, spare set racing mudguards. Excellent condition throughout. Nearest offer £550 secures. Scott, 22, Tyndalls Park Road, Bristol. [6539

**BUGATTI** Type 30 vintage car, 1926. Absolutely original layout, good running order and condition. £150 for quick sale. Sadd, Myrfield, St. Mary's Road, Harnham, Salisbury. Tel.: Salisbury 2752. [6540

**£60.** Trojan tourer 10-h.p., 1927; 40 m.p.g., 40 m.p.h. Chain drive, epicyclic gears. Recent adjustments by Trojan, Ltd. Taxed and insured. Tel.: Meadway 1419. [6541

**SWIFT TOURER,** 1929. Good hood and screens. Negligible oil. Sound battery, electrics and radiator. £60. 18, Avondale Road, South Benfleet. Tel.: Benfleet 2341. [6542

**ALVIS FIREFLY TOURER.** Unwilling, but have to sell. Hood ropey. Rest reasonably good. Best offer over £200. Woolmer, 41, Lake Road, Henleaze, Bristol. [6543

**1934 RILEY 9-H.P. MONACO.** Taxed. Would benefit from enthusiast's attention. Mechanically good. £125. 102, Astbury Road, Peckham, S.E.15. Tel.: New Cross 5990 (after 6.30 p.m.). [6544

**£85. SUNBEAM LIMOUSINE** (Weyman), 1930, 23.8-h.p.; 15 m.p.g. £45 spent recently. Seven seats. Suit band or hire. Mechanically sound. Wanted Austin Seven saloon, 1927-29. £25-£35. Wade, Tudor Lodge, Mortlake, S.W.14. Tel.: Prospect 3922. [6545

**ROVER NINE,** 1926, o.h.v. tourer. Almost original condition. Complete hood, screens, handbook, tools. Taxed. Insured. Exchange or sell. Prefer family Morgan. Slee, 59, Paterson Street, Birkenhead. [6546

**OAKLAND TOURER,** 1921. Good mechanically and bodily. Hood and side curtains complete. Mileage 47,000. Photos available. £70, o.n.o. Woods, 2, Brook Street, Syston, Leics. [6547

**TALBOT TYPE 95,** 1934, drophead coupé. Very attractive low-swept body in dove grey by James Young. Stored since 1949. Owner abroad. Most excellent performance. Any examination. Accept £250, or consider exchange open sports 15-25-h.p. in equally good condition. P. Weaver, 12, Burton Road, Melton Mowbray. Tel.: Melton Mowbray 533. [6548

**MORRIS ENGINED TRIALS SPECIAL.** Potent outfit. Full equipment. Spare wheels and tyres. Rebuilt engine. £120. Tel.: City 4556. [6549

**FIAT, 1926, 8-H.P. SALOON.** Very sound condition throughout. Engine recently rebored and relined. 31 m.p.g. £60, or offer. Hooper, 124, Thornsbeach Road, S.E.6. [6550

**RILEY SPARES 1½-LITRE FALCON.** Five wheels complete. Excellent tyres. £45. Body complete with perfect trimmings. Slight damage to scuttle. £65. Complete car. £175. Riley, 1937, Adelphi two rear-door shells. Rear boot door complete. Type 76 preselector gearbox for Lagonda Rapier. £10. Jowett special. Completely reconditioned. Fitted professional 2-seater body, new; Hartfords, new hood, recellulosed Brooklands racing green; 45 m.p.g. Excellent performance. Also Ford 8-h.p. engine to fit above. £125, or would exchange for 8-h.p. saloon. Any trial. Photographs to genuine enquirers. Collingdon Motor Co., Ltd., West Dock, Cardiff. Tel.: Cardiff 4141. [6551

**SUNBEAM TWENTY** saloon, 1927. Very good original condition. One owner 22 years. £85. Two 6.50 by 19 tyres. Goodyear factory remoulds £6 5s. each. One 6.00 by 20 tyre, new remould, £6 10s. Wanted Scintilla M.N. 6 clockwise magneto. Lamb, 26, Granville Road, Sidcup, Kent. [6552

**1933 RILEY NINE MONACO SALOON.** Good steering, tyres, batteries. Gearbox overhauled. New Rotoflos. Smart inside. Exterior could be improved; 34 m.p.g. £145. Lane, "Bracondale," Knoll Road, Dorking. [6553

**LANCIA LAMBDA** eighth series aluminium saloon. Engine thoroughly overhauled 1951; good tyres; sound and reliable. Offers around £200. 12, Foxearth Road, Selsdon, Surrey. Tel.: Sanderstead 3354. [6554

**ARMSTRONG-SIDDELEY** 12-h.p. saloon, 1932. Good engine, gearbox, tyres and battery. New headlining. £95. 179, Penhill Road, Bexley, Kent. [6559

## FOR SALE—*continued*

**KESTREL RILEY NINE**, 1936-37 model. Almost last produced of this popular joy to own. Pleasure to drive type. At present engineer enthusiast owned and maintained. "Spot on"; 35,000 miles, two owners. Taxed. Girlings. No door or other common troubles. Real good looker and behaves perfectly. £450 reluctantly considered. Also Centric blower, suitable M.G. or Riley. £25. Wanted open sports, similar for competitions. Crashed or otherwise. K., 1, Lambolle Place N.W.3. Tel.: Primrose 2657. [6155

**ALVIS "12/50"** saloon, model T.J. Poor appearance, but running order. £90, or offer. Austin Eight, 1942. Chassis complete, but no body or tyres. £90. 23, Grove Close, London, N.14. Tel.: Palmers Green 5828. [6157

**LAGONDA** drophead coupé 3-litre, 1932. Runs delightfully. Attractive lines, new hood. £220. Sanders, Little Cottage, Chertsey Road, Shepperton. Tel.: Walton 2629. [6159

**FOUR TALBOT "8/18"** or "10/23" Sankey wheels for 720 by 120 B.E. low-pressure tyres. Also: following covers fitting same wheels: seven 720 by 120, two 730 by 130 and two 715 by 115, all slightly used but still sound. Offers: Icke, Rode, near Bath. [6073

**EXCHANGE: ASTON-MARTIN 1½-LITRE** 4-door saloon, 1933/4, for Bentley Red 3-litre, or similar, or sell, £260. 46, Aldenham Road, Watford. Tel.: Watford 2953. [6072

**BENTLEY A.T. SPEEDOMETER,** 100 m.p.h., condition as new, complete with drive cable, £15. Cover and tube, 600 by 21, £7. Two Dunlop 600 by 21s, as new, £10 each. 3-litre dynamo, 100 per cent. condition, £12. Box No. 3250, MOTOR SPORT, 15, City Road, E.C.1. [6078

**LOT 1—ALVIS SPEED TWENTY-FIVE** (1937) chassis (no engine), five brand new tyres, tow anywhere. Lot 2—1942 Daimler engine, 6-cylinder, 18 h.p., 5,000 miles, perfect, all auxiliaries. Offers to clear. The Radio Services, Lower Bullingham, Hereford. [6284

**RILEY NINE "MONACO"** chassis, complete less body and battery. Instruction books, etc. Make good special or spares. £60 or offer. Toledo, 62, Hanger Lane, Ealing, London, W.5. Tel.: Perivale 1723. [6285

**HILLMAN** drophead, 1934, "20/70." It is with deep regret that I am parting with this, my faithful servant. This car has a Tickford body in superb condition, with four almost new tyres and new battery. A new hood was fitted early this year and the coachwork was completely overhauled at the same time. I will accept the nearest offer to £300 for this bargain. Tel.: Wordsworth 7670. [6287

**RILEY ADELPHI "12/4"** chassis frame (new); "Gamecock," 1932, chassis frame; "Moraco," 1934, chassis frame; Riley "12/4" front and rear axles, crown-wheels and pinions, crankshafts, cylinder heads, gaskets, valves, timing wheels, etc. "Adelphi," 1936, front and rear doors, bonnet, spare wheel cover; Riley Nine (new) crown-wheels and pinions, ball-races, front and rear axles, valves, pistons, gaskets, crankshafts, crankcases, sumps, 6-stud road wheels, etc. Dunlop (new) tyres, 4.50 by 19, 5.25 by 16, 5.25 by 18, etc. Arthur Bryden, 99-101, Wellington Road, Leeds. Tel.: Leeds 38625-38310. [6288

**1931 HOTCHKISS 3-LITRE** sports saloon. Recently overhauled. Good tyres. 22 m.p.g. £140 to good home. Tel.: Sunbury 3636. [6289

**M.G. "PA."** New upholstery. Engine recently overhauled. Aero-screens, twin horns, spotlights. Resprayed black, silver wheels, four new tyres. £275. Akers, 82, Smirrells Road, Birmingham, 28. [6290

**1937 JAGUAR 2½-LITRE** saloon. Beige, red leather. Good condition throughout. Fitted wheel discs, four new tyres. 18, Park Avenue, Solihull, Birmingham. [6291

**RAILTON SPARES,** ex-1934 model: wire-spoked wheels, steering-box and column, propeller-shaft, rear axle casing and half-shafts; 500 by 16 remoulds. 18, Park Avenue, Solihull, Birmingham. [6292

**AUSTIN** taxi landaulette, 12.8 h.p., 1933. Beautifully maintained. Four new tyres. Brakes, steering, just overhauled. Two front doors/seats. Bargain, £75. Tel.: Chorleywood (Herts) 589. [6293

**S.S.1, 16 H.P.,** tourer, 1933, in exceptional and faultless condition throughout. Nearest £190. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520. [6297

**RALEIGH THREE-WHEELER.** All engine, clutch, gearbox, axle parts. Cylinders complete, wheels, etc. A. Stokes, Sydenhams, Bisley, Glos. [6317

**1947 MODEL TC M.G.** Fitted latest Marshall Nordec supercharger. 18,000 miles. Mint condition throughout. Many extras and special features. Really wonderful performance with 28 m.p.g. Sell around £695, or exchange smallish saloon. 40 Stanley Avenue North, Prestwich, Manchester. [6323

**ALFA-ROMEO, 1,500 c.c.,** 4-seater tourer, 1928; hood, tyres and battery all good; £185. Vauxhall "23/60" saloon, in very good condition; £85. 29, Queenswood Road, Moseley, Birmingham. [6324

## FOR SALE—*continued*

**RILEY NINE LYNX** tourer, 1934, special series, 4-seater. Engine sound. Twin Zeniths. Upholstery poor, body fair. New king-pins, steering bushes, hood Good sidescreens, tyres. About £200. Brown, 25, Knighton Drive, Four Oaks, Birmingham. Tel.: Central 6127 (business). [6294

**RILEY NINE 6-CYLINDER AND 1½-LITRE SPARES.** Comprehensive stocks of new and used spares, including the following:

**NEW REPLACEMENT** valves, 9s. 6d. each. Guides, 5s. each. Valve springs: single, 8s. 6d. set; double, 15s. 6d. set. Damper springs, 3s. pair. Tappet securing screws, 4s. doz. Gaskets, 17s. set. Universal joint bushes. Speedometer cables, inner and outer, 25s. complete. Layrub couplings. Reconditioned exchange universal joints, magnetos and dynamos. Hepolite and Wellworthy pistons. Brake shoes and clutch plates relined and returned same day. Complete overhauls, reboring and general repairs. Addressed envelope for quotation please to: **WELFORD BROS., OPAL STREET, LEICESTER.** Tel.: Leicester 65903. [6925

**RILEY.** Rebuilt sports 2/4-seater, registered 1948, £10 tax. New hood, sidescreens. Car in excellent condition, ideal for fast, economical touring or trials. £225. Box No. 3766, MOTOR SPORT, 15, City Road, E.C.1. [6332

**M.G., 1932/33, "J2"** 4-seater, D type engire. Recent overhaul, engine, steering, brakes. Nearly new tyres. Extras include windtone horns. £195, consider exchange saloon, cash either way. 8, Marks Road, Moordown, Bournemouth. [6298

**1949 (JULY) BLUE SPORTS** 4-seater. Taxed, in good condition, well shod. Equipped with tonneau, windtones, extinguisher, etc.; 18,000 miles. Any trial. £750. Carse, 23, Bloomsbury Square, London, W.C.1. Tel.: Langham 2203, evenings. [6299

**FRAZER-NASH-B.M.W., TYPE 55,** drophead 4-seater cabriolet, May, 1936. £345 or offer. "Blandford," New Salts Farm Road, Shoreham-by-Sea, Sussex. Tel.: Shoreham-by-Sea 3618. [6300


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**RILEY LYNX, 12 H.P.,** 1936 model, registered Sept., 1935. Wings need respraying. Reason for sale, have bought another car. £320, o.n.o. Reader, 135, Sewall Highway, Coventry. [6301

**RILEY NINE LYNX,** 1933, 4-seater tourer. Genuine 29,700 miles. Stored 1939 to 1946. Beautifully restored, rechromed, etc. Engine, transmission and chassis overhauled. New hood and tonneau, etc. In daily use and maintained by enthusiast. List of work carried out and new accessories fitted to genuine inquirers. Health reason for sale. 43, Lansdowne Road, Stanmore, Middlesex. Tel.: Grimsdyke 759. [6302

**4½-LITRE LAGONDA** drophead coupé, black, 1938 chassis, re-engined 1950 at cost of £300. 13,000 miles since. Magnificent condition and will exceed 100 miles per hour. Any trial. Private owner. £1,450 or very near offer. Apply owner, 21, The Pantiles, London, N.W.11. Tel.: Speedwell 2490. [6303

**M.G. SPARES:** "M" head, block, camshaft, etc., gearbox, clutch; "J" crank, rods, oil pump, pipes, etc.; "P" crankshaft, rods, block, special head with water pipes, camshaft, rockers, new valve guides; "PB" head, gaskets, distributor, king-pins and bushes; "TA" front axle, pair stub axles, set king-pins and bushes, new valves and guides, head, gaskets, etc., two brake drums, set hub nuts, 6 by 16 wheels, steering shaft, spring trunnions. 12-v. Lucas horn. A small amount of "TC" spares: new valves and guides, cylinder sleeves, brake linings, gaskets, etc.; front apron, near-side half bonnet, blower set, spokes and nipples, two 4.50 by 19 covers, vertical magneto, etc., etc. S.A.E. please. 104, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8489, after 7 p.m. only. [6304

**RILEY KESTREL, 12 H.P.,** 1935, preselector. Exceptional condition throughout. Exchange Frazer-Nash "T.T. Replica," Aston-Martin "International" or similar in comparable condition, or sell, £325. 138, Fairview Road, Cheltenham. [6307

## FOR SALE—*continued*

**TYRES.**—Two brand new 765 by 105, £9 10s.; secondhand 15 by 50, 35s.; three 525 by 21, £4; three 450 by 21, £6; four 600 by 16, £6 Three Ford "14.9" wheels, 15s. 104 *Motors*, 1948-50, £1. Carriage extra. Wanted: "Motors of Today" (Rutter), Vol. 2, or complete set. 6, Acre Lane, Carshalton, Surrey. [6305

**TRIUMPH EIGHT,** 1930, saloon. Engine overhauled; no oil; body fair. Sell or exchange, with cash adjustment, open 2 or 4-seater, weather equipment, vintage preferred, maximum 12 h.p. Evenirgs or weekends. Peck, 16c, Cadogan Road, Surbiton, Surrey. [6306

**RILEY NINE "MONACO"** saloon, 1932. Engine rebored, transmission overhauled. Five new tyres, king-pins, battery. Splendid runner. Taxed, insured. £135. Tel.: Kent, Mayfair 9232 (office hours), or call 27, St. Ivian Court, Colney Hatch Lane, Muswell Hill, London, N.10. [6308

**HEALEY "SILVERSTONE"** sports 2-seater, exceptional condition, small mileage. Six new tyres, weather equipment, including sidescreens, also many extras. Sell or consider "500" part exchange. Deliver anywhere. Brearley, Elm Row, Galashiels. Tel.: Galashiels 2457. [6309

**ALVIS SPEED TWENTY,** 1934, Charlesworth sports saloon. Professionally rebuilt and resprayed gunmetal. 23,000 miles, 20-thou. rebore; 20 m.p.g. Rechromed throughout. P.100s, Windtones, etc. Special price, £365. Tel.: Gipsy Hill 5050. c/o Robson Engineers (London), Ltd., opposite Gipsy Hill Station, London, S.E.19. [6310

**SUNBEAM DAWN** preselector gearbox, fully reconditioned, complete with control linkage. Automatic clutch control and some other spares available. Offers. Hill, West Winds, Pennard, Swansea. [6312

**8-H.P. M.G., 1932, M-TYPE,** with J-type 4-speed gearbox, 2-seater body with slab-tank. Four nearly new tyres. Smart and clean. £125, exchange larger car or good quality chassis. 31, Cloisters Avenue, Bromley, Kent. [6313

**M-TYPE M.G.,** 1932, slab-tank. Recent extensive overhaul (receipts). All new tyres. "J2" remote control gearbox. Good hood. Excellent performance. £150. Tel.: Cobham (Surrey) 347. [6314

**ALVIS "12/50."** Modified S.A. sports 2-seater. All valves, magneto, hood, windscreen and five tyres all new. Brakes relined. Reconditioned dynamo. Rewired. £145. 93, Pack Lane, Basingstoke. Tel.: Basingstoke 298. [6315

**VAUXHALL "30/98."** Special lowered short-chassis 2-seater. Delage Servo f.w.d., new lowered radiator, 3:1 axle. New tyres, light flywheel, h.c. pistons. Not yet run-in. Eligible £10 tax. £245. Carson. 93, Pack Lane, Basingstoke. Tel.: Basingstoke 298. [6315

**VINTAGE "11.9" BEAN,** 1922. Used 30,000 miles and stored 15 years. Perfect mechanical condition. Good tyres. Full equipment. Taxed and insured. Rodney Touche, Broome Cottage, Betchworth, Surrey. [6316

**RILEY NINE "MONACO,"** 1933, good condition. Taxed end of year. £130. Thornton, 5, North Street, Rugby. Tel.: Rugby 2752. [6318

**F.W.D. ALVIS** 2/3-seater, 12 h.p., supercharged. Excellent performance with reasonable petrol consumption. Prepared and entered by Alvis Co. in Coventry Festival Parade. £175. Please write: Woodliff, "Branksome," Southam Road, Dunchurch, Rugby. [6319

**1926 TATRA, 8 H.P.,** excellent original condition, perfect running order. £55. Letters only please. Spencer, 6, Roseberry Gardens, London, N.4. [6320

**VINTAGE SUNBEAM,** 1925, twin o.h.c. sports, original. Sound, what offers? Tel.: Newcastle (Staffs) 67699. Cook, 49, Lansdowne Road, Hartshill, Stoke-on-Trent. [6321

**1934 SINGER 2-LITRE,** overhauled throughout, in excellent condition; £275. 1934 Riley "12/6," in good condition, £225. Jeep engine spares. The Cottage, Gilling East, Yorks. [6322

**1929 RUDGE SPECIAL,** good condition, tyres, £18. Spares, including 4-seater body off 1921 A.C. Sundry vintage equipment, tyres, Norton spares, etc. 24, Davies Avenue, Leeds, 8. Tel.: Leeds 62758. [6322

**BENTLEY 4½-LITRE,** 1928, open 4-seater, black. Excellent condition throughout. £300 or offer. Catto, Horninghold, Market Harborough. [6325

**"MOTOR SPORT,"** nearly all copies, Jan., 1938, to March, 1951. Also *Speeds* and *Brooklands*. Offers. Catto, Horninghold, Market Harborough. [6325

**LAGONDA.** Enthusiastic owner—12.9-h.p. Lagonda, low-chassis, 4-seater tourer—forced to dispose of same and obtain saloon. Will sell for £350, or exchange for a decent Riley Nine or Twelve. 118, Putney Bridge Road, Putney. [6326

**RILEY 9-H.P., 1934, "MONACO."** Rudge wheels, preselector, good tyres, smart bodywork. Engine noisy. Urgent, £140. 11, Gloucester Road, Kingston. Tel.: Kingston 9241. [6327

**1927 CITROEN TWELVE** tourer; motor, bodywork, good; £45. 1928 Austin "12/4" heavy tourer, mechanically perfect, £50. 1929 Austin Seven, runner, £20. Exchange van? Oakley, 48, High Street, Dorchester. [6330

## FOR SALE—*continued*

**HUMBER** tourer, 16 h.p., 1930. Taxed, insured. One previous owner. Rebore desirable, otherwise excellent condition; good hood and sidescreens; brakes just relined; well-shod. A reliable "quality" car. £150, or offer. Phillipson, 5, Wrest Park, Silsoe, Beds. [6328

**M.G. "J2"** 2-seater. Resprayed red, new floorboards and battery. Sound attractive car. £260. K. Hanworth, 57, Canterbury Road, North Harrow, Middlesex. [6329

**2-LITRE ASTON-MARTIN SPARES.** Engine, gearbox, clutch, axles, wheels, etc. Further information and offers to J. Robinson, Beacon Street, Penrith, Cumberland. [6331

**M.G. L-TYPE MAGNA,** 1934, 4-seater. Rebuilt, spring, 1950. Excellent condition throughout. For quick sale, £275. Tel.: Prees (Salop) 331 or write: Trevelyan, High Bank, Prees, Salop. [6333

**LAGONDA RAPIER** 4-seater sports. Recent overhaul includes respray, recarpet, engine rebuild, sleeved block, etc., etc. New battery; well shod. Carefully used by present owner since 1940. £350. Palmer, 9, Rookery Road, Redditch. [6334

**BUGATTI, TYPE 37,** 4-cylinder, 1½ litre. Fully road-equipped. Beautiful condition. Offers to Hogg, D.3, Sloane Avenue Mansions, London, S.W.3. Tel.: Kensington 7020, ext. 223. [6335

**WOLSELEY HORNET ENGINE,** completely reconditioned, in an extended Morris Minor chassis, lowered radiator, set of new Hartfords. Basis for good special. Owner overseas. £58. 5, Manfred Road, Putney, London, S.W.15. [6337

**4½-LITRE BENTLEY,** rebuilt and re-registered 1938. Very attractive open body. New tyres. Best offer around £500 secures. Tel.: Willesden 2420. [6338

**1938 RILEY 16-H.P.** "Big Four" close-coupled sports saloon, fitted 3-speed with overdrive. Complete overhaul 1950, in perfect mechanical condition, very good appearance. Exchanges considered. Bargain, £475. 17, Wharfe Street, Leeds, 2. Tel.: Leeds 25971. [6339

**MR. J. NICHOLSON'S** supercharged 847-c.c. M.G. Hydraulic brakes, 1951 aluminium 2-seater body. This is a fully equipped sports car weighing 11½ cwt. Successes include three wins in last three races at Silverstone and Goodwood. Car can be seen at Brutons Ltd., 13, Osten Mews, Emperor's Gate, London, S.W.7. Tel.: Western 1242. [6340

**LANCIA AUGUSTA** tourer, full 4-seater, new tyres and battery. Excellent performance, over 30 m.p.g. First registered April, 1935. £275, or exchange sports car. Flt. Lt. Wilson, R.A.F., Thorney Island, Emsworth, Hants. [6341

**RILEY 13.7-H.P. "ALPINE"** black metal saloon. Recellulosed, roof and seats recovered, new batteries; brakes, clutch, relined; good tyres. Taxed 31.12.51. Must sell, going abroad. Best over £150. Wilson, "Hilltop," Plough Hill, Cuffley, Herts. Tel.: Cuffley 2506. [6342

**SUPERCHARGED N-TYPE M.G. MAGNETTE** chassis. Marshall supercharger, new chassis, reconditioned engine. Complete with bonnet, wings, dashboard, all instruments, new retread tyres. No battery. £160 or offer. Westholme, The Park, Yeovil, Somerset. Tel.: Yeovil 344. [6343

**ALVIS FIREBIRD** saloon, 1935. Good condition throughout. Four new tyres. Taxed Dec. Sell or exchange for smaller saloon. Mrs. Smitheman, 29, Church Street, Broseley, Shropshire. Tel.: Ironbridge 3260. [6344

**1932 HUMBER 24-H.P.** saloon. Engine recently overhauled, new glass, two new tyres. £155. Gooch, 2, Queens Gate Gardens, London, S.W.7. Tel.: Western 3999. [6345

**CYCLE WINGS** (domed and beaded): steel, 10s. each fronts, 12s. 6d. each rears. Carriage and packing, 4s. W. G. Ferguson, Stoneclands Farm, Herstmonceux, Sussex. [6346

**1938 RILEY "16/4" ADELPHI,** freewheel, overdrive, radio, heater, windtones, spotlight, rear Rotoflos. 90 m.p.h. Exceptional condition. Exchange for Lancia Aprilia, Citroen, similar condition, or sell. Squadron-Leader Wilson, R.A.F., Syerston, Notts. [6347

**AUSTIN 750-c.c. SPECIAL,** 1948. Alta head, Zenith d.d. carburetter, 4-branch exhaust, i.f.s., remote gear-change, 5.625 : 1 axle ratio, 16 by 5.25 rear wheels, aerodynamic light alloy body, weight 9 cwt. 0-50 m.p.h. in 13 sec.; 68 m.p.h. at 5,000 r.p.m.; 52 m.p.g. at 40 m.p.h. Good hood, tyres, paintwork. £175. Sundays or by appointment. "Ridgeway," Church End Avenue, Runwell, Wickford, Essex. [6348

**1948 SWALLOW GADABOUT,** mileage under 400. £65. Tyler, South Warnborough, Basingstoke. [6349

**1934 ARMSTRONG-SIDDELEY 15-H.P.** saloon. Very good mechanical condition. £105, or would exchange for open car. Tel.: Uplands 2949. [6350

**MORRIS SIXTEEN, SERIES II,** black saloon. Radio. Reliable, 25 m.p.g. £230. 126 A.M.Q., R.A.F., Scampton, Lincs. [6354

**DISMANTLING S.C. ALVIS "12/50."** "Bits" for sale. Also wish to exchange "TG 12/50" open 2/3-seater, sound but body scruffy, for "12/50" with brake body (doctor's orders). Fairhurst, Shobdon, Leominster. [6351

## FOR SALE—*continued*

**"AUTOCARS,"** 1946-1951, 251 copies, 70s.; *Motors*, 1949-1951, 120 copies, 40s.; MOTOR SPORTS, 1950-1951, 18 copies, 15s. Swift, Laureen, Brayton, Selby. [6352

**M.G., 1939 (April), 2-LITRE** Tickford foursome drophead coupé. Black, with blue hide interior. Tyres as new. Fitted radio, defroster, mellotones, Fram. An immaculate car inside and out, in faultless mechanical condition; 22-24 m.p.g. £550, or exchange smaller car. Brown, "Northend," Brackley. Tel.: Brackley 3. [6353

**LAMBDA, 7TH SERIES,** short-chassis saloon. Undoubtedly finest original example available. Just completely overhauled. Rebored, new pistons, big/small ends, mains, ball-races, timing-gears. Crank ground, flywheel lightened. Perfect head, block. Fabric body completely recovered. Resprayed red/black. Rechromed. Brakes relined; rewired. Excellent 600 by 19 "Forts." Latest "Zenith." 20-24 m.p.g., oil nil. Spare engine, gearbox, starter, etc. £295, or exchange cheaper car and cash. 6, Acre Lane, Carshalton. Tel.: Wallington 4696. [6355

**ALVIS ENGINE,** reground, sleeved to 65 mm. Being built up for sports-car racing. All accessories overhauled, c/w bell housing and c/r E.N.V. box ready to install. Available due change of plans. Routledge, Scholes, Leeds. [6356


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£525 1938 "12/70" model standard sports saloon.
£495 1937 "16/95" drophead foursome coupe.
£495 1935 Speed Twenty Charlesworth sports saloon.
£450 1937 "16/95" 4-door 4-light sports saloon.
£425 1934 Speed Twenty with i.f.s., all synchro box, sports saloon.
£385 1933 Speed Twenty open sports 4-seater. Immaculate and perfect mechanically.
£385 1934 Speed Twenty open sports 4-seater.
£325 1935 14-h.p. Firebird 4-door sports saloon.
£325 1933 12-h.p. Firefly touring saloon, 4-door 6-light coachwork.
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£285 1933 12-h.p. Firefly sports saloon.
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**HEADLAMPS.**—One pair P.100s in chrome, £15. Pair 10-in. Rotax in chrome, £5. O.N.O. Routledge, Scholes, Leeds. [6356

**LAGONDA 2-LITRE,** Aug., 1932, sports saloon. First-class condition throughout. Only needs seeing. £250. Bought newer car. Pickles, 100, North Street, Keighley. [6357

**1930 HUMBER** tourer, 16 h.p. Good all round condition. £125. T. B. Ash, "Ford Bank," London Road, Buxton, Derbyshire. [6358

**AVON SPECIAL (STANDARD)** 4-seater sports. Body rebuilt to specification, very attractive lines; fitted stoneguard, twin exhausts; good tyres all round; battery, etc. Red, with red upholstery. Very smart and fast. Taxed end year. Drive away. £155. Tom Evans, Oakfields, Montgomery. Tel.: Oakfields 25. [6359

**ALVIS SPEED TWENTY,** 1934, tourer, in as new condition. All extras, including P.100 headlamps, one-shot lubrication, ride control, built-in jacks, new battery, five good tyres; rewired, etc. A really first-class Alvis whose mechanical and external appearance must be seen to be believed. Genuine reason for sale. Price £460. Hill, 30, Cranley Gardens, London, S.W.7. [6360

**ALVIS** 1933 12-h.p., with 1935 Sunbeam saloon body. Mechanically faultless. £330 spent on rebuilding and reconditioning; bills available. Owner now broke. Nearest £350. Write: Yates, c/o 21, Rutland Street, S.W.7. Tel.: Langham 4468, extension 64. [6395

## FOR SALE—*continued*

**EXCHANGE** 16-h.p. Alvis saloon, 1934, very nice condition, for smaller car (9 to 14 h.p.), or sell. £270. Write: Brown, 11, The Rock, Bury, Lancs. [6393

**SPORTS MARENDAZ** 2½-litre, 4-seater. New upholstery, hood and side screens, complete set new tyres, rewired. Beautiful and potent character car. £350 or exchange competition 2-seater. Heap, Meadowside, Rectory Lane, Chelmsford. [6394

**1913 ROLLS-ROYCE SPARES.** Gears, engine blocks, wings, exhaust, etc. Yates, c/o The Mount, Wheatley, Oxon. On A 40. [6395

**BUGATTI** Type 49 2-door 4-seater saloon. Taxed year. Magnificent condition; 3.3-litre single-cam unblown. £550. Tel.: Kensington 6955 or write Robin Richards, 62, Princes Gate Mews, London, S.W.7. [6396

**LEA FRANCIS** special sports 2-seater, 1946. Highly suitable everyday use and club meetings. £850. Tel.: Kensington 6955 or write Robin Richards, 62, Princes Gate Mews, London, S.W.7. [6396

**JAWA** 2-seater drophead. Immaculate condition, 1939; 6-h.p. two-stroke twin water-cooled, similar D.K.W.; 55 m.p.g.; f.w.d.; rack and pinion steering; four-wheel independently sprung. £295. Tel.: Kensington 6955 or write Robin Richards, 62, Princes Gate Mews, London, S.W.7. [6396

**MERCEDES** 500K open 4-seater, 1935. New hood, four almost new tyres. Fast and reliable. £595. Tel.: Kensington 6955 or write Robin Richards, 62, Princes Gate Mews, London, S.W.7. [6396

**£37 10s. AUSTIN SEVEN** saloon, December, 1930. Good tyres, good runner. Barnes, 36a, Leigham Avenue, Streatham. Tel.: Streatham 3129. [6397

**FOLD-FLAT SCREEN,** in good condition. £5. Buyer to collect or pay carriage. Francis, 14, N. Pallant, Chichester. [6398

**1926 LINCOLN V8,** 38 h.p., in perfect original condition. Goes on the button, fitted P.100 lamps, needs new hood. £40. Also Alvis 20 saloon, 1934. Excellent runner, good tyres, body shabby. £85. Moorland Garage, Moorland Avenue, Leeds, 6. Tel.: Leeds 24026. [6399

**"LE MANS" SINGER NINE SPECIAL,** 1934. Open red 2-seater. Engine, transmission, suspension, steering and brakes overhauled. £125. Tel.: Harrow 6627. [6400

**£45. HUMBER** "9/20" tourer, 1929; hood U.S., body good, believed mechanically sound. £12 10s., Austin Seven o.h.v. engine. £150, 1936 supercharged 8-cylinder Graham, 32 h.p.; English drophead A. and I. 4-5-seater body; resprayed, new hood; Duroflex rings. Exchanges invited. Also D.K.W. engine and dynamostart. Bacon, 136, Kettering Road, Northampton. [6401

**1933 (December) LAGONDA** "16/80" Special Six drophead coupé by Vanden Plas. Recent £300 overhaul and five new tyres. Colour grey with maroon wheels. Attractive car in excellent condition. Nearest to £475 or exchange smaller car. D. A. Pratt, Pilson Green, South Walsham, Norwich, Norfolk. [6402

**1934 VAUXHALL** "14/6" coupé. Bodywork, hood and tyres good condition. Engine requires slight attention. Bargain, £145. "Elmcroft," Picts Lane, Princes Risborough, Bucks, after 6.30 p.m. [6403

**1930 M.G.** Fitted C-type engine. Clutch relined. Good performance. £150 or nearest offer. 96, Carholme Road, Lincoln. [6404

**1937 JAGUAR 2½-LITRE CYLINDER HEAD,** complete valves, springs, new unused. Pair new Rapier rear hubs. Pre-war steering complete, suitable special. Princely car radio, 6 v. or 12 v., remote tuning control, will demonstrate. [6405

**F. W. (FREDDIE) DIXON** must clear his Riley stocks: 2-litre racing engine, completely overhauled, reground crank and new bearings. New 13-in. brake drums, shoes and racing linings. New stub axles. Complete front axle. Steering arms. Various standard and racing crown wheels and pinions. New fly wheels (9 h.p. and 6-cylinder), 6-cylinder starter and dynamo. Scintilla magnetos (4- and 6-cylinder). Standard and racing camshafts (6-cylinder). Complete special torsion bar i.f.s. unit with hubs, brakes, cables, etc. Incomplete unit for spares. Rudge-type racing wheels; 16, 18 and 19 by 3; 16 by 4; 19 by 2½; 20 by 3¼; 21 by 3½. Above 60 hub; 19 by 2½; 70 hub. Other business demands clearance. "Ardverness," Wray Common Road, Reigate, Surrey. [6406

**1934 BUICK** coupé, 28 h.p. Mechanically perfect. Hand-built body by Carlton Carriage. Very impressive and reliable car. Ideal for long runs. Fitted radio. £225 or exchange for smaller car with cash adjustment. Write: Sheppey House, East Drive, Virginia Water, Surrey. Tel.: Wentworth 2125. [6407

**BENTLEY RED LABEL,** 1924, 3-4-seater and dickey. Park Ward body. Repainted, new hood and all-weather equipment, stainless steel water plates, headlamps replated, etc. Never raced or in competition. Complete history known, with original handbook. £275. Penfold Cottage, Steyning, Sussex. Tel.: Steyning 3145. [6408

**1934 HORNET SPECIAL** 4-seater saloon. New mains, clutch relined, good tyres. £195. 16, Stampond Lane, Walton, Surrey. Tel. Walton 145. [6415

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**Riley,** 1938 (May) 1½-litre Sprite 2-seater. New tyres, oversize rear wheels. Has been used on road for only four years since new. Extremely nice order throughout **£525**

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**Ford,** 1937 model 78 30-h.p. V8 foursome drophead coupe. Special lights, twin demisters, twin Mellotones, well-known Rally car, used by us over some 15,000 miles and gives some 20/21 m.p.g. at a cruising speed of 60 m.p.h. ... **£295**

**Allard,** 1948 (July) 71K 2-seater. One registered private owner and approximately 12,000 miles only since new. The cheapest Allard in the country today, compare others **£695**

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**Daimler,** 1936 Series V 4½-litre straight-eight limousine. Elegant coachwork by James Young of Bromley. Large luggage boot. Suitable for chauffeur or owner-driver **£465**

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**ALVIS SILVER EAGLE** Roadster, 1932. This car is in exceptional condition and I have bills for nearly £400 that has been spent on it in the last two years at Alvis. Resprayed British racing green, all parts rechromed, five near-new tyres. **£265**

**JAGUAR 2½-litre,** 1937 4-seater tourer. Excellent hood and side-curtains, fitted disc wheels with new tyres, chrome P.100s, excellent appearance and very fast. **£350**

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**BENTLEY 3-litre,** first registered June 15th, 1928. Completely rebuilt at a cost of over £700. Fitted with a brand new semi-streamlined saloon body, large luggage boot, new upholstery, loose covers, carpets, etc. Chrome radiator, P.100s, wind horns, spot and reversing lights. Engine rebuilt with many modifications, compression ratio increased from standard 5.1 to 6.3 to 1, dual coil ingition, Borg and Beck clutch instead of cone, crankshaft reground, cylinders resleeved and new bearings, pistons, valves, ball races in gear box, crown-wheel and pinion, six new 6.00 by 19 tyres, tubes and wheels. Real Bentley performance with post-war comfort. Taxed December. **£450**

**ROVER TEN,** 1930 4-seater tourer. Engine rebored, new pistons, valves reground. Coachwork not in showroom condition. **£75**

**VAUXHALL "20/60,"** 1928 saloon in original spotless mint condition, four new tyres. **£95**

**ROLLS-ROYCE 20-h.p.,** 1927, 7-seater saloon by Ripon. Two owners since new, 6.50 by 19 tyres, in faultless mechanical condition. **£285**

**ROLLS-ROYCE 20-h.p.,** 1924. Very smart owner-driver saloon by Park Ward. The whole car has been lowered with a new late-type back axle and wheels. At present undergoing a complete mechanical overhaul and respray. *One of the smartest vintage Rolls in the country.* **£375**

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**M.G.,** 1934 "NE" Magnette 2-seater. Excellent condition throughout. Recent overhaul, carefully maintained. Offers over £280. Petrie, Officers Mess, Kitchener Barracks, Chatham. Tel.: Chatham 2251. [6441

**AUSTIN TEN,** 1935 2-seater tourer. Motor recently rebuilt completely. New batteries, dynamo, etc., Good body and hood. £210. E. J. Vessey, Barnby, Newark, Notts. [6442

**1932/3 ALVIS 20.** Immaculate Cross/Ellis 2–3-seater, dickey. Splendid tyres, new battery. Taxed. £175. Screen, Kingsbury, Tamworth. [6443

**FAST BUGATTI SPECIAL,** 2-litre Atalanta engine, new covers, rewired. £195 or offer. Also three unused 450 by 21 tyres. £24. Holyoak, 96, Scraptoft Lane, Leicester. [6445

**1938 JAGUAR** 3½-litre. Grey saloon in perfect condition. Engine resleeved. Thoroughly overhauled two months ago. £500. Thompson, 15, Frognal Lane, Hampstead. Tel.: Hampstead 4106. [6446

**M.G. SPARES** and equipment to clear. Pair 6.00 by 16 wire wheels, £9; pair 4.50 by 19 wire wheels, £7; Brooklands cream steering wheel ("TC"), £3; "TC" steering wheel, £1 10s.; set of T-type side-screens, £5; pair chrome 12 v. Windtones, £4; set of Ace easyclean wheel discs for M.G., £12 10s.; Arnott supercharger for "TC" as new, £40; pair Austin Splinterex side pieces, £3; Lucas Sportscoil, 12 v., as new, £1 10s. Offers considered to: Freeman, Flat 3, 132, Leigham Court Road, S.W.16. [6448

**WOLSELEY HORNET SPECIAL** 2–4-seater in exceptional condition. Alfa red, four new tyres, slab tank, aero screens. Mechanically perfect. Capable of 75 m.p.h. in present untuned condition. £195. Enquiries and Photos 218, Ashcroft Road, Luton. [6449

**OPEL** Super Six cabriolet, 1937. Recently overhauled and total under 60,000, altogether exceptional, radio, £235. Opel Twelve cabriolet, new tyres, good engine needs some sorting out, £165. Talbot "14/65" sports saloon, 1933, much time and money spent to make "as new" mechanically, £125. Morris 18-h.p. 1936, original front, ambulance rear, really worth converting, good tyres, £100. Ford V8 saloon, 1935, rugged and reliable, £85. Daimler Light Fifteen Mulliner saloon, 1934, new tyres, full engine overhaul, hardly run in, £195. B.T.H. magneto for Ford Eight, new, £5; Star 18-h.p. gearbox and instruments, 4,000 miles since new! Telephone enquiries welcome during day, or call, 42, Park Road, Peterborough. Tel.: Peterborough 3333. [6450

## FOR SALE—*continued*

**HORNET & HORNET SPECIAL SPARES.** A very large selection available. Enquiries to Scott, 14, Orchard Way, Luton, Beds. [6447

**ASTON-MARTIN,** 1934 Mark II 2/4 supercharged tourer. Complete engine overhaul April, 1950. New tyres and hood, reconditioned petrol pumps, dynamo and starter. Wants new carpets and tonneau cover. £550. N. S. Rook, 39, Whitgift Avenue, South Croydon. Tel.: Croydon 1683. [6451

**SINGER NINE** sports 4-seater, 1934. Black. Present owner five years. Carefully maintained. Excellent condition. Special instrument panel with separate switches, twelve instruments. Fuel and oil filters, reserve tanks, Newton dampers at front, close-ratio third gear, raised compression, tonneau cover. Some spares; 32.34 m.p.g. £215. Gorse Bank, Heathside Park Road, Woking. [6542

**£10 TAX.** Siddeley Special 5-litre, 4-seater sports. Home built, exceptional mechanically, terrific urge. £145. Exchange small saloon. Peter, 1, St. Michaels Church Road, Liverpool, 17. [6459

**WOLSELEY 1934 HORNET CYLINDER HEAD** with guides. Six new cylinder liners. Serviceable water pump. Wolseley 9-h.p. reconditioned oil pump. Offers. Box No. 3725, MOTOR SPORT, 15, City Road, E.C.1. [6388

**OLIVER AUTOS OFFER** the following used cars. Cash, hire purchase or exchange. 1938 B.S.A. Scout, 10-h.p. 4-seater; excellent runner; just resprayed, £245. 1934 S.S.1 20-h.p. sports 4-seater; really excellent chassis and engine; very pleasant performer, body, hoods and screens quite nice, £195. 1936 Ford V8 30 utility; just regrained and retrimmed in green leather; mechanically very good; £195. 1939 Ford Eight saloon; one owner, etc., definitely one of the finest running Ford Eights on offer; very clean inside and out; 40 m.p.g., £345. 1938 Morris Twelve utility; five seats; reconditioned engine; wooden body; quite smart, £185. 1937 2½-litre S.S. Jaguar saloon; metallic grey; good chrome and very smart car, £285; 1949 registered Morris Ten 4-seater tourer; new hood; interior red leather; excellent mechanically and an outstanding bargain at £345. Terms and Exchanges. Oliver Autos, 100, Peckham Rye, S.E.15. Tel.: New Cross 2563. [6455

**STANDARD** 16-h.p. saloon, December, 1934. Freewheel, new battery, tyres. Resprayed blue. Excellent condition. Complete overhaul 18 months. Owned since 1935, well cared for. Best offer over £200. Would consider exchange small sports, cash either way. Appointment only. 34, Hartford Avenue, Kenton, Middlesex. [6453

## FOR SALE—*continued*

**DISMANTLING RILEY** "14-6" "Alpine" model. Most parts for sale. Offers. Box No. 3717, MOTOR SPORT, 15, City Road, E.C.1. [6381

**DISMANTLED M.G. "J2" ENGINE.** All parts except crank. Parts worn but reasonable. Cheap. Also gearbox. Box No. 3718, MOTOR SPORT, 15, City Road, E.C.1. [6382

**RILEY NINE "PLUS"** metal saloon, 1931, twin carburetter, special series engine; 1,800 since crank grind. Sleeving, new batteries, glass, etc. £117 spent on very recent overhaul. £195 cash. Seen S.E. London. Box No. 3719, MOTOR SPORT, 15, City Road, E.C.1. [6383

**ALVIS SPEED TWENTY** saloon. £250. Attractive close-coupled body. Engine just rebored, etc. Full details from Box No. 3721, MOTOR SPORT, 15, City Road, E.C.1. [6385

**TALBOT 105** 4-seater drophead by James Young. Fully weatherproof. Ideal winter or summer motoring. Hide upholstery, luggage boot. Laid-up nine years. Complete overhaul 1951, including new hood, two new tyres (three spares available), new radiator, rebore, self-change box overhauled, etc. Constantly averages 25 m.p.g. touring. £395. Box No. 3723, MOTOR SPORT, 15, City Road, E.C.1. [6386

**1937 TRIUMPH GLORIA.** Overhauled and in excellent condition throughout. Five new tyres, brakes relined, new hydraulic system, new Rotoflo S.A. new king-pins, etc. Bills available. £295. Box No. 3724, MOTOR SPORT, 15, City Road, E.C.1. [6387

**RILEY GREY KESTREL "16/4,"** 1938. Fast, sound, good overall condition; carefully driven and maintained. Special pigskin covered racing steering wheel, roof rack, parking lights. Seen and tried by arrangement West End, London. £500. Box. No. 3726, MOTOR SPORT, 15, City Road, E.C.1. [6389

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**1939 MERCEDES-BENZ,** Type 320, full 5-seater drophead coupe; 25.3-h.p. Continental steering. An exceptional opportunity to acquire this magnificent motor car at £495. Box No. 3730, MOTOR SPORT 15, City Road, E.C.1. [6470

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**SUPERCHARGED** 8-port Montlhery 750. Just rebuilt. Exact original '32 T.T. specification. £300 on parts alone. Probably best example in existence. 95 m.p.h. Full touring trim. Everything perfect condition. No "modern" mods. £320. Box No. 3729, MOTOR SPORT, 15, City Road, E.C.1. [6392

**PAIR LUCAS P.80** headlamps. Chrome, no dents, reflectors good. Pair 4.75 by 19 Dunlops, little worn. Wanted: Red Label Bentley chassis frame. Box No. 3732, MOTOR SPORT, 15, City Road, E.C.1. [6472

**DISMANTLING 1932 ALVIS TWENTY.** Cylinder head damaged. Sale: M-type M.G. modified body. Also Wolseley Hornet engine, gearbox. Offers. Box No. 3736, MOTOR SPORT, 15, City Road, E.C.1. [6476

**MERCEDES,** 5-litre, blown, overdrive. Radio. First reg. April, 1938; 30,000 miles; drophead coupe. Left-hand drive. Good tyres (two brand new). Superb condition mechanically and bodily. £975, or near. Box No. 3738, MOTOR SPORT, 15, City Road, E.C.1. [6478

**S.S.1** back axle, front axle, gearbox. Riley starter. Smiths carburetter. B.E. tyres, C.N. wheels, wellbase. Exchange Rudge wheels and hubs 52 mm. for 42 mm. ditto. Box No. 3739, MOTOR SPORT, 15, City Road, E.C.1. [6479

**FIVE MICHELIN TYRES** 5.75 in. by 16 in. £10. Two done 800 miles. Satisfaction or money returned. Reeves, St. Marks, Shepley, Huddersfield. [5913

**RILEY NINE MONACO** saloon. April, 1934. Alloy body. Manual box. Reconditioned and very clean. Mechanically sound. Offered privately. £215 or higher h.p. exchange considered. 88, Ducks Hill, Northwood, Middlesex. Tel.: Northwood 1411. [5915

**FIAT 500.** Mayfair Garages, Ltd., always hold an extensive selection, including some fully reconditioned and all Guaranteed Models in various colour schemes. Immediate delivery. £295–445. List on request. Mayfair Garages, Ltd., Balderton Street (opposite Selfridge's clock), Mayfair, W.1. Tel.: Mayfair 3104. [6596

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**HOODS, ETC.**—Hoods, screens, ervelopes, tonneau covers. Complete interiors. First-class. Connell Bros., 667, High Road, E.10. Tel.: Leytonstone 7223; 7, Highfield Road, N.21. Tel.: Laburnam 2608. [6598

**ALVIS SPEED TWENTY SALOON.** 1933. Just run-in after complete overhaul. Sleeved to standard. Crank standard minus ten. Every part renewed as necessary. New cam. shaft. Also new: Road springs, rear tyres (over-size, 600 by 20), brake linings, cables, Kigass, heater. Radiator rebuilt. Fitted twin horns, Notek, trafficators. Gearbox is clutch-stop type. £375. Cleaver, Staups Cottage, Higher Eastwood, Todmorden, Lancashire. [6481

**£110, OR NEAREST OFFER.** B.S.A., 1931, three-wheel twin. Owner emigrating shortly. Must sell. Reconditioned engine and hubs (bills for £57). New carb., battery, couplings, etc. Rewired. New body. A few small jobs still to be done. London area. All letters answered. Box No. 3770, MOTOR SPORT, 15, City Road, E.C.1. [6482

**AUSTIN SEVEN SPARES,** 1922-38. Nearly all spares new and secondhand. Price, Three Shires, Bearwood, Birminghan.. [6483

**AUSTIN SEVEN GIRLING TYPE CHASSIS.** Complete less engine. £30. Price, Three Shires, Bearwood, Birmingham. [6483

**LEA-FRANCIS "12/40" CHASSIS.** Complete with engine, radiator, etc. £35. Price, Three Shires, Bearwood, Birmingham. [6483

**ROVER, 1937 SPORTSMAN'S** saloon, 20-h.p. In excellent condition. Any trial. £385, or offer. 28b, Boxgrove Avenue, Guildford, or Tel. (office hours): Liberty 7362. [6485

**£37 10s.** 1923 Standard 10-h.p. 2-seater and dickey. Excellent all round condition. Good hood and tyres; 100 per cent. reliable, 40 m.p.g. Many spares. Saunders, 266, Holmesdale Road, South Norwood. [6487

**AUSTIN SEVEN.** Most bits. Suitable special, dismantled. S.A.E. answered. £20. Overy, 43, Frances Road, Chingford, E.4. Tel.: Larkswood 4936. [6488

**M.G. MAGNETTE.** I have a large quantity of spares available, including Type 75 pre-selector, gearbox, cylinder blocks, new crown wheels and pinions, etc. F. C. Davis, 257, Goldhawk Road, W.12. Tel.: SHE 4369. [6489

**£215.** 1938 B.S.A. Scout 2/4-seater saloon. Clean bodywork. Engine overhauled, including crankshaft regrind. Sell or exchange for an interesting 4-seater up to 20-h.p. Lee, 13, Pollen Close, Sale, Cheshire. [6490




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**VINTAGE CARS.** Delaunay-Belleville, 1926, 15.9 limousine. Excellent condition. Good tyres. £120, or offer. Clyno 1926, 10.8 tourer. Engine completely overhauled. Clutch and brakes relined, new radiator. £45. W. B., Carmel, Wood Lane, Fleet, Hants. Tel.: Fleet 831. [6492

**LAGONDA,** 3-litre, 1933. New body, hood, side-screens, etc. 1949. A very good motor. Reasonable price. Fruin, Stretton-under-Fosse. [6493

**A. T. NORTON** invites serious offers for the Sprint Hill-Climb Special "Mephistophelgatti." Type 30 Bugatti chassis, shortened and strengthened. Ditto rear axle, three ratios, single and twin rear wheels. 5th series Lancia i.f.s. Chromium plated. Now fitted good Ford V8 Mercury engine, with Allard twin carb. manifold. Front track 4 ft. 3 in., rear track 4 ft. 0 in. Wheelbase 8 ft. 2 in. Weight about 15¼ cwt. Mechanically good. Coachwork rather "brief." Box No. 3771, MOTOR SPORT, 15, City Road, E.C.1. [6494

**LAGONDA.** Type Z3ST. Engine 1418. Car 9674. No body, bonnet or radiator. Mechanically very sound indeed. Shortened chassis. Jaguar wire wheels 600 by 18, twin S.U.s, Fram. Bought for rebuilding as sports 2-seater, but facilities now not available. No reasonable offer refused. Seen Knutsford, Cheshire. Box No. 3772, MOTOR SPORT, 15, City Road, E.C.1. [6495

**HUMBER "16/50" TOURER,** 1931, 5-seater. Excellent condition. New hood, brakes relined. £120, or exchange Ford Ten special. D. W. Birch, 8, Winnington Lane, Northwich, Cheshire. Tel.: Northwich 4705. [6496

**GENUINE "WORKS"** road racing T.T. Ulster Aston-Martin 1½-litre. Chassis No. LM 15, in superb condition. Special engine with bronze head and racing crankshaft, compression ratio 9.5 to 1; 500 miles run in since complete engine overhaul when "everything necessary" was replaced and latest type con.-rods fitted. A really potent 1½-litre car for serious competition work, but in immaculate condition for road use. Beautiful 2-seater body in Alfa red. Virtually as new, but offered at less than the secondhand price of a post-war mass-produced sports car. Read general press "Testing a Thoroughbred" for an enthusiastic account of this car. Continual absence of owner overseas has prevented racing and necessitates reluctant disposal. Price £700. Bowers. Tel.: Bowes Park 6330. [6484

**AMILCAR,** 1927 Surbaisse. Recently overhauled. Good tyres. Owner going abroad, available end October. £130 or offer. Albrecht Granary, Farnborough, Hants. [6509

**BENTLEY** 6½-litre sports saloon. Immaculate condition, six new tyres, new batteries, new radiator block, Continental headlamps, £40 overhaul. One of the finest 6½ litres in the country. Seen London district. Nearest offer to £345. Box No. 3742, MOTOR SPORT, 15, City Road, E.C.1. [6577

**TWO PAIRS TELESCOPIC SHOCK-ABSORBERS,** pair headlamps, 6 v. dipping reflector. All new condition. Box No. 3743, MOTOR SPORT, 15, City Road, E.C.1. [6578

**1923 HUMBER EIGHT** tourer. Excellent condition except cracked block, £40. 1926 Frazer-Nash 1½-litre bronze head Anzani, very sound but neglected, new hood, £110. Space urgently required (South Devon). Box No. 3744, MOTOR SPORT, 15, City Road E.C.1. [6579

**TALBOT FOURTEEN** drophead coupé. Attractive coachbuilt 4-seater. Kept in tip-top condition mechanically and bodily, genuine 26 m.p.g.; 70 m.p.h., but never flogged. Good throughout. London area. £285. Box No. 3745, MOTOR SPORT, 15, City Road, E.C.1. [6580

**RILEY NINE,** 1932, engine, gearbox, transmission spares, including crown wheel, pinion, brake drums, shoes, front axle. Essex. Box No. 3746m MOTOR SPORT, 15, City Road, E.C.1. [6581

**MERCEDES-BENZ,** 1932 Model 370 sports. Low-built Continental drophead coupé; 25.3-h.p., overdrive, six-speed gearbox, servo brakes, automatic chassis lubrication, Kigass, Mercédès Karosserie cabin trunk, two spare wheels. Completely reliable, weathertight. £285. Owner acquiring 500K. Box No. 3747, MOTOR SPORT, 15, City Road, E.C.1. [6582

**LAGONDA** 3-litre 1932 saloon. Coachwork rebuilt last year, excellent mechanical condition, fast and economical. Owner bought 4½. £225. Box No. 3749, MOTOR SPORT, 15, City Road, E.C.1. [6583

**TRIUMPH 1800** roadster. Black, fawn interior. £850. Extras value £150. Oil consumption nil; 25 m.p.g. Box No. 3752, MOTOR SPORT, 15, City Road, E.C.1. [6586

**M.G. £225.** 12-h.p. Magnette, 1934 2–4-seater. Blue, Scintilla, cycle wings. Very fast, yet economical. Really good condition. Box No. 3753, MOTOR SPORT, 15, City Road, E.C.1. [6587

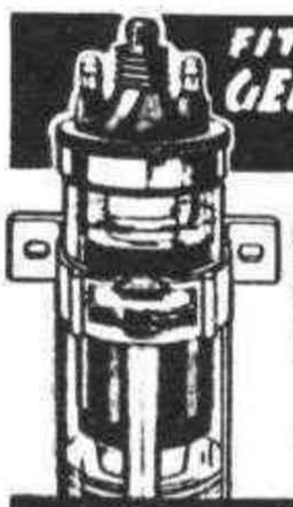
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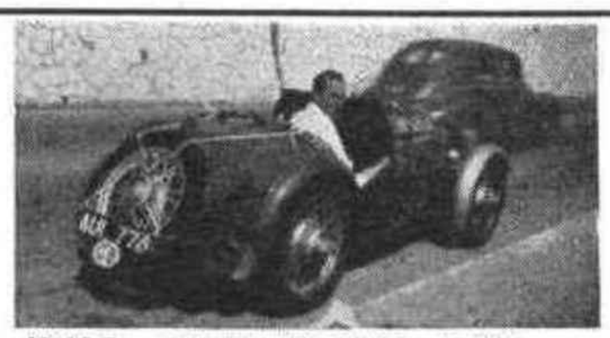

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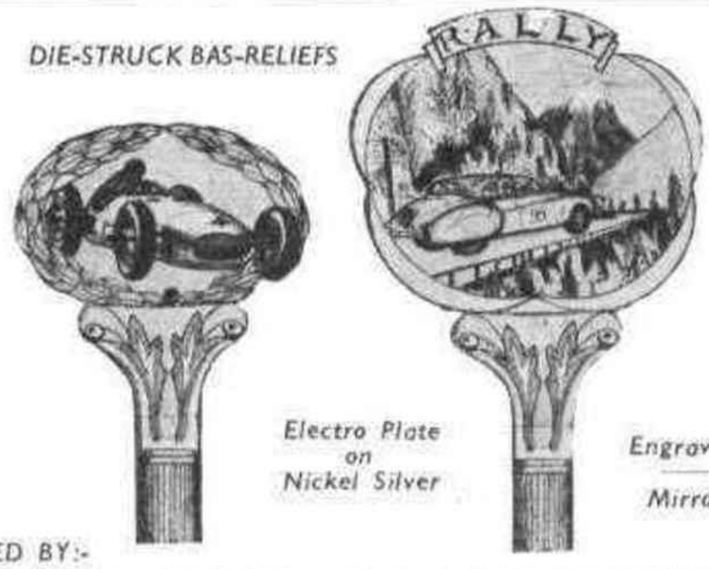
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**CITROEN 2-litre (1938) drophead coupe.** Details too late for press, but further particulars will be forwarded immediately upon application to the office. At present undergoing recellulose and re-trim.

**HISPANO-SUIZA (1936) 37.2-h.p.** Ex-Mme. Lupescu sports Sedanca-de-Ville by Saoutchik of Paris. As a supreme example of this famous coachbuilder's classic style, this truly magnificent limousine is positively without a peer, being virtually in mint condition in every conceivable way. At present undergoing a complete mechanical rebuild to our specification by a Hispano specialist, a complete set of bills, together with an engineer's report, will be available upon application to the office.

**£575**

**FRAZER-NASH/B.M.W. Type 319, 2-litre drophead foursome coupe.** This B.M.W. is in exceptional condition throughout, having had a complete rebuild just over a year ago, since when it has not been on the road. The brakes, steering, suspension and performance leave nothing to be desired. At present undergoing complete recellulose in our shops.

**£385**

**SUNBEAM 3-litre twin-cam sports 2-seater.** Rebuilt and re-registered. £10 tax. Cut and shut chassis. New weather equipment, really excellent mechanical condition. Very well shod with new batteries. An imposing and extremely rapid vintage sports carriage which will appeal to the discriminating connoisseur.

**£225**

**MERCEDES-BENZ K/540 (1937) Cabriolet "A."** We are at present negotiating the purchase of the actual 1937 Show model. This incomparable Mercedes must surely rate as one of the most superbly imposing sports carriages ever built. Further details upon application to the office.

Will the many enquirers please note that we have now disposed of the ex-Crozier Mercedes-Benz 38/250 SSK to Glen E. Sheppard, Esq., of Piedmont, California, U.S.A.

Insurance with Lloyds brokers - Export and Shipping - Engineers reports and examinations
All vehicles and accessories are offered subject to being unsold, unless otherwise stated. E. & O.E.

**101a, TAMWORTH ROAD, WEST CROYDON**
**(CROydon 1537)**


## FOR SALE—*continued*

**HUMBER** "16/50" tourer, 1929. Distinguished appearance, coach and leatherwork spotless, new hood, wind-up windows, discreet radio (removable). Electrics, clutch and engine overhauled, runs quietly and economically. Specimen car wonderfully preserved offered at £240 because unfortunate owner faces immirent exile! Duchesne, 12, Osborne Road, Bristol, 8. Tel.: Bristol 33474. [6409

**16 FT. 4-BERTH CARAVAN,** Calor gas lighting and cooking, spring interior mattresses, double panelled, modern Easicleans. £250 or exchange open Riley. Mr. Rose, 81, Benthal Road, Stoke Newington, N.16. [6410

**M.G. MAGNA.** Recent overhaul, new battery, king pins, cord rings, clutch, brakes relined, Lucas P.100s. £175. Usher, 19, Speedwell Road, Leeds, 6. [6419

**249. RILEY CEIRANO,** 2-seater and dickey, fitted "10.4" Ceirano engine and gearbox in 12-h.p. chassis. Fast and good appearance. Barnes, 36a, Leigham Avenue, Streatham. Tel.: Streatham 3129. [6412

**M.G. "J4"** in "J2" chassis. Outside exhaust, new carburetters. Hood fair, good appearance and very fast. £265. Barnes, 36a, Leigham Avenue, Streatham. Tel.: Streatham 3129. [6412

**M.G. 16-IN. WHEELS** and tyres, £15 per pair; One similar ditto, new tyre, £9; 18-in. wheel, 30s. Pair Lucas chrome L 150 headlamps, £6; ditto MB 148, as new, £9. Oakshott, 1, Weston Villas, Thames Ditton. [6413

**SUNBEAM DAWN,** 1934; 12.8-h.p., i.f.s., hydraulic brakes. Good performance and mechanical condition. Two new, two good tyres. Body excellent, £195. Williams, 56, Gravel Road, Bromley, Kent. Tel.: Hurstway 2496. [6414

**LAGONDA,** 1930 2-litre 4-door saloon. Good condition. £200, near offer. Tomlinson, White House, Boyle Farm, Thames Ditton. Tel.: Emberbrook 2054. [6416

**BENTLEY,** 1924 3-litre Blue Label. Specially shortened chassis 4-seater body. New hood and battery. Four-wheel brakes, pram-type wings, Hardy Spicer couplings, etc. Finished British racing green. Excellent condition and tyres and a particularly fine example of this famous marque. Offers invited. Garland, Froggmill Inn, Andoversford, Cheltenham. Tel.: Andoversford 237. [6417

**1925 VAUXHALL** "14/40" saloon. In good condition throughout, reliable and economical. £100 or nearest offer. Tel.: Welwyn Garden 4198. [6426

## FOR SALE—*continued*

**TALBOT** "14/65" saloon, 1934. One other owner 14 years. Good tyres, upholstery, coachwork, new battery. Taxed. Very well preserved quality car. £185. 14, Manor Road North, Wallington, Surrey. Tel.: Wallington 6772. [6418

**ASTON-MARTIN** "International," 1932. Complete mechanical rebuild, new road wheels, good tyres, electrics overhauled. £310 or offer. Details. King, 19, Lee Lane, Heanor, Derbyshire. [6419

**FORD EIGHT,** 1935 saloon converted to truck. Mechanically excellent but damaged near side front (not seriously). £60. Buyer collects. Arnell, 4, Tattenham Way, Tadworth, Surrey. Tel.: Burgh Heath 2609. [6420

**AUSTIN SEVEN,** 1929, chassis, axles, engine, gearbox and wheels, etc.; suitable spares or rebuild, £17 10s. the lot. 1928 Levis two-stroke motor-cycle; running order, been standing long time, £10. 1925 B.S.A. motor-cycle, frame, wheels, etc., 24-in. B.E. tyres, tubes, £2 the lot. Two 26 by 2¼ B.E. tyres, tubes, £1. 56, Irwin Road, Bedford. Tel.: Bedford 5606. [6421

**ASTON-MARTIN,** 1931 "International." Recent engine overhaul, new clutch assembly, drums and brakes relined, lamps rechromed, paintwork, upholstery, good. Enthusiast maintained. Genuine reason for sale. £275 or near offer. 7, Tydraw Place, Penylar, Cardiff. [6422

**650-C.C. SPECIAL.** Austin chassis, new engine, gearbox and transmission installed at rear. Needs completion, details available. £50. 73, Derby Road, East Kirkly, Notts. [6423

**"12/40" LEA-FRANCIS** 2-seater. Engine and chassis completely reconditioned; 33 m.p.g. Body and weather protection perfect. Full history available. £185. Box No. 3768, MOTOR SPORT, 15, City Road, E.C.1. [6424

**1929 STANDARD NINE** saloon in excellent condition throughout, having a total mileage of only 8,500. Mechanically as new, with no wear apparent in any part. Fabric body, tyres and battery, all very good. Taxed. Third party insurance to April. No "age-loading" on premium, in view of car's excellent condition. £125. Clapham, Wycklands, Passage Road, Brentry, Bristol. [6425

**TALBOT 105.** I am reluctantly offering my Speed Model open 4-seater to a good home for £275. An enthusiast's car with excellent performance. Also Talbot 65 front and back axle. Stiff, 38, Reynolds Road, Beaconsfield, Bucks. Tel.: Langham 7101 (day). [6427

## FOR SALE—*continued*

**TALBOT** "14/45," 1933. Engine, brakes, dynamo, electrics overhauled. Tyres, battery good. Laid up 1939–45. Uses no oil. £120 or exchange. Tel.: Wotton-under-Edge 3196. [6428

**1933 RILEY FOURTEEN UTILITY,** engine and gearbox good, but body rough. £65 or offer. Maughfling. Pete Hall, Abberton, Colchester. Tel.: Peldon 230. [6429

**500 CAR CHASSIS** with suspension, front wheels and drums, rack and pirion steering, etc., £120. Also 500-c.c. single o.h.c. Norton engine and gearbox, £85 or reasonable offers. R. H. Hunt, 152, Woodcote Road, Caversham, Reading. [6430

**EXCHANGE OR SELL.** 1935 Rover Twelve sports saloon. Good condition throughout. Open sports or drophead wanted. 10, Stonefall Drive, Harrogate. [6431

**BUCKET SEATS,** pair brown leather, 70s.; five-hole 19-in. wire wheels, 12s. 6d.; late type 12 v. wiper, 35s. Wanted Alvis "12/50" wire wheels, any rim size, below:

**HEADSCARVES.** The original, featuring leading British and Continental racing and sports car motifs in appropriate colours, 30s. Vintage selection, 35s. Finest quality. E. W. J. Rich, Steelgreen, Millom, Cumberland. [6432

**AUSTIN ASCOT,** 1935–6. Very good condition. Brakes relined, axle rebuilt, crank ground, etc. Nil oil, 33 m.p.g. £225. Prefer exchange 2-litre Lagonda. Flt.-Lt. Phillips, R.A.F., Scampton, Lincoln. [6433

**AUSTIN SEVEN SPECIAL,** registered 1949. Attractive aluminium body sprayed British racing green. Minor adjustments required. Engine good condition with spares. £115 or nearest offer. Stephens. Tel.: Primrose 6300. [6434

**ALVIS** "12/50 Beetleback" 2-seater sports, 1926. Recently rebored, good general condition. £135. Nelson, 5, Padwell Road, Southampton. [6435

**RILEY NINE.** Steel saloon body, 1933. Special twin-carburetter engine, just overhauled. New spare set high-compression pistons included. £200. 240, Huntingfield Road, S.W.15. Tel.: Prospect 4702. [6436

**1930 AUSTIN SEVEN STARTER,** 25s.; distributor, 25s.; gearbox, £3; horn, 7s. 6d.; steering wheel, 7s. 6d. Tel.: St. Albans 6176. [6439

**2-LITRE LAGONDA SPARES.** Everything except rear axle and body. Sell lot or separately. Hunter, 15, Uplands Road, Darlington. [6440

## FOR SALE—*continued*

**AUSTIN SEVEN** sports. No time to complete' Cambridge suspension, new radiator. All parts renewed or reconditioned. £75 or nearest offer, or exchange Austin Sever saloon of similar value. Singer Nine, 1934 sports coupé. Good. £190 or nearest offer. Farrer Halls, 3, Lincoln House, Old Avenue, Weybridge. Tel.: Weybridge 4307. [6437

**M.G.** 1½ saloon, 1950. Immaculate condition. One driver. Distributor serviced. Mechanically faultless. No dealers. £1,300. Box No. 3769, MOTOR SPORT, 15, City Road, E.C.1. [6438

**ALVIS SPARES,** "12/50," "16.9," and Speed 20. Exchange reconditioned clutch plates, brake shoes, starter rings. New valves, guides, gaskets, etc. S.A.E. for current prices. Rebuilt "12/50" chassis, ready for body, £85. Crested Eagle half built utility, worth finishing, £80. Speed 20 reconditioned starter, £10. dynamometer and water pump, £10. M.G. "J2" block, new pistons, not run, £12. Manifolds, sump, pair new front brake cables for Magna, 30s. each. "12/40" Lea-Francis engine 4E/D Meadows, no electrics, £10. Gearbox, £5. Rear axle, less one shaft, £7 10s. Sunbeam "16.9" gearbox, £7 10s.; rear axle, £8 10s; steering complete, £5. Large stock of Rudge-Whitworth wheels. Wanted 20-in. tyres all sizes. D. Bagshaw, The Green, Bath Street, Belgrave, Leicester. [6444

## WANTED

**POST-WAR SPORTS CAR WANTED.** Enthusiast would be most grateful to receive details of an Allard, Healey, Lea-Francis, Triumph Roadster, or similar car. Distance unimportant. Price up to £1,300. Please write: Green, 122, Studland Road, Hanwell, London, W.7. Tel.: Waxlow 3458. [6480

**SENECHAL, 1927, BACK AXLE CASING** required immediately. Interested in other spares. Cooper, 172, Conway Road, Colwyn Bay. [6013

**FORD EIGHT** (1935-1939). Must have been well kept. Reasonable price paid. Bradfield, 58, Brambledown Road, Wallington, Surrey. Tel.: Wallington 2755. [6092

**EARLY AUSTIN SEVEN OR MORRIS MINOR** Minor wanted. Basis for special. Must be cheap. 14, Woodhey Road, Bebington, Cheshire. [6118

**INSTRUCTION MANUAL** for 1931. M-type M.G. State price. E. Hall, 41, Crane Road, Twickenham, Middlesex. [6019

**GOOD AND APPRECIATIVE HOME** offered to respectable bullnose, Humber, Clyno, FIAT, Austin Seven, or similar vintage light car. Box No. 3235, MOTOR SPORT, 15, City Road, E.C.1. [6020

**ENTHUSIAST** seeks 8-h.p. sports car. Date and make immaterial. Needing attention suitable. Cheap only. Cash. Parvacot, Dittons Road, Polegate, Sussex. [6021

**FRAZER-NASH B.M.W. 327 OR HOTCHKISS** saloon or coupé, or similar. Not urgent until December. J. V. Stanbury, Park Cottage, Woodlands Lane, Cobham, Surrey. [6022

**6½ OR SPEED SIX BENTLEY** crown wheel, pinion, diff., and housing, high ratio 3 or 3.3. Will pay good price. 39, The Newlands, Wallington, Surrey. Tel.: Wallington 7114. [6023

**ASTON, KESTREL-SPRITE OR BRITISH SALMSON** saloon or drophead preferred. Stokes, 64, Highfield Avenue, Kingsbury, N.W.9. Tel.: Colindale 5546. [6024

**STEAM CAR,** for enthusiast. Any age or condition. Preferably a miserable specimen as fascination of restoring it and consequent reduced price appeals. Gossip welcomed. G. Ravenscroft, Burwood Yews, Walton-on-Thames. [6025

**G.N. OR EARLY FRAZER-NASH.** Any condition, if cheap. Engine or body not essential. Neale, 1,624, Bristol Road South, Rednal, Birmingham. [6026

**URGENTLY REQUIRED.** Crown wheel for 1934 Sunbeam 12.8-h.p. Box No. 3236, MOTOR SPORT, 15, City Road, E.C.1. [6027

**RILEY SPARES,** new and used, or complete motors bought for cash. Fullest details and price required, please, to: Welford Bros., Opal Street, Leicester. Tel.: Leicester 65903. [6029

**TWO AUSTIN SEVENS.** One for "hack," other for "750" Formula car. Also welding plant. P. J. Stephens, 1-3, Station Buildings, New Bridge Street, E.C. 4 (Tel.: Central 1859, afternoon; Streatham 0357, evenings. [6164

**AUSTIN ULSTER, RILEY NINE,** or similar. Offer in exchange quarter plate electronic camera f.4.5 Zeiss Tessar in fully synchronized Compur shutter 1 sec. 1/500, coupled range finder with focussing beams for night work. Built in 6v. batteries for firing flash bulbs, components for triggering electronic flash, also incorporated. Camera weighs 4 lbs.; 12 metal slides, electronic power unit. Williamson, Wayside, Wheatley, Oxford. [6154

**SPARES FOR "328" B.M.W.** Nothing refused if price reasonable. Any type of B.M.W. purchased for cash. Gillbanks, 86a, Blackstock Road, London, N.4. [6220


**AUTOMO LTD**

**229, WEST END LANE, Hampstead, London, N.W.6**

*Tel:* Hampstead 3430

**M.G.** 1½-litre sports 2-seater tourer. Excellent appearance and motors very well ... ... ... ... **£160**

**Riley Nine Monaco** in very good condition and clean ... ... ... **£135**

**Riley Nine Kestrel** (May, 1936). One owner. In excellent mechanical order and original paintwork. Five very good tyres ... ... ... **£335**

*We also have a selection of attractive saloon cars in stock*

**Hire Purchase Facilities, Insurances, Exchanges**


## WANTED—*continued*

**FIAT OR SIMILAR I.F.S.,** complete or otherwise "Brooklands" Riley crank. Austin Seven back axle. 5, Leigh Hall Road, Leigh-on-Sea, Essex. [6219

**M.G. MAGNETTE RADIATOR,** headlamps, suitable any "K" or "N" series, also bonnet and wings, "KN" saloon. Blatchly, 31, Eldon Road, Cheltenham. [6221

**ASTON-MARTIN WANTED.** Exchange contents engineer's workshop, mint condition, cost £175, plus £225 cash, or £10 month in lieu of workshop. Particulars: Box No. 3707, MOTOR SPORT, 15, City Road, E.C.1. [6222

**FIRST-CLASS SPORTS CAR** required, up to 2 litre. Must be in perfect condition and suitable for competition. Up to £550 paid for right job. Box No. 3714, MOTOR SPORT, 15, City Road, E.C.1. [6223

**REALLY POTENT SPORTS CAR.** £500 offered for car in 100 per cent. condition. Pre-war H.R.G. type of car would be suitable. Box No. 3713, MOTOR SPORT, 15, City Road, E.C.1. [6223


**RACING AND SPECIAL SHELLS**

**WARD & CO. (PUTNEY) LTD.**
**5, Manfred Road, Putney, S.W.15**
Telephone: VANdyke 4124

**XK 120 JAGUAR**

Reluctantly compelled to sell 1951 XK 120. 6,000 miles. Off covenant. Super sports model. Top price required. Immediate delivery. Owner ordered abroad on duty.

*NO DEALERS*

**BOX No. 3763, MOTOR SPORT, 15, CITY ROAD, LONDON, E.C.1**

**CLIFF ROWLEY & CO. LTD.**

**Alvis,** 1929, Silver Eagle saloon. Metal panels. Remarkable condition ... **£115**

**Alvis,** 1927, "12/50" modern open close-coupled 4-seater. Very sound **£165**

**Alvis,** 1935 Firebird saloon. Specimen ... ... ... ... ... **£355**

**Alvis,** 1939, 17-h.p. sports saloon. Magnificent car ... ... **Offers**

**FIAT,** 1937, 500 convertible. Well above average ... ... ... **£275**

*Cars Exchanged*

**LICHFIELD ROAD, RUSHALL**
*Tel.:* Walsall 3549


## WANTED—*continued*

**AUSTIN SEVEN NIPPY WANTED,** any condition. State price. Tel.: Hayes 1647. Baxter, 46, Firs Drive, Cranford, Hounslow, Middlesex. [6224

**CYLINDER HEAD** and other spares for Lycoming 1936 8-cylinder engine as fitted to Auburn or Cord cars. Major Campbell, Palace Barracks, Holywood, Co. Down. [6225

**AUSTIN SEVEN,** runner, very, very, very cheap, please, or similar car. Within easy reach London. Body, year, immaterial. Box No. 3708, MOTOR SPORT, 15, City Road, E.C.1. [6226

**URGENTLY REQUIRED** for 1937 Fiat "500." Back axle complete, front suspension complete, steering-box complete, also shaft and wheel, three road wheels, track-rods, speedometer, hood, driver's seat, 400 by 15 tyres, large type 1939 starter motor, windscreen wiper motor, one con.-rod. J. Golby. Adderbury West, Banbury, Oxon. [6229

**URGENTLY. 1½-LITRE** or 2-litre engine, Riley, B.M.W. Type 328 or A.C., with or without gearbox. Baer, 220, High Street, Hounslow, Middlesex. Tel.: Hounslow 1219. [6230

**ENGINE REQUIRED,** sound or suitable for reconditioning, for Ford V8 22-h.p. 1938 model. Also parts and service data. 32, Salisbury Road, Lancaster. [6231

**SCOTT SOCIABLE WANTED,** in any reasonable or rebuildable condition. P. G. Williams, 143, Danson Road, Bexley, Kent. [6232

**HOOD,** complete with frame, or hood frame for S.S.1, 1935/36. Westair Flying Services, Squires Gate Airport, Blackpool. [6233

**ENTHUSIAST REQUIRES VAUXHALL TEN** coupé. Condition immaterial but body must be fairly good. Box No. 3709, MOTOR SPORT, 15, City Road, E.C.1. [6234

**£150 OFFERED** for early Austin Seven saloon or similar car in good condition. Gilbert, 48, Fairley Way, Cheshunt, Herts. [6235

**T-TYPE M.G. REQUIRED.** Any condition considered but one needing attention is preferred. Red Lion Hotel, Prescot, Lancs. [6236

**O.M. STEERING-BOX.** Wormwheel shaft only or complete steering-box assembly. Carr, 6, Henshelwood Terrace, Newcastle-on-Tyne, 2. [6237

**OPEN 4-SEATER**—h.p. immaterial. Talbot "95" or "105" or Rover Meteor preferred but any similar car in reasonable condition considered. Up to £200 paid. Grey, 133, Seven Sisters Road, Holloway, London, N.7. Tel.: Archway 1481. [6296

**RILEY, MORRIS,** or similar. Sound mechanically and physically. Up to £200. All replies acknowledged. Needham, London Road, Braunston. [6266

**MERCURY ENGINE** with ancillaries required, new or potented, also Ford 91A chassis, or similar, with good brakes, to take Mercury engine. Complete special would do but body not essential; bigger engine considered if suitable chassis available. M.P.G., M.P.H., immaterial; acceleration only consideration. No kindergarten stuff. Suggestions welcomed. Advertiser no Croesus. Lotos Lodge, Farnham Common, Bucks. [6279

**ALVIS CROWN-WHEEL** and pinion, in good condition, for 1930 Silver Eagle, required. No fancy prices. White, 104, Kings Avenue, Clapham, London, S.W.4. [6282

**SPORTING MOTOR WANTED.** Up to £180 offered for small open sports car. Distance no matter, can collect from China if necessary. Please write, fullest details, to: Greenwood, Cottage Farm, Worton Road, Middle Barton, Oxford. [6286

**ALVIS FIREFLY, 1934, CYLINDER HEAD,** cylinder block, or complete engine, with or without gearbox. "Archirondelle," Meopham Station, Kent. [6311

**"10/23"—Z.10 TALBOT** spares or complete chassis, condition immaterial. Any literature or information. Yew Tree Garage, Woodyates, Blandford Road, near Salisbury, Wilts. [6336

**KESTREL NINE REQUIRED** by Riley enthusiast. Price according to condition but thoroughly sound vehicle preferred. Full details please. Box No. 3758, MOTOR SPORT, 15, City Road, E.C.1. [6361

**ALVIS FIREFLY** or Firebird chassis frame. Routledge, Scholes, Leeds. [6362

**FIAT 500** or J-type M.G. View immediately 100 miles radius London and pay cash. Must be in fair condition. All particulars, if possible photograph, to Box No. 3759, MOTOR SPORT, 15, City Road, E.C.1. [6363

**1914 OR EARLIER NORTON.** Tyler, South Warnborough, Basingstoke. Tel.: Long Sutton 249. [6364

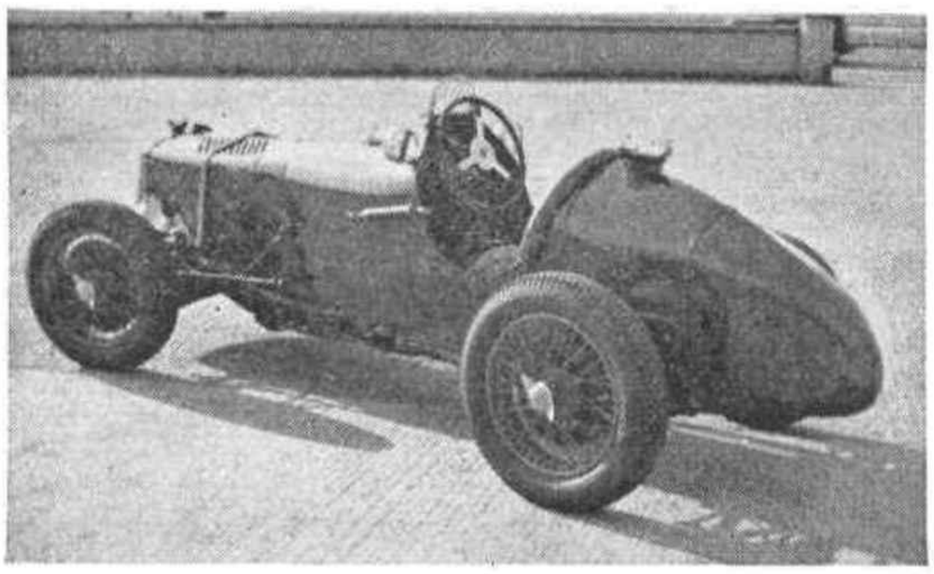
**DYNAMO WANTED** for 1933 Hornet Special. For sale: pair of 6-in. cycle-type wings, £1, and small Autovac, 10s. Lambert, 123, Crowshott Avenue, Stanmore, Middlesex. [6365

**SINGER** 1½-litre enthusiast wishes to swap (or purchase) Mark II three-carburetter engine for his Mark I engine (in first-class running order). I am interested in any spares for engine, gearbox, clutch, side-screens, or front wings. Also required by friend 9-h.p. Speed special crankshaft. Box No. 3751, MOTOR SPORT, 15, City Road, E.C.1. [6585

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The twin-overhead R-type, believed ex-Doreen Evans. Recellulosed British Racing Green. Reupholstered Red Leather. Completely rebuilt, with new Blower.

Single-seater offset 1,100-c.c., unblown, ex-Bellevue car, Recellulosed British Racing Green.

◆ ◆ ◆

1936 N-Type Crested Body. This car has been modified with new T.C. gearbox and Tele steering. Recellulosed Black and Red, Red Upholstery.

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Montlhery C-Type Team Car. This car has now been rebuilt and fitted with reconditioned J2 Engine and Gearbox, making it a remarkable car. Recellulosed and Reupholstered in Red and Black.

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For Sale—T.C. 1946 M.G. Beige upholstery. Showroom condition. Black.

**All enquiries for the above, please write or call Mr. A. L. J. M. Toulmin, where the history, etc., of all cars is available.**

*Why not consult our Spares Dept. ?*

*We welcome all enquiries.*

Owing to pressure of business we are shortly opening larger premises. WATCH FOR NEW ADDRESS.

### *OUR SPARES DEPARTMENT CAN SUPPLY*

**RECONDITIONED ENGINES, Part Exchange**

"PA" and "PB" engines complete.
"TA" and "TB" engines complete.
"J" 2, 3 and 4 engines complete.
"F" type Magna engine complete.
"L" type engine complete, and all Magnette Series.

**RECONDITIONED GEARBOXES :**
Supplied for the above engines.

**TRY OUR RECONDITION SERVICE FOR :**
Rockers, Camshafts, Vertical Drive Gears, Lightened Flywheels, Brake Shoes, Drums and Cables, etc. ALL MODELS.

**M.G. SPARES for "TA," "PB," "PA," "J2," "J4," "M."**
**Also for "Magnette" and "Magna."**
*These include :* Crankshafts, with rods and mains, cylinder blocks, surface-ground, sleeved, with pistons. Either exchange service or outright sale. Also cylinder heads, with or without overhead gear. Shock-absorbers, all types. Back axles, half-shafts, wheels, tyres; also M.G.-type new batteries, starter motors and dynamos, all models.

**FOR ALL M.G. SPARES PLEASE TRY US. NEW TYRES AND RETREAD TYRES IN STOCK. ALSO GASKETS FOR ALL MODELS.**

**TO OWNERS OF "K3s" & "L" TYPES :**
We are now able to supply new oil pump gears, distributor gears, water pump gears, apart from all other spares. This is again absolutely a dream in reality ! **NEW.** Modified oil seal and hood that completely stops that vertical drive oil seepage. Protect your dynamo with this new patent fitting.

*We can now supply Chromium Luggage Carriers from stock for all M.G. cars.*

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## WANTED—*continued*

**RILEY NINE** or early M.G. wanted urgently. 3, Parkside Gardens, London, S.W.19. Tel.: Wimbledon 3389. [6366

**1924 LEA-FRANCIS 9.8-H.P.** 2-seater owner requires differential unit, or complete rear axle. Yates, Witchford Vicarage, Ely, Cambs. [6367

**"J2" M.G. CAMSHAFT,** also "J2" and "P" engine parts and pair 16-in. M.G. wheels. Box No. 3760, MOTOR SPORT, 15, City Road, E.C.1. [6368

**CAMSHAFT FOR "NE" MAGNETTE** urgently required. Walker, 21, Coventry Road, Coleshill, Birmingham. Tel.: Coleshill 3232. [6369

**TYRES.**—Used 5.50 by 19, and 6.00 by 20 tyre required urgently for trailers. Hambly, Kilbury Farm, Buckfastleigh, Devon. Tel.: Buckfastleigh 3171. [6370

**SPORTS CAR** or drophead coupé, max. 12 h.p. Only £225-£250 available. In good condition. Particulars to D. A. Wilkinson, 64, Clevedon Gardens, Cranford, Middlesex. [6371

**CYLINDER HEAD** for 1933 Model J 8-h.p. M.G. Midget. Mattinson, Rathnay, Swithland Lane, Rothley, Leicester. [6372

**1914 SUNBEAM 4-CYLINDER** (any condition considered), or would be interested in other make between 1910 and 1916. Crabb, 51, Greenwood Averue, Salisbury, Wilts. [6373

**M.G. "18/80," MK. III TIGER** open 4-seater. Moderate condition. Box No. 3761, MOTOR SPORT, 15, City Road, E.C.1. [6374

**OPEN SPORTS 4-SEATER BODY** off M.G. "18/80" Mk. I chassis. Box No. 3762, MOTOR SPORT, 15, City Road, E.C.1. [6374

**M.G. SPARES WANTED:** new or secondhand pair half-shafts and hubs for L, J or P-type M.G. Hubs only or complete rear axle considered if in good condition. Clough, Oak Hotel, Bushmills, Co. Antrim, N. Ireland. [6375

**FLYWHEEL,** in good condition, for 8th Series Lancia Lambda. J. G. Vessey, Curbar Lane, Calver, via Sheffield. Tel.: Grindleford 447. [6376

**SPIRAL VERTICAL DRIVE** on dynamo for 1935 M.G. Magnette. Urgent. McQueen, 15, Greenhill Terrace, Edinburgh, 10. [6377

**F-TYPE MAGNA CAMSHAFT** in good condition. Would consider complete overhead gear or engine if in good condition and reasonable price. White, 76, Portland Road, Bromley, Kent. Tel.: Ravensbourne 7077. [6378

**STANDARD TEN OR TWELVE GEARBOX,** 1935 onwards. All correspondence answered. Details to: Smith, 151, Old Heath Road, Colchester, Essex. [6379

**ENTHUSIAST REQUIRES** M.G. or Austin Nippy. Condition immaterial. Cheap. Tel.: Speedwell 5588, week-ends only. [6454

**INTERESTING TWO-SEATER SPORTS OR SPECIAL** required. Not exceeding 12-h.p. £250 available. London or North. Bell, Rimswell, Fairfield, Stockton-on-Tees. [6456

**CONTINENTAL** or high-class English sports car. Drophead or saloon preferred. Carr, 5, Cavendish Mews South, London, W.1. [6457

**TYPE M.G., MORGAN, H.R.G., S.S. 100,** or similar required. Must be sound and reasonable. Write, G. G. Jackson, Staff B, A.E.R.E., Harwell, Berks. [6458

**RILEY NINE,** 1933 or 1934. Please send details and price to: Glover, 47, Northwick Avenue, Harrow, Middlesex. [6460

**LANCHESTER TEN,** 1933-34, worm and worm wheel and differential cage, or back axle or scrap car. Filsell, Sparhanger, Lynton, Devon. [6461

**RILEY** 1937-38 "12/4" engine and preselector gearbox wanted. Full details and price, please. Any useful 1937-38 "12/4" spares or crashed car bought. Ford, 3, Lampton Court, Lampton Road, Hounslow. [6462

## WANTED—*continued*

**BACK AXLE,** 18 in. six stud wheel, starter, dash, clock and amp. meter, etc. For 1934 Riley 12-h.p. saloon. Rose, 81, Berthal Road, Stoke Newington, N.16. [6463

**RILEY 1933 GEARBOX CASING WANTED.** Would take whole box if needs must. Templeton, "Rowan Corner," Fulmer Road, Gerrards Cross. Tel.: Gerrards Cross 2046. [6464

**FIAT 1,100** or 4-seater 500 wanted. Seavista, Mill Lane, Worthing. [6465

**S.S. JAGUAR 100 2½-LITRE.** or Le Mans, Aston-Martin. Also 7.5-h.p. Cloverleaf Citroen. All letters answered. Gorse Bank, Heathside Park Road, Woking. [6466

**TALBOT 75 AND 105.** Spare parts lists. Bland, 27, Southfields Road, S.W.18. [6467

**AMILCAR CROWN WHEEL AND PINION,** or complete axle if cheap. Interested other spares. 102, Astbury Road, Peckham, S.E.15. [6469

**GOOD OPEN OR SALOON** pre-war car required. Talbot, Riley, or similar. Box No. 3716, MOTOR SPORT, 15, City Road, E.C.1. [6380

**WATER PUMP.** Complete with all fittings urgently required for a 1935, 10-h.p. Lagonda. Box No. 3731, MOTOR SPORT, 15, City Road, E.C.1. [6471

**SEPT. AND OCT., 1949, ISSUES OF MOTOR SPORT.** 10s. paid for the pair. Box No. 3733, MOTOR SPORT, 15, City Road, E.C.1. [6473

**OPEN TWO-SEATER SPORTS.** Up to 1,100 c.c. Sound mechanical condition. Prefer Austin Nippy, or similar. About £100. Box No. 3734, MOTOR Sport, 15, City Road, E.C.1. [6474

**AUSTIN SEVEN.** "Speedy" or "Nippy" model preferred, but 2-seater tourer of interest. "Works" must be in sound condition, but body state not so essential if reasonable. Capable of daily use for 20-mile run. Must be reasonable price, as outlay limited. Full details to: Box No. 3737, MOTOR SPORT, 15, City Road, E.C.1. [6477

**MEADOWS-H.R.G., RILEY SPRITE,** or similar wanted. Good condition essential. All letters answered and photographs returned. Box No. 3720, MOTOR SPORT, 15, City Road, E.C.1. [6384

**ALFA-ROMEO.** 1750 engine, back axle or complete car, also metric ring spanners. Spurr, Caledonian Road, Savile Town, Dewsbury. [5891

**M.G. MIDGET.** Any condition. £75 cash waiting. Tel.: Hayes 1647. Baxter, 46, Firs Drive, Cranford, Middlesex. [6564

**M.G. "TB," "TC"** or 1½-litre engine and gearbox. Condition immaterial, preferably rough. Manning, 86, Clifton Hill, N.W.8 [6565

**VIVACIOUS MILE-EATER** of moderate thirst. Occasional 4-seater up to 2 litres preferred. Health and beauty more important than youth. C. H. Burgess, c/o 48, Eversley Crescent, Osterley, Middlesex. [6566

**WILSON NO. 75 GEARBOX** required, with linkage if possible. 1934 Alvis Firefly handbook. Burgess, 7, Millais Road, Leytonstone. [6567

**3-4½-LITRE BENTLEY** or Lagonda, sportsman's saloon or coupé preferred. Storey, 3, Cecil Court, London, W.C.2. Tel.: Temple Bar 3777. [6568

**30 MM. DOWNDRAUGHT S.U. CARBURETTER.** Fiat 500 door locks, window and windscreen surrounds. Smith, 7, Springfield Lane, Ipswich, Suffolk. [6569

**ALVIS** "12/50" Type TG engine wanted less manifold, dynamo, etc. Davey, Broadmoor Road, Crowthorne. [6570

**RILEY NINE** Kestrel, about 1935, preselector preferred. Riley Nine handbooks required. Details to: Bass, 53, Loughborough Road, Leicester. [6571

**FORD TEN** or similar open 2 or 4-seater. Must accommodate 6 ft. 2 in. driver with reasonable weather protection. Special considered if absolutely sound. P. Weaver, 12, Burton Road, Melton Mowbray. Tel.: Melton Mowbray 533. [6574

## WANTED—*continued*

**P-TYPE 2-SEATER M.G. BODY** required urgently. Anything considered. £20-30 offered. Milner, 38, North View, Eastcote, Middlesex. [6572

**BRAKE OR UTILITY** wanted, or suitable chassis. Please state particulars and price. Box No. 3774, MOTOR SPORT, 15, City Road, E.C.1. [6578

**1935 OR LATER 4½ LAGONDA** Rapide tourer or chassis. Benn, 78, Wynford Avenue, Leeds, 6. Tel.: Leeds 74566. [6575

**WEST END,** Kensington, Chelsea, Knightsbridge or near, premises to hold five to ten cars, on lease. Will pay premium. First-class references. Box No. 3775, MOTOR SPORT, 15, City Road, E.C.1. [6600

**B.M.W. 328,** Mercédès 540 K cabriolet A, Rolls-Royce, drophead, coupé or similar. Wishent, 35, Panton Street, Haymarket, S.W.1. [6601

**1939 DAIMLER,** 2½-litre Rover Sixteen or similar, drophead. Gill, 105, Oakleigh Street, Chelsea, S.W. [6602

**SIMMONS OF CROYDON** will pay best market price for late model drophead coupés, all types. Please enclose photograph. 101a, Tamworth Road, West Croydon, Surrey. [6603

**SIMMONS, CROYDON.** Our representative will be in Scotland during the next two weeks and desires to purchase sports Rolls-Royce or similar for dispatch in that area. Particulars to 101a, Tamworth Road, West Croydon, Surrey. [6604

**BOSCH STARTER MOTOR,** 12 v. Please state type, dimensions, number of driving teeth, car fitted. Box No. 3748. MOTOR SPORT, 15' City Road, E.C.1. [6582

**SPORTS CAR** urgently required. Condition, age, distance and price unimportant. Box No. 3757, MOTOR SPORT, 15, City Road, E.C.1. [6599

## SITUATIONS WANTED

**VERY ENTHUSIASTIC,** ex-public school, age 20, would "give the world" for a chance to make a career of racing. Any formula, anyhow, anywhere. Box No. 3710, MOTOR SPORT, 15, City Road, E.C.1. [6238

**AUSTRALIAN,** 25, boundless enthusiasm for specials, vintage machinery, would like interesting job among same. Experienced but no technical qualifications. University (Arts) education. Box No. 3711, MOTOR SPORT, 15, City Road, E.C.1. [6239

**YOUNG MAN** (24), partially disabled, but very active, seeks post as private secretary to racing man. Understands a little about pit management, timing, lap scoring. Very sound education; can drive and interested in all racing matters. Box No. 3712, MOTOR SPORT, 15, City Road, E.C.1. [6240

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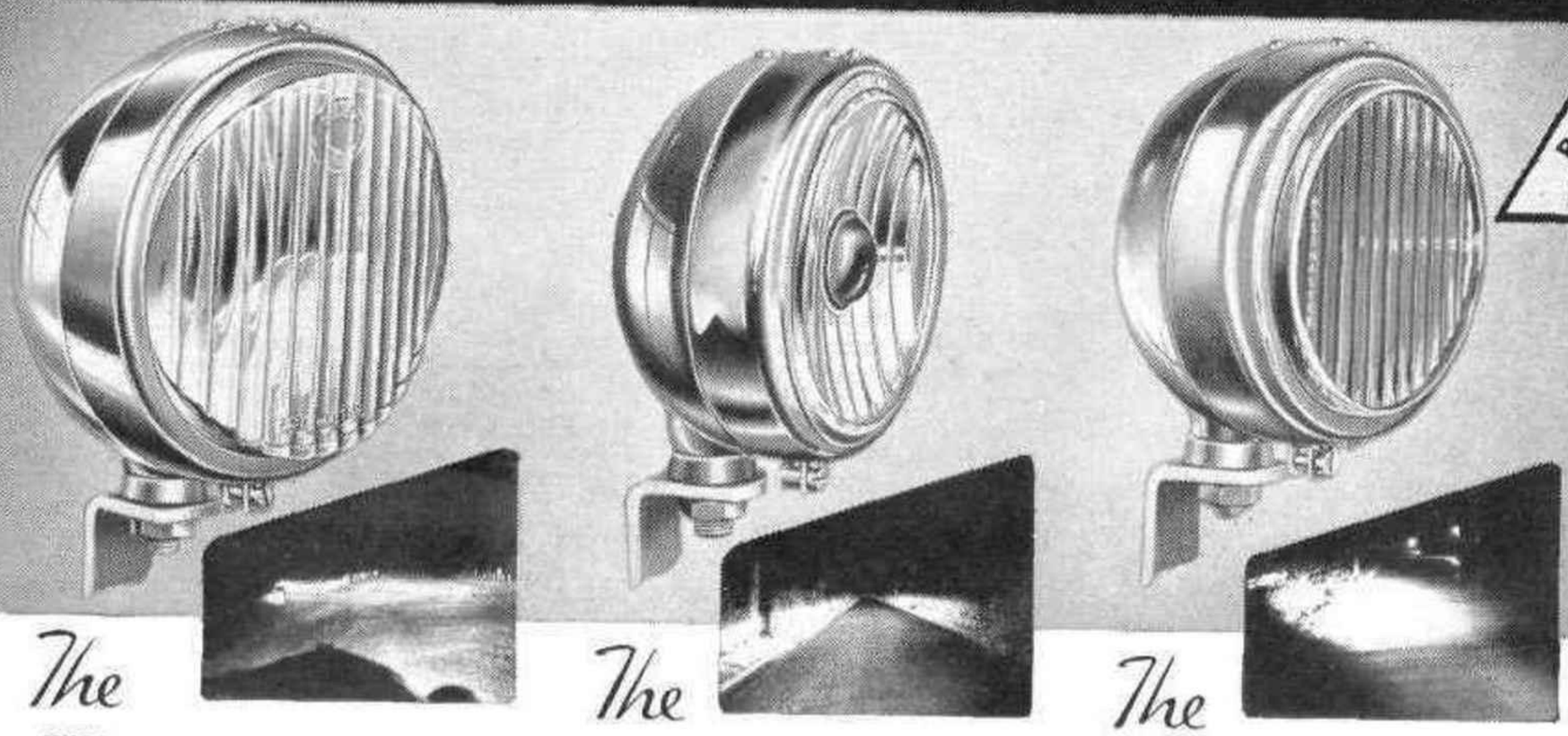


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