Vol. XXVI. No. 8 EIGHTEEN PENCE August, 1950

MOTOR SPORT

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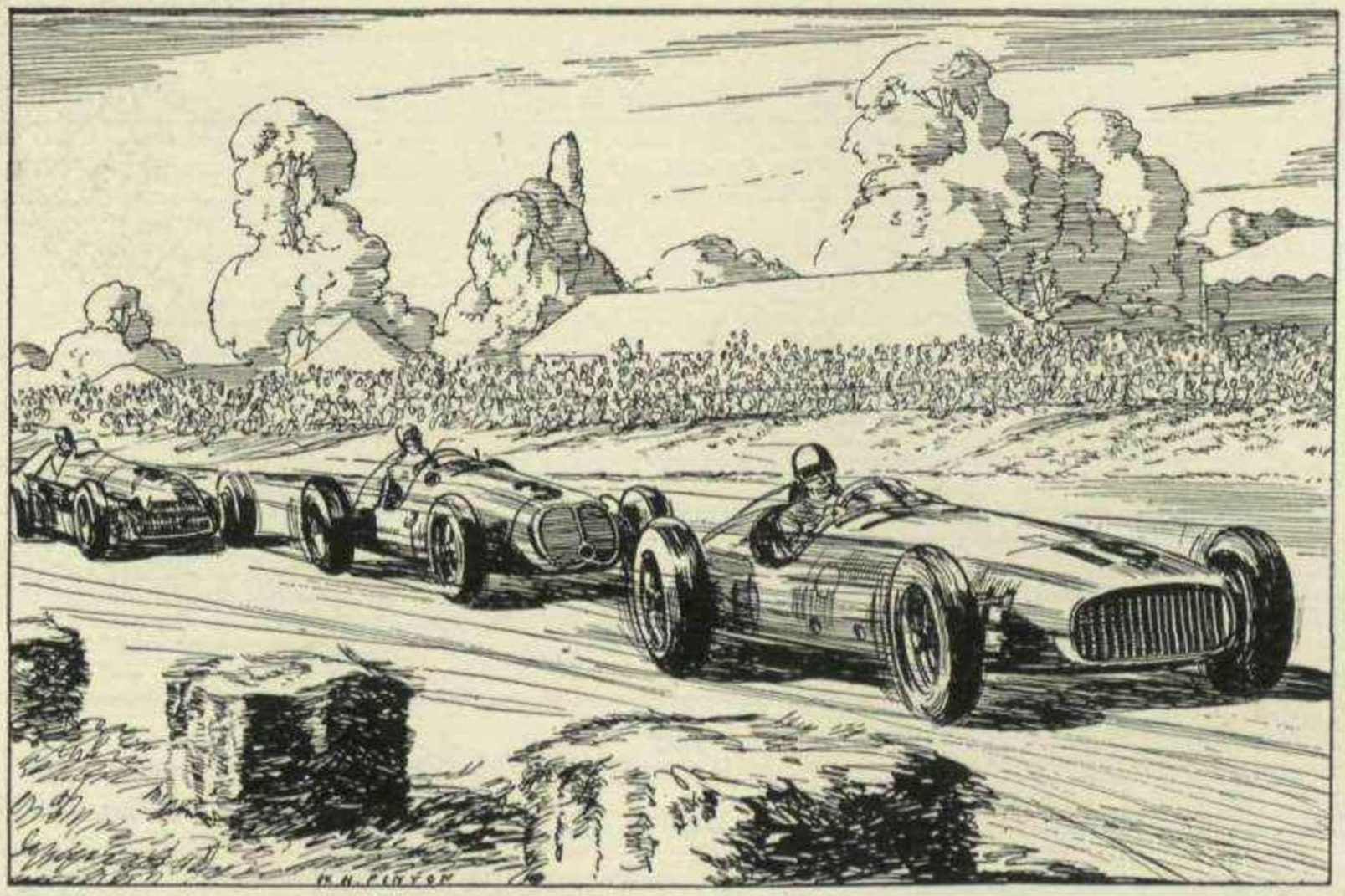
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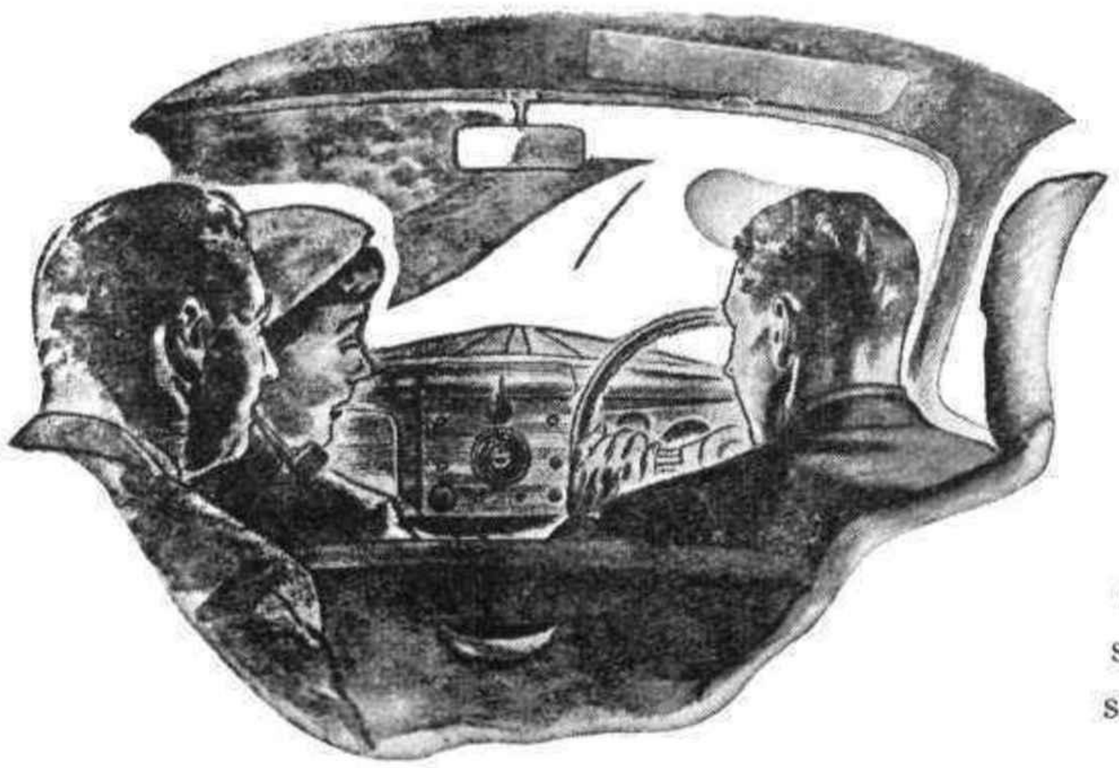
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★ On July 13th, 1950, Reg. Parnell won 2nd place in Jersey International Road Race, and David Hampshire established the fastest lap time, both drivers using Vigzol.

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But here, thank goodness, is a car that's built to take a driver in every seat and keep him happy. You cannot help feeling the absolute *safety* of the car — its iron grip of the road, the masterful way it has with corners and the fine indifference with which it treats the hills.

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VOL. XXVI. No. 8 THE JERSEY RACE AUGUST, 1950

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

B.R.M. DEBUT

Our Grand Prix challenger, the B.R.M., is due to make its debut on August 26th at the *Daily Express*/B.R.D.C. International Trophy Race at Silverstone—two cars have definitely been entered.

Perhaps by the time these words appear in print you will know whether Raymond Mays, Peter Walker, Raymond Sommer or Reg. Parnell is No. 1 B.R.M. driver.

These things are wrapped in the mystery of rumour and counter-rumour at the time of writing.

But the point is that this much-discussed car is to be seen in action at last. There are those who say that if it fails to win this Silverstone *race its chances are gone for ever* and the Trust that is building it may as well stop appealing for money to further the production programme. There are others, more lenient, who say we should give the car a chance and that it cannot be expected to win on its first appearance in a race. Certainly, against the Alfa-Romeos and Ferraris we should expect success to be assured only if a properly co-ordinated *team* of B.R.M.s could run, handled by drivers adequately trained on them beforehand.

However, so much has been heard of this beautiful V16 Formula I *projectile from Bourne, and its belated entry into racing* has been excused so frequently with the explanation that the car will not appear until its sponsors are confident of success, that the B.R.M. must at least finish the course, or break the lap-record, on August 26th, or perish. It must be capable of breaking this record, for no less an authority than Laurence Pomeroy, M.S.A.E., has consulted his slide-rule and pronounced it to be so. If the B.R.M. does both these things Raymond Mays and all the many firms and individuals associated with the car will be deserving of the warmest praise. And if it receives the chequered flag, then we wouldn't miss the occasion for all the new cars in all the dispatch bays in the country, for the effect such a victory will have on the two-hundred-thousand or so spectators who are *likely* to be present, will be exceedingly heartening, to put it mildly.

Naturally, one hopes a B.R.M. victory *will* be witnessed and that a British driver, Mays, Walker or Parnell, will beat, emphatically as well as historically, aces like Farina, Fagioli, Villoresi, Ascari and Chiron, on the best cars the Continent can field. However, clearly the Trust hasn't been happy about *drivers. Perhaps it thinks Mays too old, Walker too inexperienced, Parnell too unlucky.* Whether the B.R.M. regards as a compliment the fact that Sommer was asked to come over and sample it, or whether Sommer feels that a compliment was paid him when he was called upon to tame the B.R.M., is not for us to say! Did he, we wonder, realise that only one or two cars exist, so that he couldn't be offered a prototype that he could chance "blowing-up" if he felt this to be part of the training? That is the crux of the whole matter. How on earth can you tell who really has the flair for driving this new car, Mays, Walker, Parnell, Gerard, "Bira," Sommer, Uncle Tom Cobley and the rest, unless you can clear the course, bring out ambulance and fire-tender, and let the recruits really go motoring, as the Germans did all those years ago when they were looking for talent at Nurburg?—any more than you can compete in away-from-home Grands Prix with one or two untried cars against three-car Continental teams.

However, it pays to be optimistic and certainly the B.R.M.'s debut on August 26th will be intensely interesting. For what it is worth, Raymond Mays is assured of tens of thousands of crossed-fingers at Silverstone on that day. And, superstition apart, the good wishes behind such a metaphorical gesture must be worth a lot to those who are about to fulfil a promise so long in coming to fruition.

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THE "MOTOR SPORT" BROOKLANDS MEMORIAL TROPHY

The third B.A.R.C. Members' Meeting of this season will be held at Goodwood on August 12th. After the last race has been run we shall know who has won the Motor Sport Brooklands Memorial Challenge Trophy for this season, and the £50 prize that goes with it.

We offer no excuse for giving prominence to this contest, for it came about as a result of the generosity of some of our readers.

At present a new driver, J. C. C. Mayers, the best sort of amateur, racing for the fun of doing so, leads on points, with his non-supercharged, 1,474-c.c. Lester-M.G. In second place are R. F. Peacock, with his fleet 328 B.M.W., and Guy Gale with the 4-litre Darracq made famous in Brooklands days by Ian Connell and later by Leslie Johnson. Given two outright wins on August 12th, however, any one of 29 drivers could wrest

continued on page 377

Reports of Recent Events

MAIDSTONE & MID-KENT M.C. MARGATE RALLY (June 24th)

BEST PERFORMANCE OF THE DAY FOR MARGATE CORPORATION CHALLENGE TROPHY: S. G. E. Tett (1,496-c.c. H.R.G.).
SECOND BEST PERFORMANCE FOR SUNBEAM CUP: G. D. Parker (2,660-c.c. Jaguette).
LADIES' CUP: Mrs. Ruffer (1,498-c.c. Alfa-Romeo).
BEST PERFORMANCE BY MAIDSTONE AND MID-KENT MOTOR CLUB MEMBER: R. W. Cookson (1,486-c.c. Javelin).

VINTAGE S.C.C. SILVERSTONE RACE MEETING (June 24th)

(*See also "Vintage Veerings," page 397*)

Results

THREE-LAP SCRATCH RACE. NON-VINTAGE SPORTS CARS:
1st: O. Moore (O.B.M. 1938), 69.83 m.p.h.
2nd: R. F. Peacock (F.N.-B.M.W. 1939).
3rd: Mrs. N. Binns (Riley 1935).
THREE-LAP SCRATCH RACE. VINTAGE SPORTS CARS:
1st: R. W. Hogg (Bentley 1929), 65.58 m.p.h.
2nd: W. H. Stout (Bentley 1930).
3rd: J. M. Burn (Frazer-Nash 1929).
FOUR-LAP HANDICAP RACE. VINTAGE CARS:
1st: L. Heyward (Austin Special 1930), 62.75 m.p.h.
2nd: J. A. Williamson (Bentley 1923).
3rd: P. Towle (Vauxhall 1925).
FOUR-LAP HANDICAP RACE. HISTORIC, VINTAGE AND NON-VINTAGE RACING CARS:
1st: R. L. West (Austin 1932), 51.83 m.p.h.
2nd: A. E. Chevell (Alvis).
3rd: J. Willment (Bugatti Special 1931).
1908 G.P. ITALA TROPHY RACE. EIGHT-LAP SCRATCH RACE. VINTAGE RACING CARS:
1st: J. W. Rowley (Delage Special 1927), 76.24 m.p.h.
2nd: J. C. Byrom (Bugatti Special 1930).
3rd: C. Clutton (Delage 1923).
FOUR-LAP HANDICAP RACE. VINTAGE CARS:
1st: D. Parker (Frazer-Nash 1926), 58.26 m.p.h.
2nd: R. W. Hogg (Bentley 1929).
3rd: G. Birrell (Bugatti 1927).
SEAMAN TROPHY RACE. 100 KILOMETRES. VINTAGE AND HISTORIC RACING CARS:
1st: G. Hartwell (E.R.A. Special 1934), 77.12 m.p.h.
2nd: R. Dutt (Maserati Special 1933).
3rd: J. H. Webb (M.G. Special 1935).
FOUR-LAP HANDICAP RACE. EDWARDIAN CARS:
1st: F. Hutton-Stott (Lanchester 1913), 47.77 m.p.h.
2nd: J. V. Bolster (Rolls-Royce 1911).
3rd: G. D. Firkins (Darracq 1914).
FOUR-LAP HANDICAP RACE. VINTAGE AND NON-VINTAGE CARS:
1st: P. J. E. Binns (Vauxhall 1924), 62.88 m.p.h.
2nd: A. E. Chevell (Alvis).
3rd: Mrs. N. Binns (Riley, 1935).
ONE-LAP HANDICAP. VINTAGE CARS:
1st: J. Williamson (Bentley 1923), 52.56 m.p.h.
2nd: P. Hull (Alvis 1927).
3rd: J. H. Pratt (Bugatti 1927).
FOUR-LAP HANDICAP. NON-VINTAGE CARS:
1st: R. F. Peacock (F.N.-B.M.W. 1937), 62.92 m.p.h.
2nd: M. C. Parrott (Buckler 1950).
3rd: S. E. Barnes (M.G. 1933).

BO'NESS NATIONAL SPEED HILL-CLIMB (June 24th)

This event counted towards the R.A.C. Hill-Climb Championship. Rain made the course slippery and Ken Wharton's Cooper 2,000 beat Poore's "3.8" Alfa-Romeo by 0.6 sec. The only new record was Buckler's 42.53 sec. in the class for supercharged sports cars of 751–1,100 c.c., beating the old record by 1.27 sec.

Results

RACING CARS UP TO 500 C.C.:
1st: C. R. Hunter (Cooper) ... ... 42.58 sec.
2nd: G. Potts (Cooper) ... ... 43.01 ,,
501 C.C. TO 750 C.C.:
1st: P. J. Collins (Cooper) ... ... 40.13 ,,
2nd: J. R. Carmichael (M.G.) ... 46.02 ,,
751 C.C. TO 1,100 C.C.:
1st: Ken Wharton (Cooper) ... ... 38.41 ,,
2nd: R. T. Haddow (Cooper) ... 42.09 ,,
1,101 C.C. TO 1,500 C.C.:
1st: D. Murrary (E.R.A.) ... ... 41.15 ,,
2nd: J. Fisher (Fisher) ... ... 45.86 ,,
1,501 C.C. TO 2,000 C.C.:
1st: J. S. Fry (E.R.A.) ... ... 43.15 sec.
2nd: W. J. Skelly (Lea-Francis) ... 48.32 ,,
2,001 C.C. TO 3,000 C.C.:
1st: G. Hendry (Dhebee) ... ... 47.88 ,,
UNLIMITED CAPACITY:
1st: R. D. POORE (Alfa-Romeo) ... 38.47 ,,
NON-SUPERCHARGED SPORTS CARS
751 C.C. TO 1,100 C.C.:
1st: A. M. Calder (Riley) ... ... 47.50 ,,
2nd: J. M. Hendry (F.I.A.T.) ... 48.38 ,,
1,101 C.C. TO 1,500 C.C.:
1st: T. B. D. Christie (H.R.G.) ... 44.80 ,,
2nd: Ted Lund ... ... 45.45 ,,
1,501 C.C. TO 2,000 C.C.:
1st: A. Reid (Omega) ... ... 43.80 ,,
2nd: W. J. Lamb (Frazer-Nash-B.M.W.) ... ... 44.65 ,,
2,001 C.C. TO 3,000 C.C.:
1st: J. G. Waugh (Healey) ... ... 45.70 ,,
2nd: J. E. Somervail (S.S.) ... ... 45.84 ,,
UNLIMITED CAPACITY:
1st: J. Warburton (Allard) ... ... 41.40 ,,
2nd: S. S. Mort (Allard) ... ... 43.47 ,,
SUPERCHARGED SPORTS CARS
751 C.C. TO 1,100 C.C.:
1st: C. D. F. Buckler (Buckler) ... 42.53 ,,
2nd: J. R. McBain (M.G.) ... ... 45.75 ,,
1,100 C.C. TO 1,500 C.C.:
1st: P. S. Hughes (Axis) ... ... 45.33 ,,
2nd: M. R. Chassels (Frazer-Nash) ... 47.44 ,,
UNLIMITED CAPACITY:
1st: M. R. Chassels (Chassels Special) 42.11 ,,
2nd: Mrs. Mabel Chassels (Chassels Special) ... ... 47.58 ,,
VINTAGE CARS
1st: M. R. Chassels (Bentley) ... 49.22 ,,
2nd: Mrs. D. Scott-Moncrieff (Bugatti) 50.09 ,,

R.A.S.C. REST AND BE THANKFUL SPEED HILL-CLIMB (July 1st)

FASTEST TIME OF DAY.—R. D. Poore (Alfa-Romeo), 57.60 sec.
SECOND FASTEST.—K. Wharton (996-c.c. Cooper), 57.64 sec.
THIRD FASTEST.—Raymond Mays (E.R.A.), 58.32 sec.
THE ALBION CHALLENGE CUP FOR BEST TIME BY AN R.S.A.C. MEMBER.—R. P. Haddow (996-c.c. Cooper), 64.35 sec.
THE FREW CHALLENGE CUP FOR BEST PERFORMANCE BY A LADY.—Mrs. E. Allard (4,375-c.c. Allard), 71.58 sec.
THE HUTCHISON CHALLENGE CUP FOR THE BEST PERFORMANCE BY A SCOT LIVING IN SCOTLAND.—M. R. Chassels (Chassels Special), 61.89 sec.

Class Winners:

UP TO 500 C.C.—1st: C. R. Hunter (Cooper), 64.39 sec.; 2nd: D. K. Swan (Cooper), 64.34 sec.; 3rd: J. Potts (Cooper), 65.06 sec.
501 C.C. TO 1,100 C.C. U/S.—1st: K. Wharton (Cooper), 57.64 sec.; 2nd: P. J. Collins (Cooper), 61.51 sec.; 3rd: R. T. Haddow (Cooper), 64.35 sec.
501 C.C. TO 1,100 C.C. S/C.—1st: J. R. Carmichael (M.G.), 68.30 sec.; 2nd: Ted Lund (Lund Special), 70.51 sec.; 3rd: C. D. F. Buckler (Buckler), 73.53 sec.
1,101 C.C. TO 1,500 C.C. U/S.—1st: Ian Hopper (Hopper Special), 70.17 sec.; 2nd: J. Fisher (Fisher), 71.60 sec.; 3rd: T. B. D. Christie (H.R.G.), 71.87 sec.
1,101 C.C. TO 1,500 S/C.—1st: P. S. Hughes (Axis), 73.19 sec.; 2nd: N. A. Kennedy (Staponak), 75.45 sec.; 3rd: Mrs. Scott-Moncrieff (Bugatti), 80.17 sec.
1,501 C.C. TO 3,000 C.C. U/S.—1st: B. H. Davenport (G.N. Spider), 64.52 sec.; 2nd: J. G. Gibbon (Ginastro), 68.13 sec.; 3rd: A. Reid (Omega), 71.23 sec.
1,501 C.C. TO 3,000 C.C. S/C.—1st: Raymond Mays (E.R.A.), 58.32 sec.; 2nd: J. S. Fry (E.R.A.), 62.60 sec.
OVER 3,000 C.C. U/S.—1st: Sydney Allard (Allard), 59.57 sec.; 2nd: A. J. Butterworth (A.J.B.), 67.97 sec.; 3rd: F. S. Mort (Allard), 68.75 sec.
OVER 3,000 C.C. S/C.—1st: R. D. Poore (Alfa-Romeo), 57.60 sec.; 2nd: M. R. Chassels (Chassels), 61.89 sec.

M.M.E.C. SILVERSTONE RACE MEETING (July 1st)

EIGHT-LAP SCRATCH RACE (RACING CARS UP TO 750 C.C.):
1st: D. F. Truman (497-c.c. Barden-Turner), 69.9 m.p.h.
2nd: D. A. Clarke (497-c.c. Cooper-J.A.P.).
FIVE-LAP SCRATCH RACE (SPORTS CARS UP TO 1,100 C.C. U/S., 750 C.C. S/C.):
1st: J. C. Winby (939-c.c. M.G.), 65.93 m.p.h.
2nd: L. Gibbs (1,087-c.c. Riley).
TEN-LAP SCRATCH RACE (RACING CARS UP TO 1,500 C.C.):
1st: G. N. Richardson (1,488-c.c. R.R.A., s/c.) 73.75 m.p.h.
2nd: B. E. Bradnack (1,100-c.c. Cooper).
FIVE-LAP SCRATCH RACE (SPORTS CARS UP TO 1,500 C.C. U/S., 1,100 C.C. S/C.):
1st: Mrs. N. Binns (1,496-c.c. Riley), 68.34 m.p.h.
2nd: G. A. Ruddock (1,496-c.c. H.R.G.).
TEN-LAP SCRATCH RACE (RACING CARS OVER 1,500 C.C.):
1st: G. S. Shillito (1,988-c.c. Riley), 76.79 m.p.h. (only finisher).
FIVE-LAP SCRATCH RACE (SPORTS CARS UP TO 3,000 C.C. U/S., 1,500 C.C. S/C.):
1st: G. Tyrer (1,996-c.c. Frazer-Nash-B.M.W.), 73.68 m.p.h.
2nd: B. Chevell (2,600-c.c. Alvis).
SIX-LAP HANDICAP RACE (RACING CARS):
1st: D. F. Truman (497-c.c. Bardon-Turner), 69.32 m.p.h.
2nd: G. Radford (Riley).
FIVE-LAP SCRATCH RACE (SPORTS CARS OVER 3,000 C.C. U/S., 1,500 C.C. S/C.):
1st: G. Gaie (3,996-c.c. Darracq), 74.16 m.p.h.
2nd: G. M. Crozier (7,982-c.c. Bentley).
SIX-LAP HANDICAP RACE (SPORTS CARS):
1st: R. W. Jacobs (1,086-c.c. M.G., s/c.), 74.14 m.p.h.
2nd: L. Gibbs (1,087-c.c. Riley).
SIX-LAP HANDICAP RACE (SPORTS CARS):
1st: D. O. Taylor (3,486-c.c. S.S.), 68.06 m.p.h.
2nd: G. A. Ruddock (1,496-c.c. H.R.G.).
TWELVE-LAP HANDICAP RACE (CLOSED CARS):
1st: D. C. Sweeney (933-c.c. Ford), 45.79 m.p.h.
2nd: L. S. Richards (2,511-c.c. Alvis).
(*Two finishers.*)

THE G.P. OF THE A.C.F., RHEIMS (July 2nd)

1st: Fangio (Alfa-Romeo), 104.83 m.p.h.
2nd: Fagioli (Alfa-Romeo).
3rd: Whitehead (Ferrari).
Fastest lap: Fangio, at 112.35 m.p.h.
2-LITRE RACE:
1st: Ascari (Ferrari), 98.54 m.p.h.
2nd: Simon (Simca-Gordini).
3rd: Moss (H.W.M.).
Fastest lap: Ascari, at 100.5 m.p.h.
500 C.C. RACE:
1st: Bottoms (J.B.S.-Norton), 81.7 m.p.h.
2nd: Jonsson (Effyh-J.A.P.).
3rd: Dryden (Cooper-Norton).
Fastest lap: Bottoms, at 82.15 m.p.h.

500 CLUB SILVERSTONE MEETING (July 8th)

THREE-LAP RACE (7 miles):
1st: D. Parker (Parker Special), 72.0 m.p.h.
2nd: G. H. Wicken (Cooper).
3rd: K. E. Carter (Cooper).
THREE-LAP RACE (7 miles):
1st: A. B. Rogers (Cooper), 70.3 m.p.h.
2nd: K. Watkins (Cooper).
3rd: D. F. Truman (Barden-Turner).
TEN-LAP RACE (23.3 miles):
1st: K. E. Carter (Cooper), 73.3 m.p.h.
2nd: G. H. Wicken (Cooper).
3rd: A. B. Rogers (Cooper).
TEN-LAP RACE (23.3 miles):
1st: D. Parker (Parker Special), 68.7 m.p.h.
2nd: D. F. Truman (Barden-Turner).
3rd: W. T. Grose (Grose 500).
100-MILE RACE:
1st: K. Watkins (Cooper), 68.0 m.p.h.
2nd: A. C. Rippon (Cooper).
3rd: R. W. Messenger (Messenger Special).
4th: J. F. Westcott (Cooper).
5th: K. E. Carter (Cooper).
(*No other finishers.*)

LEINSTER TROPHY RACE (July 8th)

Tom Cole and Sydney Allard competed, but both retired.

HANDICAP RACE.—1st: P. Cahill (1,287-c.c. Iona Special), 1 hr. 22 min. 25 sec., 68.87 m.p.h.; handicap: 1 credit lap, 4½ min. 2nd: T. Large (1,250-c.c. M.G.), 1 hr. 22 min. 25.6 sec., 68.86 m.p.h.; handicap: 1 credit lap, 4½ min. 3rd: C. Vard (1,250-c.c. M.G.), 1 hr. 22 min. 56.8 sec., 68.42 m.p.h.; handicap: 1 credit lap, 4½ min. 4th: R. Shattock (1,496-c.c. Atalanta Special), 1 hr. 24 min. 38 sec., 66.61 m.p.h.; handicap: 1 lap, 5 min.
SPORTS CARS (SCRATCH).—1st: T. Large (1,250-c.c. M.G.), 68.86 m.p.h.; 2nd: C. Vard (1,250-c.c. M.G.), 68.42 m.p.h.; 3rd: O. Moore (2,000-c.c. O.B.M.).

FORMULA LIBRE (SCRATCH).—1st: Powys-Lybbe (2.9-litre Alfa-Romeo, s/c.), 75.62 m.p.h.
TEAM PRIZE.—The Irish Motor Racing Club.

BRISTOL M.C. & L.C.C. CASTLE COOMBE RACES (July 8th)

SPORTS CARS UP TO 1,000 C.C. U/S. or 850 C.C. S/C.—1st: J. M. Sparrowe (1,098-c.c. Morgan); 2nd: A. M. R. Mallock (1,081-c.c. Austin-Ford). Winner's speed: 62.5 m.p.h.

SPORTS CARS 1,101-1,500 C.C. U/S. or 851-1,100 C.C. S/C.—1st: G. A. Ruddock (1,496-c.c. H.R.G.); 2nd: J. M. Sparrowe (1,098-c.c. Morgan). Winner's speed: 64.8 m.p.h.

SPORTS CARS 1,501-2,000 C.C. U/S. OR 1,101-1,500 C.C. S/C.—1st: T. A. D. Crook (1,971-c.c. Frazer-Nash); 2nd: G. A. Ruddock (1,496-c.c. H.R.G.). Winner's speed: 73.09 m.p.h.

SPORTS CARS OVER 2,000 C.C. U/S. OR OVER 1,500 C.C. S/C.—1st: T. A. D. Crook (1,971-c.c. Frazer-Nash); 2nd: W. G. Kay (3,917-c.c. Allard, s/c.). Winner's speed: 72.15 m.p.h.

SALOON CARS OF UNLIMITED CAPACITY (Separate award for cars up to 1,500 c.c.).—1st: K. H. Downing (2,443-c.c. Healey); 2nd: T. A. D. Crook (1,971-c.c. Bristol). P. J. Gallagher (M.G.) won the 1,500-c.c. class. Winner's speed: 64.8 m.p.h.

RACE FOR "SPECIALS" WHICH HAVE NEVER BEEN TAXED OR INSURED ON PUBLIC HIGHWAYS (capacity unlimited with a separate award for cars up to 1,000 c.c.).—1st: D. J. Bendle (1,086-c.c. Special); 2nd: J. Ebdon (497-c.c. Halldon-J.A.P.). Winner's speed: 54.3 m.p.h.

500-C.C. RACING CARS TO INTERNATIONAL FORMULA III.—1st: H. C. Lones (496-c.c. Iota Tiger Kitten II); 2nd: G. H. C. Millington (499-c.c. Millunion). Winner's speed: 66.5 m.p.h.

SAND RACES AT REDCAR (July 8th)

STRAIGHT MILES:

1,500 C.C. (850 C.C., S/C.).—1st: J. H. Lafone (746-c.c. M.G., s/c.), 71.43 m.p.h.; 2nd: P. B. Reece (972-c.c. Singer).

2,500 C.C. (1,500 C.C., S/C.).—1st: J. H. Walton (1,961-c.c. H.W. Alta), 73.47 m.p.h.; 2nd: F. Harrison (1,172-c.c. F.H.N. Special).

4,500 C.C., S/C.—1st: J. H. Walton (1,961-c.c. H.W. Alta), 74.07 m.p.h.; 2nd: J. H. Lafone (746-c.c. M.G., s/c.).

10 MILES SPORTS CAR RACE.—1st: I. F. Cunningham (1,087-c.c. Riley), 56.67 m.p.h.; 2nd: J. H. B. Dixon (2,443-c.c. Healey); 3rd: Dr. J. G. Waugh (2,443-c.c. Healey).

MIDDLESBROUGH MEMBERS' SECTION.—1st: A. Ensoll (1,172-c.c. Ensoll), 56.50 m.p.h.; 2nd: R. V. Russell (1,486-c.c. Jowett Javelin saloon); 3rd: C. H. Lamballe (1,290-c.c. M.G.).

20 MILES HANDICAP.—1st: T. Lund (987-c.c. Lund Special), 60.67 m.p.h.; 2nd: A. M. Calder (1,089-c.c. Riley); 3rd: J. Brown (Healey).

BRIGHTON & HOVE M.C. RALLY AND CONCOURS D'ELEGANCE (July 8th and 9th)

DRIVING TESTS:

BEST PERFORMANCE.—E. G. Spence (Fraybentos Special).
OPEN CARS UP TO 1,100 C.C.—A. C. Westwood (F.I.A.T.).
OPEN CARS UP TO 1,500 C.C.—E. G. Spence (Fraybentos Special).
CLOSED CARS UP TO 1,500 C.C.—R. F. Peacock (Ford).
CLOSED CARS OVER 1,500 C.C.—P. W. S. White (Ford).

CONCOURS:

PREMIER AWARD, MERMAID TROPHY.—Mrs. E. Lotery (Rolls-Royce Silver Wraith).

G.P. DE BARI (July 9th)

1st: Farina (Alfa-Romeo), 2 hr. 34 min. 29.6 sec., 78 m.p.h.
2nd: Fangio (Alfa-Romeo), 2 hr. 35 min. 13.0 sec.
3rd: Stirling Moss (H.W.M.), 2 hr. 36 min. 56.8 sec.

PLYMOUTH M.C. STANDARD PRODUCTION CAR TRIAL (July 9th)

MIDSUMMER TROPHY.—E. Ellis (B.M.W.), 66 marks
P.M.C. CUP.—W. C. Marret (Riley), 55 marks.
FIRST-CLASS.—G. S. Scali (Ford Ten), 54 marks.
SECOND-CLASS.—R. Hamm (Morris Ten), 53 marks.
TEAM AWARD.—E. Ellis, Mrs. O. Ellis, R. Hamm.

M.G. CAR CLUB (Scottish Centre) DRIVING TESTS GYMKHANA (July 9th)

BEST AGGREGATE: 1st, J. McKie (M.G.); 2nd, W. K. Stewart (H.R.G.); 3rd, M. Gillespie (M.G.).
INDIVIDUAL TEST WINNERS were: 1st Test, M. Gillespie (M.G.); 2nd Test, A. H. R. Craig (M.G.); 3rd Test, W. K. Stewart (H.R.G.); 4th Test, J. McKie (M.G.).

BUGATTI O.C. PRESCOTT SPEED HILL-CLIMB (July 16th)

Miss Betty Haig broke the ladies' record held by Mrs. Darbishire (Riley) by 1.27 sec., clocking 49.64 sec. in her Cooper 1,000. A. B. Rogers (Cooper) broke the 500-c.c. class record held by J. Reece (Cooper) by 0.24 sec.

CLASS WINNERS:

SPORTS CARS UP TO 1,500 C.C. NON-S/C.—J. Cooper (Cooper), 53.56 sec.
SPORTS CARS UP TO 1,500 C.C. S/C.—V. Hern (Amilcar), 51.39 sec.
SPORTS CARS, 1,501-3,000 C.C. NON-S/C.—R. F. Peacock (B.M.W.), 53.24 sec.
SPORTS CARS, 1,501-3,000 C.C. S/C.—T. Walters (Bugatti), only runner, 54.21 sec.
SPORTS CARS OVER 3,000 C.C.—G. Warburton (Allard), 49.84 sec.
RACING CARS UP TO 500 C.C.—A. B. Rogers (Cooper), 47.94 sec.
RACING CARS, 501-1,100 C.C.—E. Brandon (Cooper), 45.62 sec.
RACING CARS, 1,101-1,500 C.C.—J. Cooper (Cooper), 48.89 sec.
RACING CARS, 1,501-2,000 C.C.—P. Mould (Bugatti), only runner, 48.28 sec.
RACING CARS OVER 2,000 C.C.—R. D. Poore (Alfa-Romeo), 45.61 sec. (*f.t.d.*).

NORTH-WEST LONDON M.C. "COVENTRY CUP" TRIAL

It has now been decided that H. C. Roberts (Allard) receives a First-Class Award instead of a Second-Class Award and that two additional Second-Class Awards are being given to D. W. Price (Price Special) and G. Pentony (Morris Special).



JERSEY ROAD RACE
WON BY
PETER WHITEHEAD
driving a Ferrari
at 90.94 m.p.h.
(Subject to official confirmation)

LEADERSHIP IN LUBRICATION

VARIETY—II

The Editor Continues to Sample a Diversity of Motor-Cars

FIRST of all we continued to pile up the miles in the Villiers-engined 197-c.c. Bond three-wheeler. Certain bothers intruded, it is true, yet, as each one occurred, it was dealt with, and we went on using the little car in traffic, on the open road (why "open"?) and for all manner of errands with great satisfaction. In considering the troubles encountered it has to be remembered that a far bigger mileage was covered in the Bond than other manufacturers of far more expensive cars felt it wise or are able to allow us. A front wheel collapsed and broke up. The engine tightened-up, finally to seize, but only because someone had weakened the mixture—this seizure had no effect on stability, nor did Mr. Villiers display any after-effects. The K.L.G. F70 plug which came with the car eventually burnt out but a Lodge Sintox RL 53 with which I replaced it stood up well, needing cleaning only once. The brakes grew rather weak, so that applying them was like squeezing an orange, and the shoes in the near-side one seemed to be fouling the drum permanently. The Perspex screen grew more opaque under the action of the wiper, so that motoring in rain or after dark was like driving in a perpetual mist. One wet morning we had to deal with the office correspondence standing up and then go home for a change of clothes—but that was not altogether the Bond's fault, because the hood is perfectly adequate (and delightfully easy to erect) and the rain merely blew in at the sides and made a puddle on the seat. I should have erected the side curtains, although even these are not able to keep out torrential rain. I understand they were an early pattern, since improved.

The worst fault by far was failure of the flywheel-magneto, and this took only minutes and a slender soldering iron to put right, once the broken connection to a coil had been located.

Moreover, a mechanic came down from Preston specially to repair the thing—and that is service the Bond owner shares with those who buy a Rolls-Royce! Incidentally, he came in a 122-c.c. Bond giving some 100 m.p.g.!

With the mixture at correct strength the remarkable economy returned and the little Mk. 6E engine would idle indefinitely without stalling or overheating in traffic; essential in London, where jams of ten minutes duration are becoming common, although more and more motorists now crowd the Underground. Under such conditions the extreme lightness of the clutch was a decided asset. Away from such congestion 40-45 m.p.h. showed on the speedometer habitually, and if you wanted to change looks of mirth and scorn to bewilderment, you let the engine-revs. go on up and up in a smooth surge of two-stroke power, resulting in quite exciting acceleration. I am still Bond-conscious, after prolonged experience of this amusing little vehicle that at times reminds me of a "dodgem car" or one of those boats children used to manipulate on London's ponds.

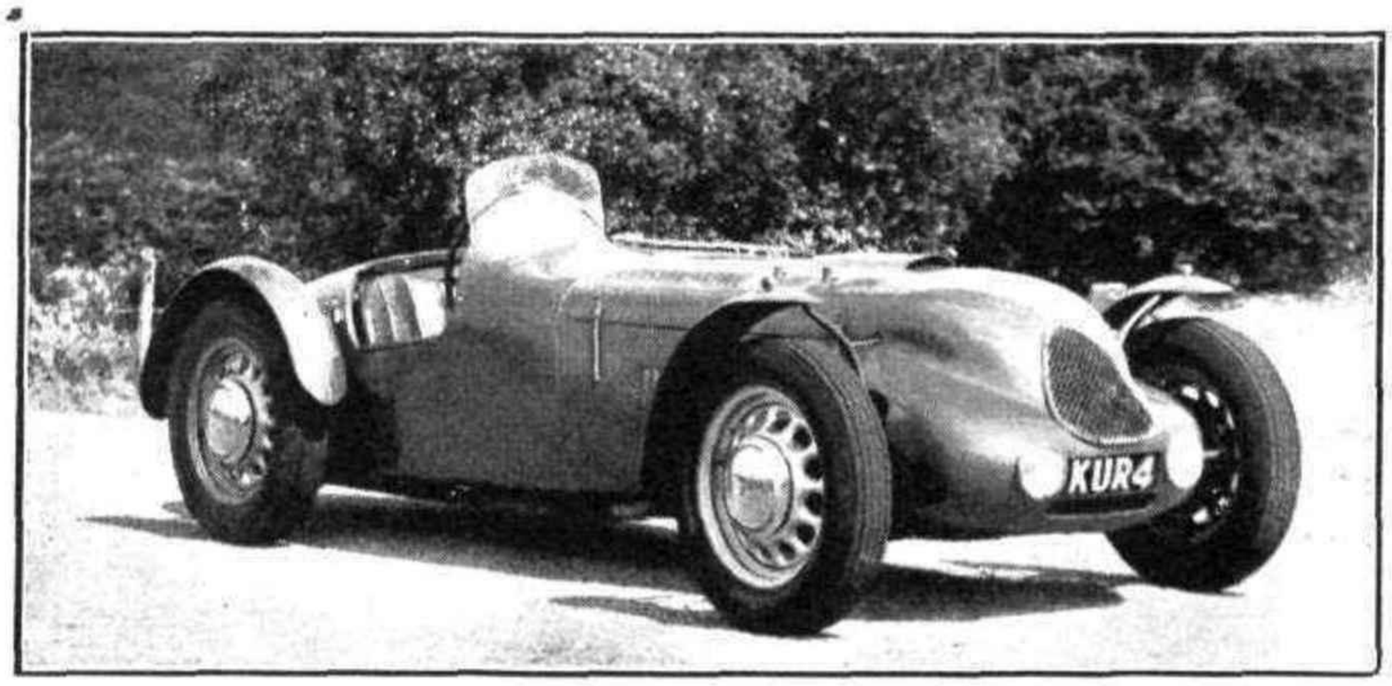
However, as Editor of a sporting motor paper I was politely but firmly told I mustn't spend all my driving hours thus, so I went off (in the Bond) to Harry Lester's garage at Thatcham. Here his own 1,087-c.c. Lester-M.G.—the one he races at Goodwood, Silverstone and elsewhere—was awaiting me. It is a motor-car very much in the modern tradition—excellent power/weight ratio, soft suspension, and negligible frontal area.

Basically it is M.G., but with a chassis frame of Lester's own conception, built up of 16 gauge 3 in.-diameter steel tube, with a wheelbase of 7 ft. 6 in., a front track of 3 ft. 11¾ in. and a rear track of 3 ft. 10 in.; 1¼-litre M.G. i.f.s. is used, modified to some extent and with Woodhead Monroe dampers built in. Naturally, the springs used with it are specially prepared. The steering geometry and mechanism has been most carefully worked out, by Cam Gears, Ltd., and uses a split track-rod rather like that on the Austin A40.

The engine is a "TC" M.G. unit lined down to 62-mm. bore, with special pistons giving a 9.2 to 1 compression-ratio. Crankshaft and rods are standard TC, normal 1¾ in. twin S.U. carburetters are retained, although they now feed directly into the siamesed inlet ports; no balance pipe is necessary, incidentally. The exhaust system is special, comprising four separate, square-section outlet pipes. The standard TC gearbox is retained, but the axle ratios of 4.8, 4.9 or 5.125 to 1 are available. Bolt-on Morris Ten wheels carry 5.00-16 Dunlop tyres.

The very light two-seater racing body was built at Lester's garage and is pleasing both to the girl-friend's eye and the technician's mind. It wastes no power by way of unnecessary protuberances that would catch the wind. It is so low that the caps of the S.U.s protrude through holes in the bonnet top-panel, which has a "power bulge" to clear the valve cover. The cockpit is compact—let us leave it at that!—although an easily detachable steering wheel facilitates entry and egress for the driver. On the facia a small Jaeger rev.-counter, water thermometer and oil gauge confront him, the even-smaller speedometer and an ammeter being placed for the passenger's edification.

This Lester-M.G., then, is very much the real thing. I wrote some time ago about a "training car" that would fit its driver like a glove, handle impeccably, and enable would-be racing drivers (you can see them almost any day in the MOTOR SPORT waiting-room!) really to get the hang of things. If it wasn't that Lester's car is itself a sports/racing car of no mean repute I should say "this is it." Certainly the Grand Prix driver wishing to keep his hand in wouldn't be wasting his time by taking a crisp drive in one of these cars and I know of few which are faster from place to place. The fact that you "wear the car" rather than sit in a seat results in 100 per cent. visibility (you have only to lean out "that much" to see the front suspension units at work and the front wheels are always visible beneath their just-adequate front wings). The brakes work as brakes should, and here is soft suspension properly applied, an engine that revels in high crankshaft speeds. The steering, too, is finger-light *at all speeds and from full lock to full lock* (two turns), enabling corners to be taken and slides corrected with zero effort. The driver does not need to, indeed, must not, steer consciously: there is 3 deg. of castor action and no kick-back or column judder occurs. There is the additional point that the soft suspension gives a very comfortable ride, yet roadholding and cornering are of a very high order. In short, this is a



***PREPARED FOR SPEED.**—Harry Lester's 1,087-c.c. M.G. in which Boddy covered 228 rapid miles on 6½ gallons of petrol/benzole—"a car in which steering and brakes have been properly prepared, soft suspension correctly applied, for fast driving."*

car that experienced racing drivers could enjoy—and at the back of their minds would be the thought that a light car built round proprietary components is a sensibly economic proposition, for inexpensive spares are readily available and Lester gets a regular 34 m.p.g. on faster-than-most road journeys and an overall consumption, *inclusive* of races at Goodwood, of 25 m.p.g. The weight, you see, is 10¾ cwt.

This "recipe" for a sports/racing car is obviously appreciated, for Lester has supplied a surprising number of these Lester-M.G.s, and is preparing a team of three at the present time. The one that is in my mind particularly at the moment is J. C. C. Mayers', because as I write it heads the MOTOR SPORT Brooklands Memorial Trophy contest. Whereas Lester goes in for 1,100-c.c. racing—and queries why so few 1,100-c.c. events have been held this season!—Mayers prefers the 1½-litre class and his engine is of 1,474 c.c., which no doubt entails boring oversize, alterations to the crank, and things of that sort.

I have written sufficient to indicate that I enjoyed my drive in Lester's car. I "wore it" rather too literally, for its owner is shorter than I, and so the steering wheel pressed on my right leg and I found it difficult to put on the brakes! This didn't matter a lot, because the merest touch on the pedal brought the car to heel. As soon as the oil-pressure had climbed to its customary 60-70 lb./sq. in. I opened up and was surprised at the revs. the engine would sustain. Indeed, at first I felt for the gear-lever to assure myself I wasn't in third gear; 6,000 r.p.m. comes up very quickly in the indirects and 5,500 r.p.m. is a perfectly natural gait in top gear, which, with the 4.9 to 1 axle-ratio I was using, represents 88 m.p.h. The indirect maxima at 6,000 r.p.m. equal 49 m.p.h. in second (10.73 to 1) and 70½ m.p.h. in third (8.14 to 1)—exhilarating! The car's manner of going is exhilarating, too. The exhaust note is loud by the time 3,000 r.p.m. is reached, and rises thereafter to something that would have shattered the Brooklands' authorities. Lift your foot, and delightful pistol-shot reports punctuate your retardation. Before you is that adequate view of the road, enabling the front wheels to be "placed" with absolute accuracy. The caps of the S.U.s wobble mildly in their apertures and a scent of benzole (we were on 50/50) drifts back. Then there is the subdued noise of the valve gear above the wind-roar, for light-weight bonnets and bulkheads aren't intended as sound-dampers. At speed, of course, the exhaust noise blankets all else.

Not only is the engine willing to rev., but it pays to keep the speed well up, for things do not begin to happen until 3,500 r.p.m. is attained. The power-curve is humoured by the delightful TC gear-change, which enables downward changes to be effected rapidly *and* pleasantly. Acceleration was as clean as a whistle from a crawl to maximum.

Yes, a very real little motor-car this, yet docile in towns and impeccable in its general behaviour. Although we let the engine idle disgracefully slowly at times, the not-very-"hard" Lodge plugs refused to oil-up and only prolonged crawling in traffic put the water temperature anywhere near boiling point, the normal figure being minus or plus 90 degrees C. according to speed. As to maximum, Lester gets 6,200 r.p.m. along the longest of the not-so-long Goodwood straights, and I, less experienced, achieved 6,100 r.p.m., or nearly 97 m.p.h., on the road, passenger's screen flat, but the mica driver's shield in place—and as this gives extremely good protection, it must set up quite a bit of drag. Nearly as much fun as tucking yourself away behind the screen to see those exceptional revs. come up in top-gear was had by accelerating to the same engine-speed in the indirects or by storming the long hills of the A 30 road to the West Country at 5,000 r.p.m. (80 m.p.h.) in top. All good things come to an end and late that evening we drove back, my wife now an enthusiastic passenger in this car that she found "so well-sprung for a racing car." The day had been instructive as showing how effective is a car in which engine, steering and brakes have been properly prepared, soft suspension correctly applied, for fast driving. We talked of motor-racing with Harry and Barbara Lester in their flat over their garage until a late hour. And we left with the firm impression that M.G. enthusiasts need look no further than Thatcham, whether for service or "specials"-building, for Lester has been at it since the J2 days and knows what he is about. His workshop has seen, and will see, many interesting developments and it contained some famous M.G.s in for overhaul or the adding of urge, Rivers Fletcher's Magnette single-seater amongst them. (N.B.—The Bond took us home impeccably on a quarter-of-a-gallon for 20 miles.)

Additional entertainment came when I volunteered to deliver a 1926 "14/40" Sunbeam saloon a distance of some 135 miles, from Hampshire to a farm in Suffolk. The old car was very much an "unknown quantity," with over 90,000 miles on its odometer, but, reassured by the soundness of its 815 by 105 tyres, two Dunlop and two by Spencer Moulton, I agreed to go. The traffic on that lovely July Saturday was thick, but we bowled along merrily enough, the Sunbeam deciding that 43 m.p.h., indicated with notable accuracy on an expensive-looking Jaeger speedometer, was its happiest speed, so that we passed quite a number of modern cars, for the average week-end driver still proceeds at around 35 m.p.h. in spite of the derationing of petrol. London loomed up, we turned away from it up the North Circular Road, noticed a picturesque cricket match taking place with Hendon's Welsh Harp as a background, and it wasn't until we had negotiated the whole of this loop road (not, by the way, too well sign-posted in places) that the first involuntary stop occurred, to re-secure the throttle-linkage.

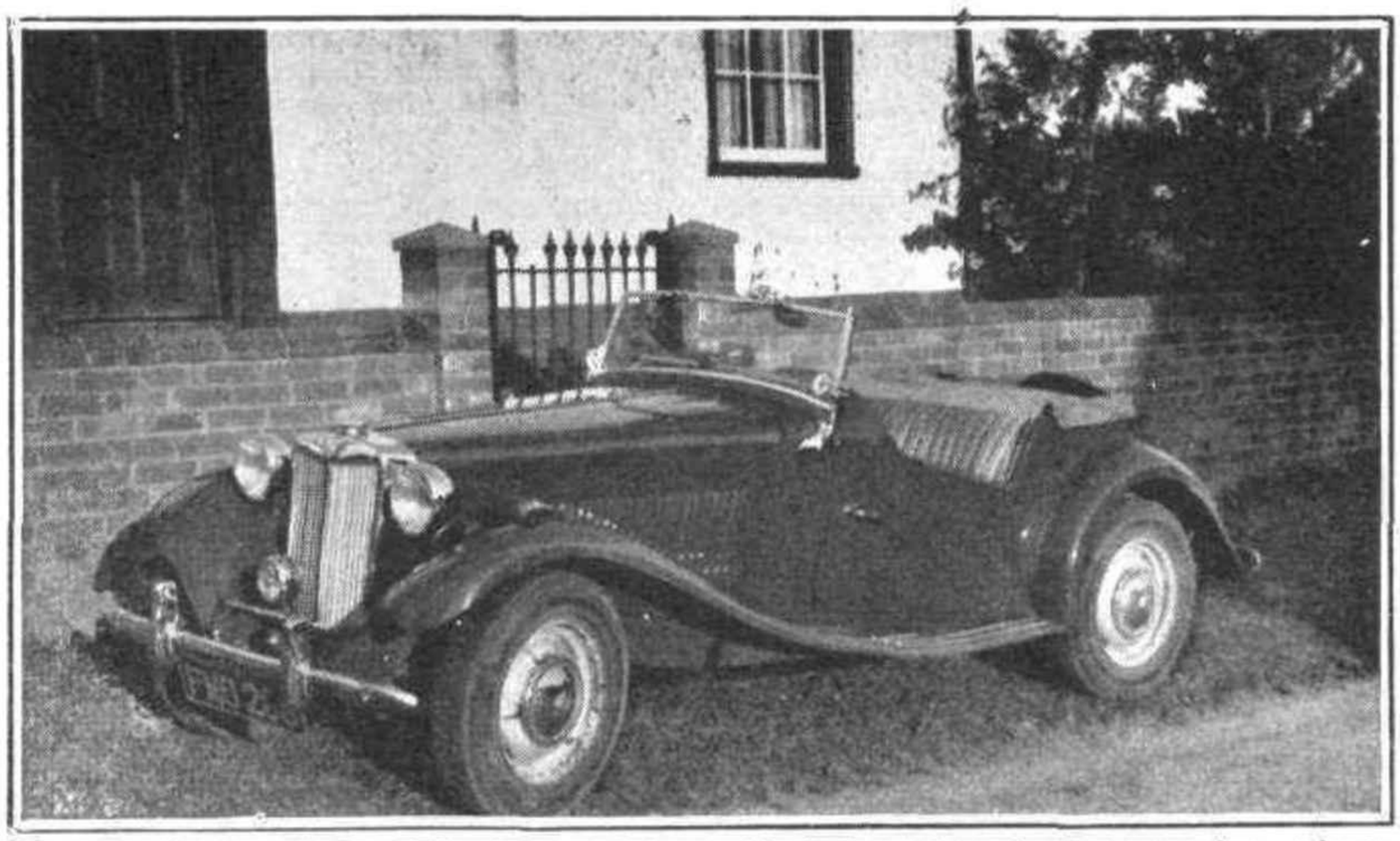
The joy of the thing lay in the dignity of this vintage motoring. You sat high up, both the broad front wings in view. In motoring it is pleasant to sit either very low, as in a "Brooklands" Riley or Lester-M.G., or very high, but not anywhere in between, as you do in most modern saloon cars. The gear-change was effected by a right-hand lever that would have been at home in a signal-box and engagement of the cogs couldn't be hurried. The wide spacing of a mere three-speeds I found a thought tedious. The engine was very reasonably quiet, the cantilever rear springs didn't produce over-much roll, the clutch was fierce, but not impossibly so, the brakes adequate, but the outstanding feature of this Sunbeam was the steering—high-geared, accurate, yet light at all speeds, which was a combination of good qualities a skilled designer could achieve in the days of high-pressure tyres.

As afternoon wore into evening I pressed on into quiet farmland and through sleepy villages that, impaired by an "Air Display headache," seemed to exist more as in a dream than in reality. Returning, as dusk closed in, the way I had come, but now in the TD M.G. Midget which I used for the remainder of that week-end, I found it hard to believe that I had really travelled so far in the staid old Sunbeam.

The TD proved to be very good fun and a great improvement from the handling point of view over its predecessor, the TC Midget. There is the same smooth-running, willing 1,250-c.c. 54-b.h.p. engine. The same delightful gear-change controlled by a little rigid remote lever. But the new independent front suspension, by wishbones and coil springs, provides a high degree of comfort and has increased out of all conception the cornering powers of the car.

The T-type M.G. was an excellent sporting two-seater, offering very good performance, a reasonable degree of economy, and selling for the modest price, pre-war, of £222. Unfortunately, during the war a certain somebody wrote a lot of rubbish about cruising speeds of 90 m.p.h. and maximums approaching 100 m.p.h., which a certain paper published. The M.G. Car Company was equally to blame, because it ordered reprints of this nonsense and distributed it as advertising matter. In consequence, the T-type began to be regarded as a Very Fast Car, which it wasn't, and the subsequent debunking by owners of genuinely-rapid sports-cars didn't do it, or M.G. in general, any sort of good at all.

So don't let us commit the same mistake in connection with the present TD Midget. Personally, I didn't take performance figures for it. A colleague told me he timed it over a standing quarter-mile in 24.6 sec. and over a flying quarter-mile at approximately 77 m.p.h. I saw 6,300 r.p.m. come up in the indirect gears (although I have known rev.-counters to be as optimistic as speedometers) and I cruised at "mile-a-minute" pace. Figures apart, the TD M.G. is a very quick A-to-B car and one, moreover, that gives sports-car advantages with that touch of the velvet glove which is so sensible for everyday motoring. The enthusiast wishing to impress his girl-friend, the long-distance traveller in a hurry, the American who delights in making his countrymen's vast saloons hurry and still get his dust, all these people are going to find the TD very much their cup of tea. It puts up good average speeds without tiring its occupants. It isn't noisy, the gearbox is a delight to use, the well-behaved 9-in. Lockheed



THE LATEST M.G.—The T.D. Midget with independent front suspension, whose "road-holding, steering and cornering are exceptional by any ordinary standards."

brakes kill speed with only a shade more than light pressure on the pedal, and, above all, the new i.f.s. and rack-and-pinion steering give comfortable riding, very fast cornering, and a most pleasing accuracy of control. The car *is* softly sprung, feels a bit like a boat as you fling it along twisty lanes, but it *does* remain glued to the road. The accent on over-steer is of the faintest and the steering is so light, even at low speeds, that the car is delightfully responsive for traffic-threading, cross-country dicing, and driving-tests. I found this effortless speed well suited to my mood, for I was somewhat played-out when I took over the TD. Just how tired you can guess when I confess I drove rapidly along the North Circular with the lamps off and got quite rattled when the driver of a Vanguard sought to tell me I was proceeding "unlit" (if he sees this, my humble apologies!). Later, after midnight, on home territory along A 30, I held but failed to pass a black Sunbeam-Talbot saloon, whose driver waved cheerily as he turned off into Bagshot. Yet, weary as I felt, I was at home in the TD from the very first mile. And over 40 miles went by in the first hour, which included some *very* winding lanes from Cavendish to Braintree and traffic-infested roads from there to Chelmsford and beyond.

The bench-seat is very comfortable, both squab cushions and steering column are adjustable over a wide range, and the weather-protection, equipment, and detail are all first-class. Moreover, this M.G. feels as if it will be really long-wearing. Various drivers indulged in a sort of minor motor-race with it for some 700 miles and, apart from the loss of some lubricant from the near-side front hub (a nasty mess on an otherwise smart disc wheel), the need for some engine oil and water, and perhaps some loss of braking power, nothing about the TD became hot or bothered under these severe conditions. Oil pressure remained at around 50 lb./sq. in. in the torrid heat; the engine pinked somewhat on what is regarded in 1950 as petrol, and "ran-on" badly. It fluffed a little around 5,000 r.p.m., but, as I have said, would show over 6,000 on the rev.-counter, although I thought 4,500 r.p.m. a nicer rate at which to change-up (31 in 2nd and 47 in 3rd gear). The engine peaks at 5,500 r.p.m. (38 in 2nd, 57¼ in 3rd), in any case. Twice a hump-back bridge was taken too fast, resulting in decidedly airborne forward progression for some feet, followed by a heavy crash-landing, but the suspension didn't seem to suffer in the least.

In brief, the TD M.G. is a well-planned, pleasant-to-drive sporting motor car for two persons. Some people will deplore the change from knock-off wire to bolt-on disc wheels, the slightly greater weight, and changes in certain details. Two correspondents to MOTOR SPORT, one in America, the other in Australia, have already said as much. Others will decide that disc wheels are easier to clean and can't be seen from inside the car anyway and so good are modern tyres that the pleasure of using a copper-clouter comes only once in two years or thereabouts. They will say that a little additional avoirdupois doesn't matter on a car that isn't a racing car and doesn't, or shouldn't pretend to be a high-performance sports-car. Well, I'm not taking sides, but I *am* going to emphasise that this TD handles far better and is far more comfortable than the TC or any of the earlier series of M.G. Midgets. Indeed the road-holding, steering and cornering are exceptional by any standards.

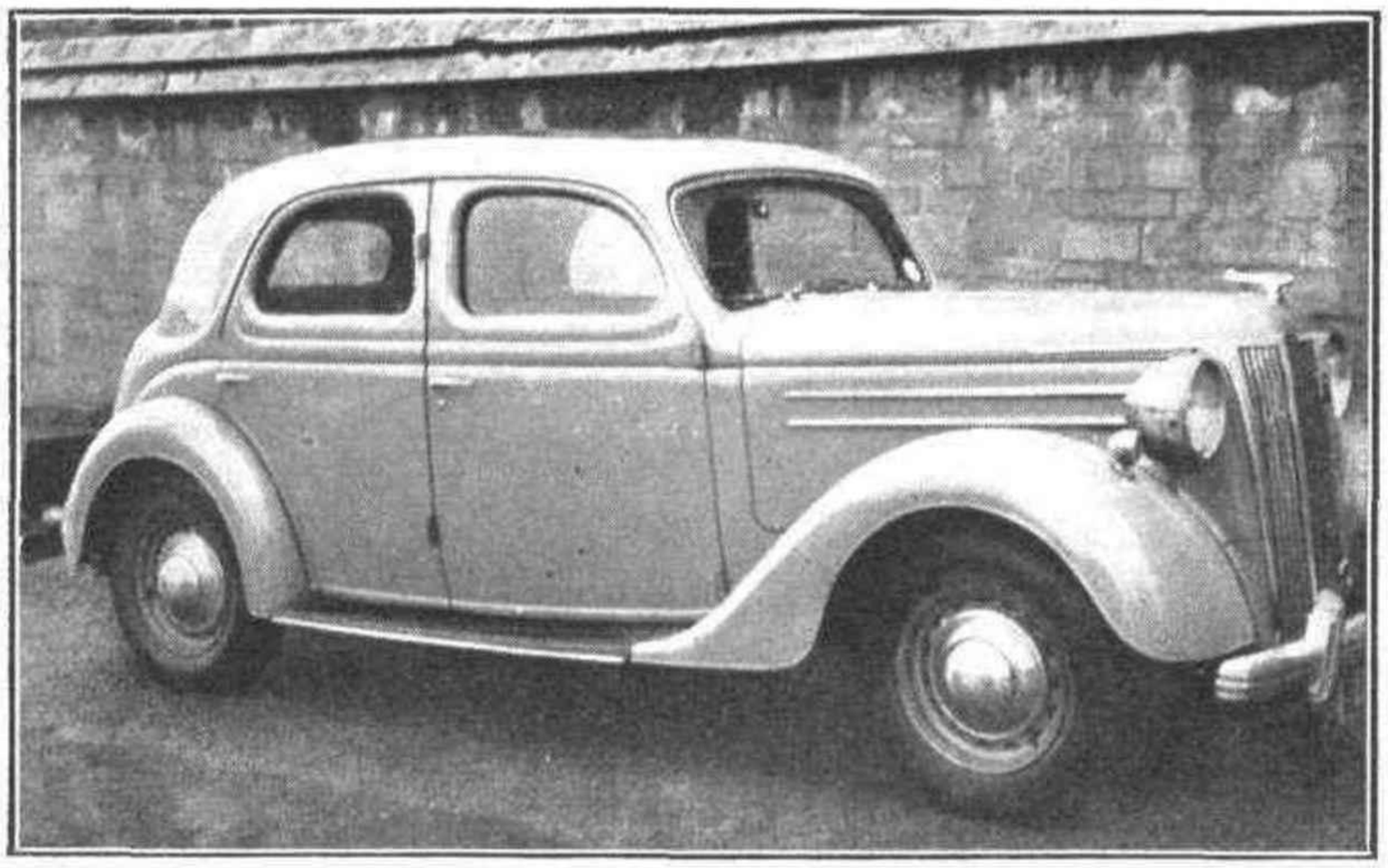
Some things I didn't like particularly. The central horn button-cum-dipper control can be reached with a finger, in theory, but I found I had to fumble for it at night. My right hand tended to blank the speedometer. The former hand-brake lever was far better positioned than the present, press-button, between-seats lever, although a passenger wearing nylons may not agree! The little 5.50-15 E.L.P. tyres howled mildly on certain slow corners—but only mildly. The central mirror created rather a blind-spot to forward vision, although giving a fine view rearwards. Full marks, however, for the deep, lidded cubby-hole, fold-flat screen, Lucas screen de-frosters, excellent filler caps, lead-light socket on facia, rigid adequate mudguarding, ease of entry and egress, the useful door pockets, 12½-gallon slab fuel tank with warning light for reserve, and a number of other things. This TD is a comfortable, convenient car which I enjoyed driving. It is as much fun for pottering as for speeding, for it has impeccable manners. Incidentally, why "Midget"? It is not a minicar!

The basic price, by the way, is £445, and if you consider that too much for a two-seater there is the 1¼-litre M.G. tourer, with the same well-tried o.h.v. engine, i.f.s. and boxed-in, tubular braced chassis, priced at £525. After my experience of the TD, I look forward to trying one.

That disgustingly-wet Saturday of July 15th I journeyed from Basingstoke to Bristol in the snug comfort of Barker's 1909 Napier, and in it travelled round the route of the Bristol M.C. & L.C.C. Edwardian Trial, a 150-mile exercise which the old car, starting easily after a fortnight's idleness, took very much in its stride. I drove home in a Ford V8 Pilot.

This is a sensible car, of ample power and proportions. You really can seat six on its leather-upholstered seats, and the famous 77.8 by 95.25 mm., 3,622-c.c. V8/30 engine—which has so successfully powered all manner of peacetime and military vehicles—provides all the acceleration and practically all the speed any traveller could wish for. I missed the old "wuffle-wuffle" of twin exhaust systems, which was a notable feature of pre-strife V8s as you accelerated from a crawl into the sixties, for the present-day version has been quietened considerably, so much so, in fact, that the power-roar from the carburetter as you accelerate seems quite obtrusive. Nor did I think the performance quite so great as of old, although, as I have said, there was speed and power aplenty, the car seldom coming off top gear and second gear providing effortless, exhilarating acceleration. Without a thought the speedometer needle went to 60 and was maintained there by this capacity to pick up speed briskly from a crawl, no matter what the load.

The abnormal conditions under which I tried the car were against it and it felt a bit uncontrollable at times, the transverse non-independent suspension softer than was once the case, judging by the wheel-movement over rippled surfaces, and the steering still very low-geared. Tail slides occurred at times for which it seemed prudent to be prepared; probably the fact that a good deal more power is being put through the rear wheels than usual accounted for this tendency, rather than an inherent instability as such. I was further embarrassed by a certain lack of visibility, due to misting of the inside of the windscreen and smearing of the outside with which the suction wipers, in spite of really frenzied action, couldn't altogether cope. Consequently, I was relieved to find that the brakes pulled the car up all square when applied hard on the swimming roads; you had to lift the right foot up rather a long way from accelerator to brake-pedal, however. There was no denying the shock-absorbing qualities of the suspension, the comfort of the bench-seats and the all-round convenience of this frill-free Ford.



OLD FRIEND, NEW GUISE.—The Ford V8 Pilot, "a sensible car, intended to go, and keep on going, anywhere in the world where anything approaching a road exists."

I had with me Kent Karslake and he told me he owned three Ford V8s in succession before and during the war, because he had decided that his pleasure motoring lay between veteran events and Continental touring, and for the latter he regarded a Ford as indispensable, principally on account of the excellent servicing facilities available almost everywhere. More and more people are becoming aware of these reassuring and inexpensive facilities, and many will consider no other car than a Ford for this reason alone. Over and above this, in the short time I handled the Pilot I came to appreciate the travel-restfulness of a car of this size and eagerness, and its many practical features which meet the requirements of a large proportion of home and overseas motorists who can afford the petrol bill—driving both fast and slowly in about equal proportions the consumption came out at approximately 15 m.p.g.

There is a well-stocked, if rather "fussy," facia, a full-width parcels-shelf, radio, a heater, effective seat-adjustment, a modern pull-out hand-brake, and the gear-lever, rather a bent-wire affair, has transferred itself to a convenient position on the steering-column. The ignition-cum-steering lock is retained—which is excellent providing you don't switch off *and pocket the key preparatory to a* bird-like swoop in neutral down a twisting drive, as I once did, naturally going straight on at the very first corner. An *owner* wouldn't make that mistake, of course—not twice, anyway! The horn is operated by a steering-wheel ring, quicker to find in an emergency than a central button, but needing quite a prod. The bonnet panders not at all to present-day views anent good visibility for the driver but does conform to the praise-worthy plot, whereby, in appearance, the Pilot, product of the all-British Dagenham factory, is the least "Americanised" of any "American-base" car. This Ford V8 *in its 1950 form, then, remains what* it always was, a brisk performer, rugged, roomy (notably so, in view of the compact 9 ft. 0¾ in. wheelbase), and sensible; a car intended to go, and keep on going, anywhere in the world where anything approaching a road exists.—W. B.

"ENTRIES CLOSE!"

Intending competitors should note the following entries-close dates:—

R.A.C. Tourist Trophy Race: August 21st (£5 per car). R.A.C., Pall Mall, London, S.W.1.

Brighton Speed Trials: August 12th (sports, £2 10s.; racing, £3 3s. per car). Brighton & Hove M.C., 296-298, Madeira Drive Arches, Brighton.

Redditch M.C. & C.C. Vintage and Veteran Rally: First post, August 26th (cars and motor-cycles, pre-1900 to 1930—open to V.C.C. and V.M.C.C. members; cars £1, motor-cycles 10s.). I. V. Mutton, 244, Mount Pleasant, Redditch, Wores.

Prescott International Speed Hill-Climb: August 16th (sports, £4 4s.; racing, £6 6s., per car). Major Dixon-Spain, Prescott House, Gotterington, Glos.

CITROEN C.C.

We have received the following announcement from the General Secretary of the Citroen Car Club:—

"The Club continues to make good progress and great interest is being taken in the magazine.

"We are now anxious to arrange rallies to enable members to get together, and volunteers are called upon to assist in the organising of such meetings at various centres.

"All items of Citroen news will be welcome, and members are requested to provide as much copy as possible with photographs for inclusion in *The Citroenian*." Gen. Sec.: J. B. Layton 103, Kingston Hill, Kingston Surrey.

CLUB AFFAIRS

Butlin's Holiday Camps, in conjunction with the East Anglian M.C., are organising a rally to Clacton on September 29th and 30th. The starting points are London and Manchester. Competitors will have to do a s.s. ¼-mile sprint at night up a flood-lit course at Skegness, followed by a figure-of-eight, the course depicted by lamps, and a combination of British and Continental rally is the aim. There will be free entertainment for drivers and their wives, sisters, girl-friends, popsies, and what-have-you over the week-end. The first prize is the 100-guinea Butlin's Challenge Trophy and there are numerous other prizes for all kinds of performances. The Rt. Hon. R. A. Butler, M.P., will present them. Entry fee is 25s. per car, with a Concours d'Elegance (best pre-war and post-war cars) at 5s. per entry. Entries to Roy Clarkson, "The Chase," Halstead, Essex, by August 31st.

* * *

Competition Secretary of the Cranleigh and District M.C. and C.C. is Mr. J. Butcher, Hastie Cottage, Cranleigh, Surrey.

* * *

On August Bank Holiday the N.L.E.C.C., in collaboration with the Berkhamsted M.C. and C.C., is organising a speed trial for racing, sports and standard production cars, at Tewin Water, near Welwyn, Herts.

It will be a Closed Invitation event.

* * *

An Invitation Meeting will be held at Gamston Aerodrome, near Retford, Nottinghamshire, on August Bank Holiday, organised by the Nottingham Sports Car Club. The invited clubs are as follows: Vintage Car Club, Leicestershire Car Club, Sunbac, Peterborough Motor Club, Midland Motor Enthusiasts' Club, Sheffield and Hallamshire.

* * *

Once again this year, the Veteran Motor Car Club of America sponsored an Antique Auto Show. It was held during April at the First Corps Cadet Armoury at Boston. A really beautiful catalogue was issued, with coloured cover, notes on historic New England automobile manufacturers, on early American racing and on the exhibits themselves. There was a list of American manufacturers and the years during which they were active lavish use of illustrations and many advertisements that were in keeping with the spirit of the thing—especially the Renault one, with a restored 1914 model beside a rear-engined saloon. The V.M.C.C.A. has its headquarters at the Larz Anderson coach house modelled after the Chaumont Castle in France and has a museum of early cars open daily to the public. How nice if the V.C.C.G.B. could follow suit in these two ambitious directions.

* * *

The re-formed Bridlington & District M.C., with licensed headquarters at the St. Leonard's Hotel, York Road, Bridlington, announce their affiliation with the R.A.C.

RUMBLINGS

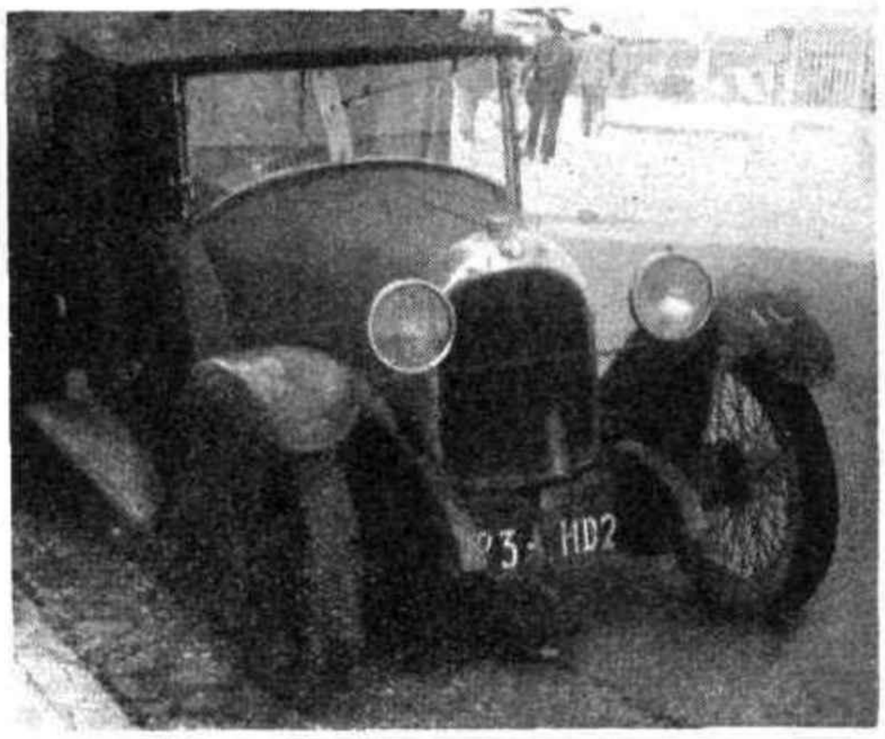
August 26th

August 26th ranks as an exceedingly important date in British motor-racing and every enthusiast in the country will do his and her best to be at Silverstone on that day. Backed to the hilt by the motor-minded *Daily Express*, the British Racing Drivers Club will put on a first-class race meeting. The big event is, of course, the *Daily Express* Formula I International Trophy Race to be run in two 15-lap (45 mile) heats and a 35-lap (105 mile) Final. The B.R.M. is due to make its initial appearance—*two* cars have been entered, and will be met by two 158 Alfa-Romeos, probably driven by Fangio and Farina, a team of Ferraris and the usual Maseratis and Talbots—so a full-dress Grand Prix battle will be seen by the hundreds of thousands of spectators who are expected to flock to Silverstone. The other big event is the One-Hour Production Car Race for unsupercharged standard production cars, handicapped on a cubic capacity basis. Entrants must use fuel of approximately 80-octane rating, supplied by the organisers.

The *Daily Express* is determined to make this the finest motor-race meeting ever held in this country. There will be all manner of attractions besides the big race with its field of the very latest Grand Prix cars handled by Continental and British "aces." The popular 10-lap (30 mile race) for Formula III 500-c.c. cars will again be one of the "curtain-raisers," and is certain to be very warmly contested. A four-cylinder Italian "500" and some of the D.B.s may possibly come over. Another very worthwhile show will be a parade of historic sports and racing cars, and since MOTOR SPORT suggested a race for vintage and Edwardian racing cars at this venue as long ago as last November, we are truly glad that this demonstration will take place—it will not be a race, however. All the well-known Edwardians from the 1908 Itala to the 1914 G.P. Sunbeams and T.T. Humber are expected to run, together with representative examples of well-known, well-preserved vintage sports-cars. The Vintage Sports Car Club has been honoured with being asked to arrange this part of the programme—which will be reminiscent of those excellent S.M.M.T. Cavalcades which so enlivened the motoring outlook during the bleak days of 1946.

We no longer have petrol coupons to contend with and the *Daily Express* should get a record attendance at Silverstone on August 26th and one which will tax the traffic controllers to the utmost. However, delays or no delays in arriving and leaving, you MUST be at Silverstone on this auspicious occasion. And *if* the B.R.M. wins, just for once let us show our approval with true Continental fervour. A few feeble handclaps as the chequered flag goes down would be an insult to Raymond Mays and the Trust . . .

The advice is, go earlier than ever, this time. We would go further and say, if you possibly can, camp on the Friday night in the fields adjacent to the circuit. For the British Grand



AUGUST QUIZ.—This picture came from a reliable source and even to us the make of this car has not been disclosed, so we shall be competing with you this time! Solutions on a postcard by August 10th please, so that the Names of the Knowledgeable can be published in the September issue.



A SENSIBLE FORMULA.—Dick Staddon believes in a sports-car based on easily-obtainable proprietary components and having a good power/weight ratio. This is his 1,100-c.c. F.I.A.T. prepared by Derrington, with 9 to 1 compression-ratio, 4.6 to 1 back-axle ratio, alloy head and lightweight Lester body. It is quite driveable on ordinary petrol, goes up to 6,000-6,500 r.p.m. in the indirect gears and has attained 5,300 r.p.m. in top, on the level, two up. The weight is under 12 cwt. with three gallons of petrol, oil and water and maximum speed is in the region of 90 m.p.h.

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Prix earlier this year the Caravan Club had parking facilities, and if you can buy, borrow or hire one of those Berkeley vans in which MOTOR SPORT put itself up on that occasion, you will be very comfortable. The great thing is to get there, somehow or anyhow. Tickets for stands and enclosures are available from the *Daily Express*, while matters relating to the racing should be referred to Desmond Scannell, B.R.D.C., 2a, Brick Street, London, W.1 (Tel.: Grosvenor 4624 and 2765). NOTE THE DATE—AUGUST 26th.

MATTERS OF MOMENT—continued from page 369
his lead for the Trophy from Mayers. So interest will be lent to a meeting that will be essentially enjoyable in any case. Whoever takes the Trophy and prize, it is pleasing to reflect that all those in the running are drivers very much in the Brooklands tradition, driving just the kind of cars that used to compete in short races of this sort over the scarred concrete of the old Weybridge Track, the Brooklands whose memory this Memorial Trophy seeks to keep alive.

ZANDVOORT ACTIVITY

The National Sports-Car Races and the International 500-c.c. Race at Zandvoort on June 11th were held in perfect summer weather and drew large crowds. H.R.H. Prince Bernhard of the Netherlands visited the Circuit in the afternoon and watched the 500-c.c. and the over 2-litre class for sport-cars. Classes A and B (up to 750 c.c. and 750-1,100 c.c.) ran together. Victory in Class A went to Hoogeveen in a Minor, who did 15 laps in 39 min. 11.8 sec. Average 96.28 k.p.h. After him finished: Nortier on a Renault, Langestraat on a Panhard, Rijshouwer and Jonkers on a Renault; V. D. Klooster on a D.K.W. and Strolenberg on a B.M.W. Fastest lap was made by Hoogeveen in 2 min. 35.1 sec. (97.32 k.p.h.). Class B was marked by the duel between van Houten on a F.I.A.T. and Visser on his 1933 M.G. Magna. After leading for four laps, Visser was passed by van Houten and later his gear lever broke and he lost much time. Van Houten won in 37 min. 27.2 sec, average 100.76 k.p.h. Fastest lap, van Houten in 2 min. 25.9 sec. (103.45 k.p.h.). Second was Reys on a Skoda, then followed Pieksma (F.I.A.T.), Oosten (Riley), van der Toren (Simca), Zwart (M.G.) and Visser (M.G.).

Class C started with a fierce duel between van der Lof on a TD M.G. and Gatsonides on his 1½-litre Gatso-F.I.A.T., which ended only when Gatsonides, after making the fastest lap in 2 min. 18.5 sec. (108.99 k.p.h.), broke a wheel. Van der Lof took the lead and won in 36 min. 29.8 sec. (103.38 k.p.h.). Half-a-minute behind him three TD M.G.s finished within 1 sec. of each other. They were Kühne, Molenaar and Roeloffzen. Flinterman was fifth, on a F.I.A.T., followed by ten Brijggencate on a M.G. and Brands on a M.G.

The 2-litre class was a clear victory for Roosdorp (Ferrari), after his only well-mounted opponent, Van der Tuyn on a Cotura, left the road when leading in the first lap. Roosdorp won in 34 min. 22.2 sec. (109.79 k.p.h.) and did a lap in 2 min. 13.2 sec. (113.32 k.p.h.). His best practice-lap was 2 min. 08 sec. (118 k.p.h.). Beemsterboer (B.M.W.) was second, van Ramshorst (Bugatti) third, and Göttgens (Citroen) fourth.

The International 500 race was a clear victory for Ken Wharton on a Cooper after a tussle with Parker (Parker Special) in the first half of the race. Parker made fastest lap in 2 min. 10.1 sec. (116.03 k.p.h.), but Wharton won in 38 min. 25.4 sec. (17 laps; average 113.2 k.p.h.), followed by Watkins on a Cooper second, Headland, Dillenius and Cox on Coopers and the Belgians Van Hauw and Hanlet. The over 2-litre class was won in a magnificent way by Tielens on a Delahaye. Gatsonides fell out after a very good start and Van Dieten on a Jaguar XK 120 was very wild, but managed to stay in second place, followed by Barendregt on a Gatso, Sijthoff on a Healey, Van Dijk (Ford), Reichman (Lago). Bernaards (Ford) and Van Rumpt (Delahaye). Tielens' average was 112 k.p.h. (time 33 min. 41.8 sec.) and his best lap was done in 2 min. 09.9 sec. (116.2 k.p.h.).

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JOUJOU S'EN VA-T-EN FRANCE

by KENT KARSLAKE

READERS of MOTOR SPORT who have indulged this addiction since 1947 may remember that in July of that year I recorded my early experiences of a 1914 (the pundits now tell me that I should probably reckon it 1913) Bébé Peugeot, known, for reasons outlined in detail on that occasion, as Joujou. At that time Joujou belonged to me; since then he has passed into the ownership of a syndicate, of which I am a member; but it happens, for reasons which, to readers of motoring literature, may or may not appear sufficient, that all the members of the syndicate are men with really too many irons in the fire, and during the last three years Joujou has made regrettably few public appearances. Indeed, before this summer he had hardly been out since 1948.

How long this state of affairs might have lasted I really do not know, had it not been for the fact that early this year the Veteran Car Club announced its intention of organising a Rally to France. This news stirred even syndicate-member Nevil Lloyd and myself from our lethargy or, as we should prefer to say, from our distractions. The thought of Joujou, who looks much too small to be allowed out by himself even in England, scurrying along the long straight roads of France was too much for us; we entered him for the Rally forthwith.

The motoring year, it seems to me, is most unevenly divided by the weather. From November to March the weeks succeed each other with a leaden tread, each scarcely distinguishable from its predecessor. Then comes the season, and the weeks go flitting by until one is left almost breathless, and can hardly cope with one activity before the next event is upon one. Joujou was in Berkshire, but it seemed impossible for us to find time to go down and bring him up to London. At last we accepted the good offices of a lorry which was coming up empty, and thus, shockingly unprepared, Joujou came to Hampstead.

An evening or two later we went to visit him in the yard of a friendly inn, and fill him up for the journey. The engine started with its usual uncanny promptitude, but after a separation of two years, one found that the gears engaged very oddly, the clutch almost more oddly, and the steering, with three-quarters of a turn from lock to lock and practically no self-centreing action, seemed like something out of this world. We drove round to a garage to fill up with petrol and oil, and after "once round the block" Joujou was emitting the rudest possible smells. The prospects of travelling in him from London to le Touquet seemed, to say the least of it, to be extremely doubtful.

As a matter of fact we reached Dover with the minimum of difficulty, in spite of the terrors of the South London trams and the steep hill which climbs out of Folkestone; and Dover, we found, had already been invaded by a considerable company of Joujou's ancestors. Joujou, in fact, was the youngest car in the Rally, and certainly does not look very grown-up. The oldest was E. R. Goodey's 1896 Luxwerke, an ancient German of a make which was, I must admit, unfamiliar to me, and of such an aspect that one might be excused for mistaking it for the 1899 Benz which was also present, and which in turn almost exactly resembled the 1898 Star. There was an 1899 Decauville "Voiturelle" which looks no more like a car than does the 1902 Arrol-Johnston dog-cart (which the programme called an Arrol-Johnson); there were three de Dion Boutons and a couple of genuine Baby Peugeots; and the rest of the true "veterans" consisted of a Renault, a Lanchester, a Napier, a Clément, the Presidential Mercédès, a Panhard et Levassor, W. T. Grose's Wolseley with its unbelievably high and narrow-roofed wagonette body, a Darracq, a Humber, a Spyker and a Tony Huber.

The Edwardians, though fewer, were almost more impressive. They included a 1906 Darracq, Douglas FitzPatrick's marvellously restored Wolseley-Siddeley, a 1908 Lagonda, which looked exactly like a Lagonda but not in the least like 1908, a couple of 6-h.p. Renaults, a 1910 Mercédès, S. J. Skinner's superb Silver Ghost, Eric Milner's staggering Blitzen Benz, one of Francis Hutton-Stott's luxurious Lanchesters—and Joujou.

Not all were actually gathered together at Dover, for some were late and some had gone on on an earlier boat to Calais, but all of their crews who were present were most hospitably entertained at a cocktail party in the Town Hall by the Mayor of Dover, who being himself an enthusiast, proposed, it was announced, to accompany us on our journey in a Nineteenth Century Daimler. I wonder in how many other mayoral parlours there is so much right thinking?

After the cocktail party, so that the drivers as well as their cars could display their stamina, we proceeded around the town in procession, to the cheers of the assembled multitude. Behind Joujou, as if in search of business, drove a breakdown van. It was, however, baulked of its prey: the veterans and Edwardians continued serenely on their way, even when they met a rival breakdown van towing a 4¼-litre Bentley.

At two o'clock the next morning, Douglas FitzPatrick arrived in Dover in the Wolseley-Siddeley. When about to start from Norfolk he had discovered that the oil seals in the gearbox were leaking, and that oil was dripping on to the spare tyre, which is carried horizontally below the car. The Wolseley-Siddeley is not kept in such trim that that sort of thing can be tolerated, and before starting he had set to and replaced the oil seals. A few hours later we all set sail for Calais, accompanied by a fair boat-load of fellow-passengers and a normal complement of normally depressing modern cars. Our sentiments with regard to the latter appeared to be



TRAVELLING HOPEFULLY.—Kent Karslake's Baby Peugeot "Joujou" at St. Inglevert during the V.C.C. Continental Holiday. The other "mad Englishman" is Nevil Lloyd.

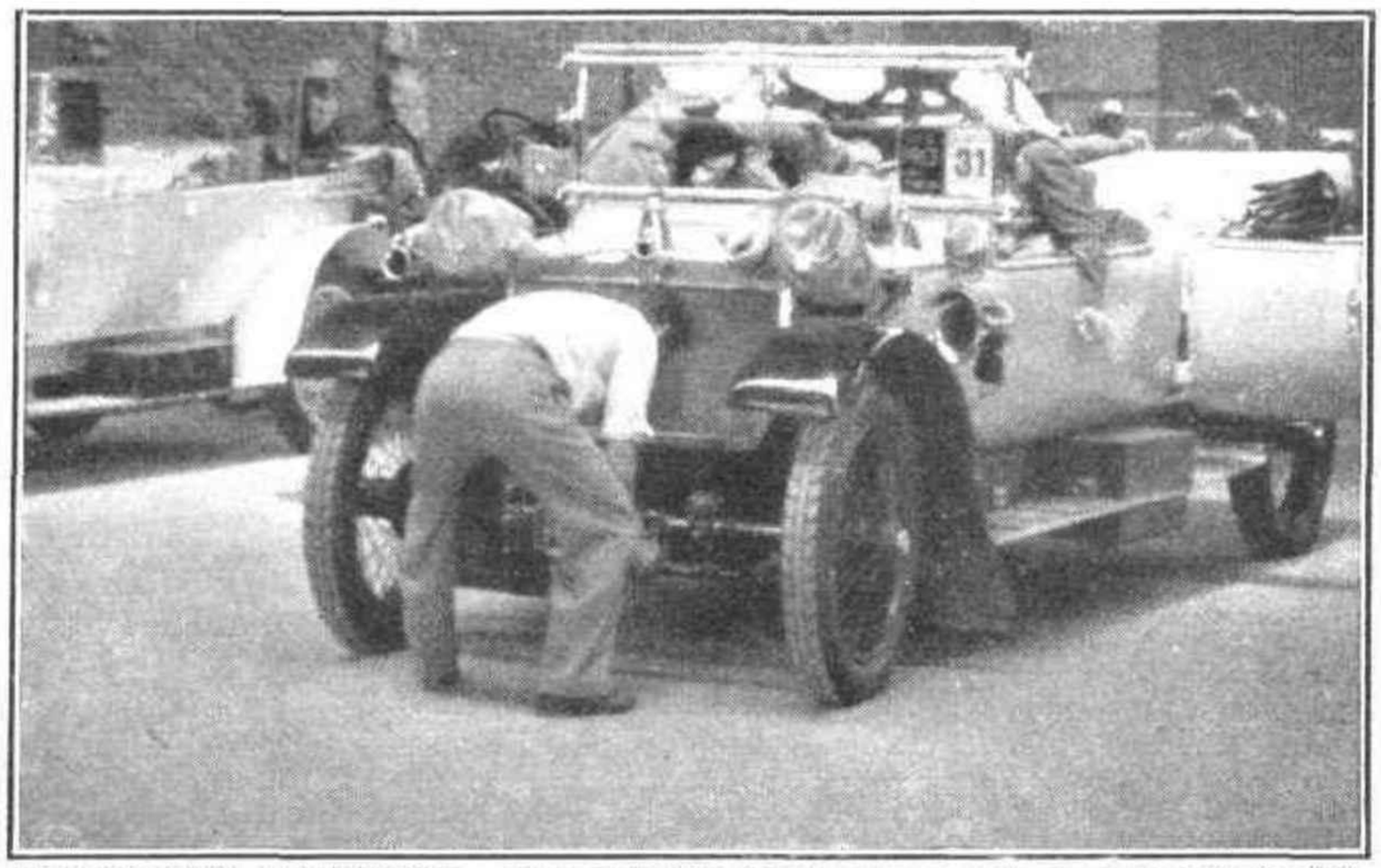
officially recognised. "On landing," we were requested, "will the Rally people please not mix with the passengers whose cars are on board." Personally, I was rather sorry for these pariahs. Here they were, setting out on the Great Adventure, in their carefully-prepared Family Tens. And the Great Adventure, a Continental Tour, proved to be only something which could be faced by the 1896 Luxwerke.

Some people lunched on board, but we were determined to breakfast in France. We were quickly through the Customs at Calais, Joujou started with his usual promptitude, and we were away from the docks along that road which never quite loses its thrill, marked "*Toutes Directions*," and leading perhaps to Gibraltar or Athens—even to Vladivostock. All the same, as we bumped and bashed over the Calais pavé we marvelled somewhat at the intrepidity of the solid-tyred veterans.

At St. Inglevert, 13 kilometres from Calais, we espied exactly what we had been looking for, a roadside café, with a petrol pump outside, and inside, no doubt, a place where one could eat. We entered, had some drinks, and ordered some food. But for better or worse we had left Joujou outside, and, as if he acted as a magnet, one after another the other ancients drew up at the door. Never had St. Inglevert seen such a sight. Madame of the café, importuned with a flood of orders for omelettes, became slightly flustered. As for Monsieur, who had fetched our wine from the cellar, he disappeared altogether. Finding himself thus suddenly in the limelight, it transpired, he had retired hastily, to put on a clean shirt.

By a sort of what Sir Stafford Cripps would doubtless call "rough justice," we, the first to arrive, were the last to get our omelette. By the time we had finished it all the others had gone, and, the last of the Rallyists, we set out again along the *route nationale*. We were now truly on our own. Time was when Joujou possessed a fairly comprehensive if somewhat unconventional set of tools, which I had collected by devious means over a quarter of a century. But having a year or so ago acquired another vintage car without such refinements which was going into daily use, I had robbed Joujou of his tools for its benefit. We were left with one Whitworth spanner which fitted nothing, no jack and no puncture outfit. But there is something intoxicating about the long roads of France: when we reflected on our friendless, helpless situation, we laid back our heads and roared with laughter.

Up and down the hills between Calais and Boulogne Joujou scuttled in exemplary style, and as a matter of fact we did not long remain at the tail of the procession. By the early evening we were once more drinking cocktails with a mayor in a town hall, this time with the Mayor of le Touquet, and the first stage of our adventure was over. All the ancients had successfully reached their goal, with the sole exception of R. C. Porter's 4½-h.p. de Dion Bouton, which, having previously sailed unscathed through untold numbers of V.C.C. events, had evidently become so intoxicated by the return to its native France that it had smashed a piston in its ecstasies. And when a single-cylinder de Dion does that, it's a case, as the *Guide Michelin* very nearly says, of "*pas de piston, pas de pot de Dion.*"



READY FOR ANYTHING.—Francis Hutton-Stott's 1913 Lanchester during the V.C.C. French Rally. Afterwards it started from Geneva in the Bristol Rally and, held up at the Dover customs, arrived ten minutes too late to qualify; an overall average speed of some 20 m.p.h.!

The next afternoon there was a procession round the town again, followed by a Concours d'Elégance. We did not somehow think that Joujou would win the latter, in spite of his coat of sky-blue paint, with which, as promised at the end of my 1947 article, he was decked out soon after we acquired him. But in the procession we were sure that we were the most popular car. You see, if you have a superb Silver Ghost, then a staggering Blitzen Benz, then a luxurious Lanchester—and then Joujou, what else can you expect? At any rate, such charming ladies threw such beautiful flowers at us that we were not a bit jealous when Douglas Fitz-Patrick's Wolseley-Siddeley won the Prix d'Honneur—as it richly deserved to do, seeing that its gleaming paintwork is all original, even though by most standards Skinner's Silver Ghost might easily have been accounted "the finest car present, irrespective of class." As it was, the Rolls had to be content with the prize in the Edwardian class. Then, within an hour or two of its triumph, the Wolseley-Siddeley was in collision with what I gather was a heap of a modern car. This accident is, I hope, *sub judice Gallico*, and I will therefore make no comment, except to say that it seems obvious that the Wolseley-Siddeley was struck on the left side, which is awkward for the striker to explain away on the Continent, where, unlike this country, the Right has priority. Externally the damage appears to be confined to a front wing, but alas! the radiator, when I last saw it, was leaking painfully and the chassis, I fear, was bent. I hope the Prix d'Honneur remains some consolation.

On Monday some of the older cars set off for home on lorries, and on Tuesday morning the Rolls and the Lanchester, with their fortunate occupants, set out on an extended Continental tour. But for most of us, Tuesday meant an early start in order to drive to Calais in time to catch the boat. In spite of the fact that we were going home, the road had lost none of its charm. At Boulogne, it climbs excessively steeply from the town to the level of the cliffs above, with a hideous right-hand bend at the top of the ascent, and at the bottom of the hill Messrs Autocheques had thoughtfully placed a break-down van to give assistance to those who needed it. With two up and luggage, however, Joujou romped up the incline with never a falter. On the next steep hill, however, we came upon N. A. Smith's veritable Baby Peugeot of 1902 at a standstill, and stopped to see if we could render assistance. So did A. W. F. Smith, with the paternal 1903 Clément, and so did the representatives of Autocheques, in their 1936 car. None of us, however, were needed, for with remarkable skill, the driver of Joujou's ancestor turned his little car round, and went up in reverse, traversing as he did so from one side to the other of the broad straight road. We saw him safely to the top and then the Clément got away on the steep gradient with consummate ease, Joujou with the aid of six-horse power and about half a rather feeble man-power. But our 1936 companion, we heard afterwards, had stalled twice before it finally consented to make the grade!

We stopped again at St. Inglevert, to fill up with Dubonnet, water, oil and petrol and to bid farewell to Madame and to Monsieur, whose shirt was still really very clean. Then on into Calais, where once again we bumped over the murderous pavé, until suddenly there was an extra bad crash, and poor Joujou broke a front spring. At that stage we really hardly cared. Our French tour was over, and Joujou, we knew, in spite of this mishap which might have happened to anyone, was by no means the toy for which people so often mistake him. He was, and is, *une voiture pour le grand tourisme*.

CHAIN CHATTER

by "CARROZINO"

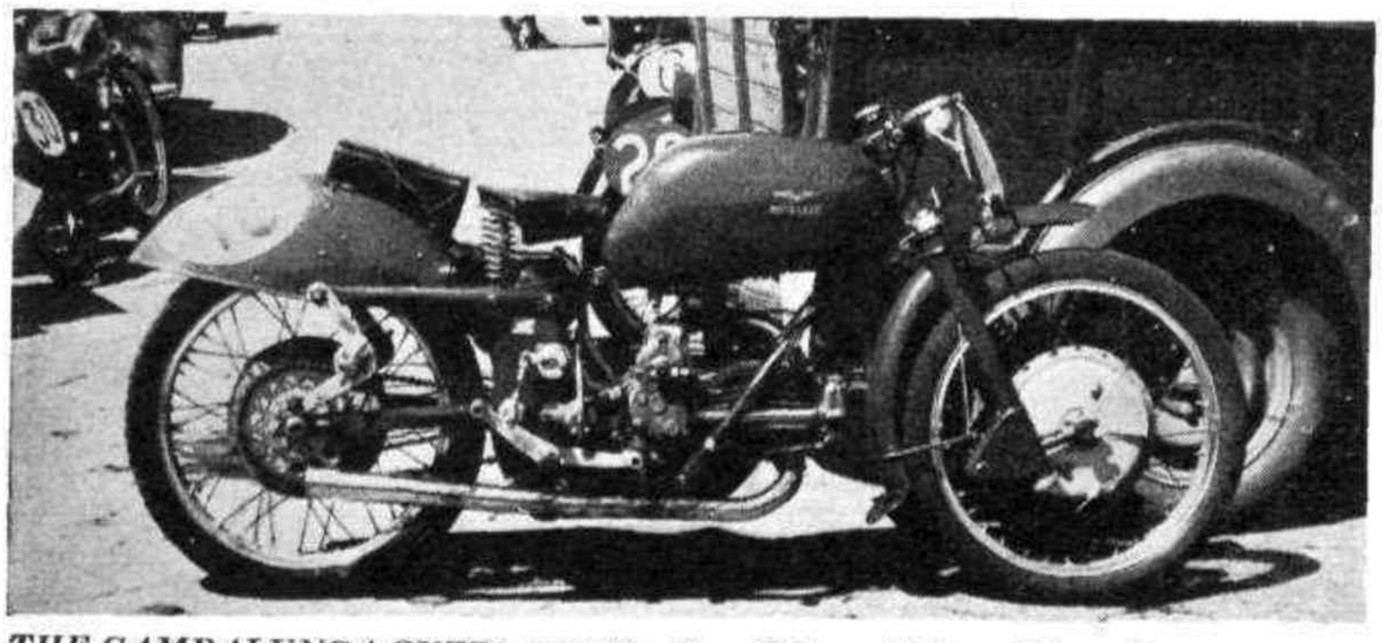
MORE and more when private-owner road racers get together the subject under discussion is steering and roadholding rather than how to get more power from the engine. One of the major items discussed is "forks," front and rear. For normal motor-cycling telescopic forks have been accepted almost without question, although Vincents were not convinced and in consequence evolved their excellent Girdraulics. The racing world, however, was not satisfied to accept telescopic forks as the ultimate answer to front-end stability and even now there is a wide divergency of opinion on the matter. B.M.W. utilised the telescopic fork many years before the war and still adhere to it, as do Nortons and the "Porcupine" twin A.J.S.s, but Velocette and Gilera are not convinced that the telescopic fork is ideal for ultra-high speeds and continues to fit girder forks working on the parallelogram layout, with a central undamped coil spring. The new M.V.s which appeared for the first time at the Belgian G.P. also fit girder-pattern forks, using diminutive torsion bars as the springing medium. Guzzis felt that neither of the aforementioned forms of fork were ideal and developed the bottom-link layout that has since been adopted by Douglas and which, in basic principle, is akin to the early Castle and Harley forks used by Brough-Superior. While the Guzzi fork has many faults, its good points make it by far the most efficient form of mounting for the front wheel. A study of Guzzi, Gilera, Norton and Triumph front wheels over a very fast section of the Barcelona circuit revealed without question that the bottom-link fork was the most efficient as far as keeping the wheel in contact with the road was concerned, though, of course, this is not all that a front suspension has to do.

Purely coincidental, but nevertheless exceedingly interesting, is the fact that all the machines that finished first in the two recent classics, where England and Italy clashed officially, namely the Belgian and Dutch Grands Prix, were using girder forks with single central coil-spring—Velocette in the 350 c.c. class, Mondial in the 125 c.c. and Gilera Four in the 500 c.c. class, while Eric Oliver still insists on girder-forks on his Norton for winning sidecar events. One cannot take this to mean that girder forks are the best for all classes of road racing, for telescopic forks should have won the Belgian G.P.; it was only a faulty rear tyre which stopped Geoff Duke bringing his Norton home first. This sweep by girder forks does, however, indicate that successful racing motor-cycles can still get along with the 'old-fashioned' type. The Gilera concern has even gone so far as to state in print that they consider the girder fork essential for good-steering at the speeds their four-cylinder models attain.

At the rear end of the motor-cycle most people are in agreement that the swinging arm principle is the one to follow, although it was not until this year that Nortons got into line with the rest of the racing world. While the fundamental layout of all the machines is the same the spring medium and the method of mounting has many variations. Norton, A.J.S., Velocette and many privately-built one-off machines use self-contained telescopic springing units, on each side of the rear wheel, mounted at varying angles to choice, but in principle working in a vertical plane. The spring medium used inside the units varies between air and coil-springs, oil damped in one or both directions, and it is on this subject of damping that so many people are concentrating at the present time. General agreement rates the A.J.S. springing unit one of the most efficient, while there are many small-production units made by various enthusiastic amateurs that receive full marks. The Italian designers have very different ideas on controlling the movement of the rear swinging arms, Guzzi believing that only one spring unit is necessary, this being a coil spring in compression mounted horizontally beneath the engine unit and operated by a link mechanism behind the gearbox. Gileras also believe in horizontal coil springs, but theirs are mounted one on each side of the rear wheel parallel with the swinging arms and compressed by a similar linkage arrangement to that used by Guzzis. Last year Gilera used a short transverse torsion bar on the four-cylinder bicycles, but this year they have reverted to the coil spring. The new M.V., however, has taken up the torsion bar for the rear swinging arms, but at the moment it is not under control, as anyone who watched Artesiani riding at the Belgian G.P. will have observed. At present this "trailing link" method of attaching the rear wheel to the rest of the motor-cycle is favourite, but whether it will be superseded in the same way as it has in the automobile world is not known, but there is no reason to suppose that a new form of movement will not be designed eventually.

The recent unfortunate affair at Francorchamps on the second lap, which involved the "works" Norton and A.J.S. riders, has brought home to many people the fact that a "works" rider is no ordinary mortal. When you have in the 500 c.c. class three Nortons, three A.J.S.s, three Gilera Fours, one M.V. and two Velocettes all ridden by first-rate men all eager to get the lead, the racing on the opening laps is obviously going to be very close and the riding on the corners has to be of the very highest order. Competition in the 500 c.c. class is becoming so keen that one views the future with some apprehension, for next year one can foresee full teams of M.V.s, B.M.W.s and N.S.U.s joining in the fray, as well as the new four-cylinder Guzzis. One can discuss the whys and wherefors of this difficult situation for ever and still not find a solution; the fact remains that racing is inherently a dangerous sport and can never be otherwise, but one can diminish the danger factor by ensuring that "works" machines are handled by "works quality" riders in the bigger events.

So often one hears a well-meaning enthusiast, even riders sometimes, saying "if only I had Duke's motor-cycle I could go as fast." Maybe so, in a straight line and alone, but it is the corners which count and the first few laps of a Grand Prix that tax a rider's skill to the limit, while, in addition, four or five riders may engage in a wheel-to-wheel battle for a whole race. Unfortunately, due to tradition-ridden belief in the Isle of Man T.T., the English enthusiast has never had the opportunity to witness a mass-start Classic. If there was a Grand Prix circuit in England where full teams of "works" machines could do battle with no holds barred, and from a standing start, then we should get a lot less of this "me too" attitude, and a top-line "works" rider would receive more praise than at present and hats would be universally doffed to a race of very talented men.



THE GAMBALUNGA GUZZI owned by Jean Behra. This machine utilises the bottom link front fork layout, believed by many people to be the ultimate form of front wheel control. The rear swinging arm principle is now more or less universal for racing machines. This machine is the 500-c.c. single-cylinder, which is not to be confused with the "works" twin-cylinder machines used for Grand Prix events.

"BUNTY REMEMBERS"

Some Experiences with the Less Usual Cars

by DAVID SCOTT-MONCRIEFF

THE description of the Renault "45" in an old copy of the *Motor*, lying in a waiting room, unloosed a flood of memories. The earlier model "45s" possessed a feature not described in the catalogues. If you burst one of the great big front tyres the front braking system gave a terrific snatch. We missed the telegraph pole and nothing worse happened than a hole in a hedge and some cross-country motoring.

A similar car, I heard later, suffering from the same affliction, stood on one corner and its occupants were found to be no longer alive. Still, the "45" Renault was, in its day, a very pleasant means of progression when one had more friends and luggage than one could cram into the "30/98." The estimated petrol consumption of 11-13 m.p.g. for the "45" is wildly optimistic. It was nothing like as good as that, in fact it was somewhere down on a level with the Isotta-Fraschini and almost the nicest car I ever had, a Continental Phantom II Rolls. This car had an astonishingly good performance which it executed in complete silence. It just sighed, in a well-bred sort of way, and was somewhere else, which caused earnest people in gaily coloured buzz boxes with stone guards over their dummy hub caps considerable chagrin. Talking of petrol consumption the two big cars I know, which are outstanding in this respect, are the S.S.K. Mercédès and the Lincoln Zephyr. My S.S.K., with its compressor used sparingly, averaged 13-14 m.p.g. regularly and even more remarkable was my twelve-cylinder Zephyr which, unless driven rather hard, gave me an unfailing 19-20 m.p.g. I have talked to other Lincoln Zephyr owners about this, some of whom claim as high as 22 m.p.g.

How lucky it was to be born in time to drive cars before they became completely standardised. There were some pretty remarkable ones built during the decade after the last war. Who, I wonder, remembers the Excelsior, a big Belgian of about 6 litres? I never owned one, but used to drive one with a coupé body of which the doors consistently stuck. It was one of those very handsome cars with an extremely high radiator and the roof only about 18 inches above it. This didn't matter enormously; but when the carburetter caught fire through a sticky inlet valve, the rapid evacuation of my somewhat Regency shaped person through a window no more than 14 inches deep was much appreciated by the onlookers. Then there was a Farman, a lovely car with a body built of polished mahogany and fastened with copper like a boat. It went beautifully, but as soon as 70 miles an hour was attained, bang, bang, bang went all the big ends. The crankshaft was reground, the oiling system checked and rechecked, but it was never cured and the owner finally sold it to someone a long way away. Whether the purchaser got it right in the end I never heard.

A man I knew, the father of Buddy Fetherstonehaugh, band leader and racing driver, had a Barronne Viale that looked very like an Isotta. It was pretty, comfortable and ran very smoothly, but did nothing very amusing in the way of performance. Then there were shoals of small Italian cars, nearly all called by initials and mostly extremely well built and well designed engineering jobs. The only one of these I ever got really attached to was the old Targa Florio Itala, a grand old lady who I am quite sure has been driven as hard as she would go all her life and has never broken a thing. I do hope she has found a kind home.*

There was a car made near Vienna called the Graf und Stift. Why it was called the Count and Monastery I shall never know. You might just as well call a car the "Goat and Compasses." I believe one did once come to England, but I never saw it, although I drove several of them a lot in Austria. They were beautifully made, very strong, well sprung and adequate, if not brilliant, performers. The company was last heard of making heavy lorries for the German war-effort.

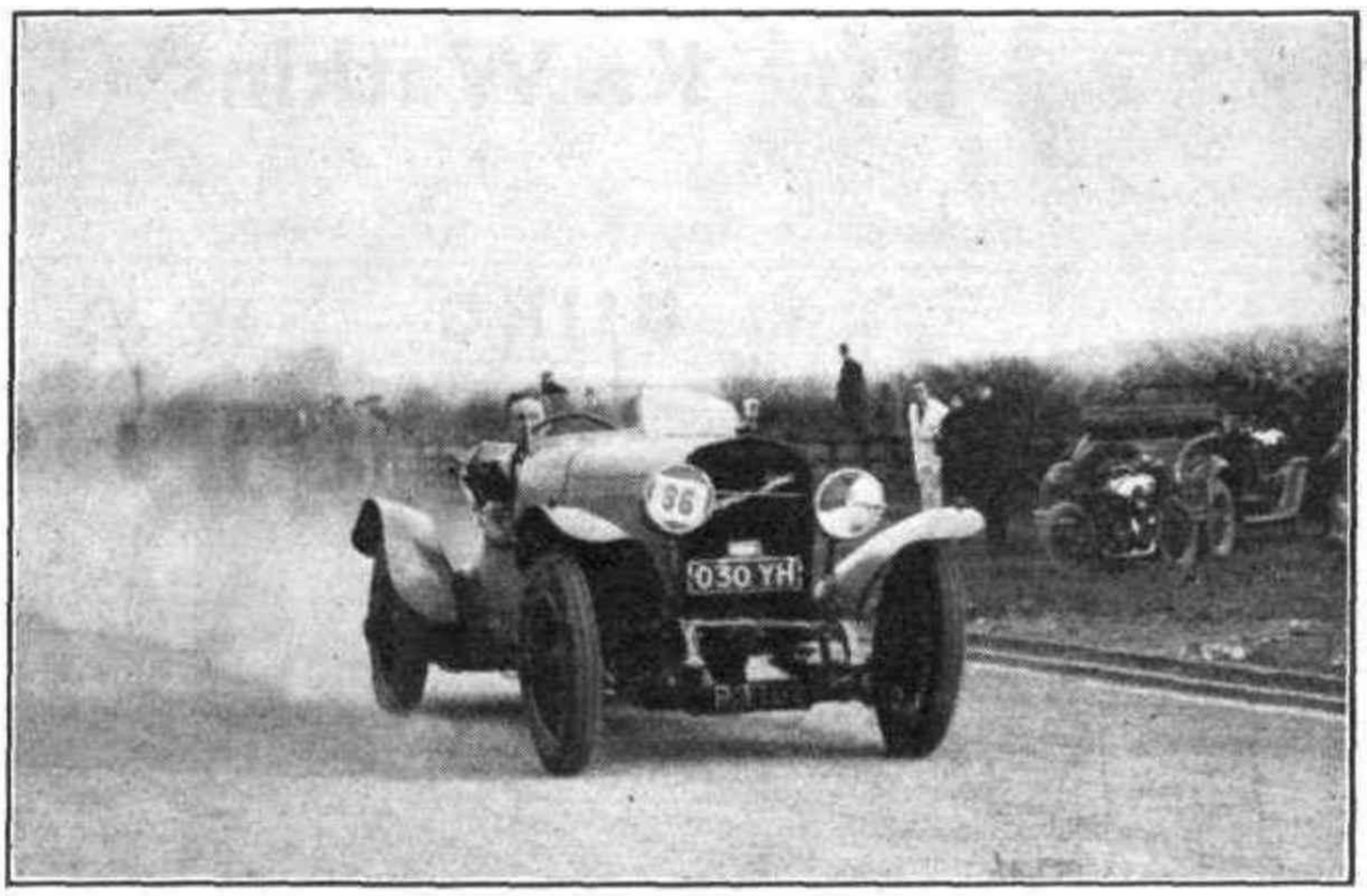
I have had two air-cooled cars, a Franklin and a little French S.A.R.A. The Franklin was a lovely car, but the S.A.R.A. was a nasty, noisy, little thing with neither comfort nor performance. I can't think why anyone ever bought one or, even more remarkable, made them under licence in Scotland!

In Hungary and Roumania I drove the small Tatra a certain amount. It had little, I thought, apart from strength and good springing to commend it and reminded me of the old air-cooled Rover Eight twin of the early nineteen twenties. I have never driven one of the big ones with a V8 engine mounted aft, but I hear that it is rather a fine motor-car and a great improvement on the Crossley and the Burney, and a very early experiment on these lines, that I drove many years ago in Germany, called a Rumpler.

By the way, if you are ever allowed to go motoring in Eastern Europe again go and have a look at the Tatra mountains after which the cars are called. This is some of the loveliest country of its kind in Europe and very few English people seem to have discovered it. In addition, in winter there is magnificent skiing, prices are very cheap and the cooking is of some interest. I was always rather surprised that the Czechs did not turn out a better car than the small Tartra as speaking generally they are jolly fine engineers.

Even the Hungarians, that horsiest of nations, had a go at making a car. But it did not come up to their horses, their wine or their gals, all of which are

*[She was broken-up, alas, many years ago, after Karslake had had his fun out of her, but before the end someone inserted a 23/60 Vauxhall engine in her.—ED.]



AT THE VARSITY.—Bunty Scott-Moncrieff crossing the finishing line at a "speed trial for undergraduates" in the ex-Gallop "Monza" Hispano-Suiza, before he sold it to Guy North.

CASTROL WINS

500 CLUB RACE

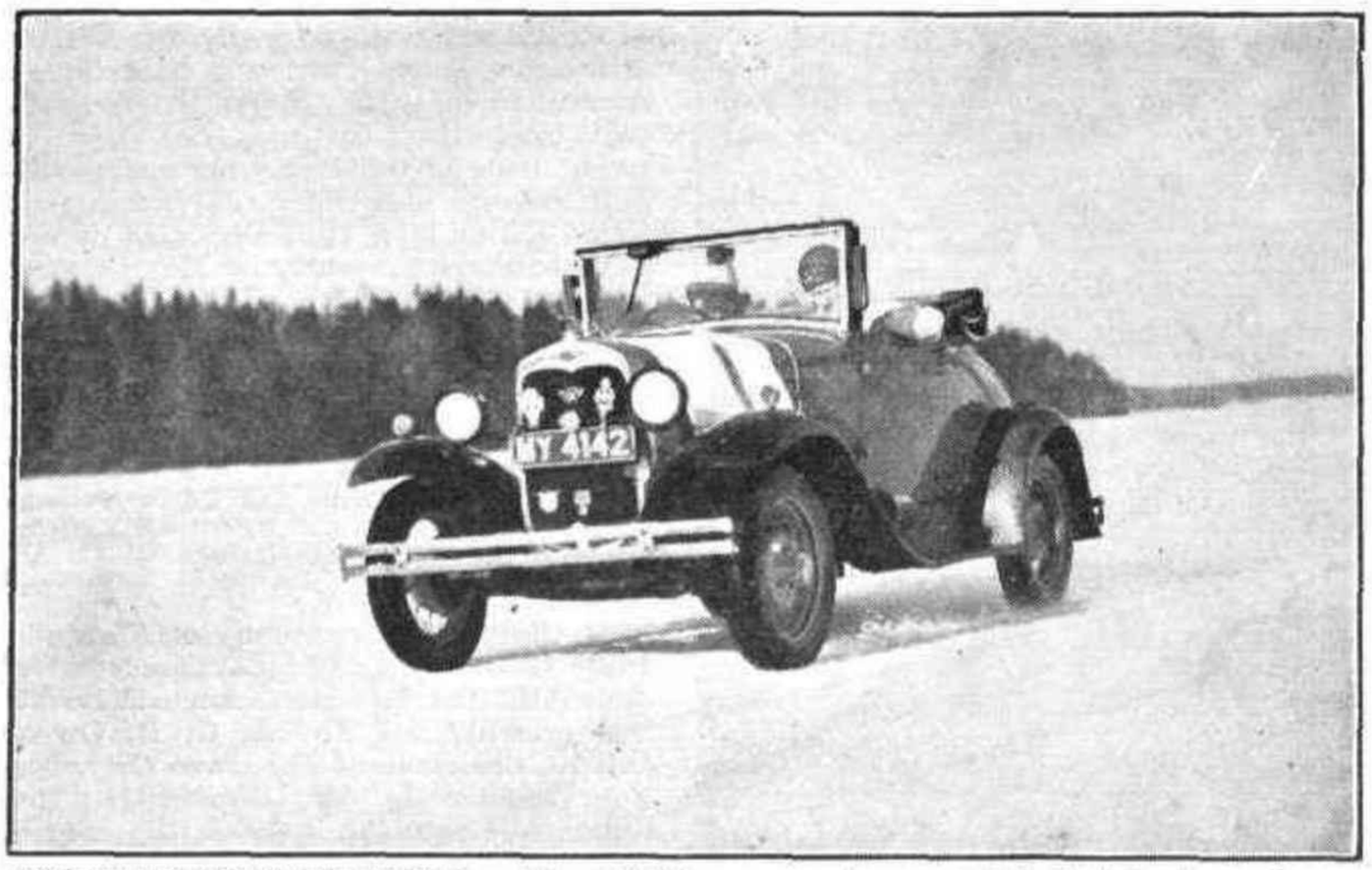
SILVERSTONE

100 MILES RACE

1ST K. Watkins (Cooper)

USING





HOT-ROD GRANDDADDY.— Moncrieff in a souped-up model-A Ford during an ice-race on Lake Lüseren in Norway.

tops. It was made by the big engineering works of Weiss Manfred and was a poorly finished copy of an out-of-date American. The two that I drove had absolutely nothing to commend them; I don't think I can remember driving anything much nastier.

The Swiss make or made at least one car, the Martini. The one I drove was like everything else Swiss, good, solid and expensive. The design seemed to have been profoundly influenced by Italy. We are rather apt to think of such few Swiss as are not engaged in making cuckoo-clocks or ministering to tourists as yodeling up mountains after goats, but they have many very large engineering works and are magnificent engineers. The Swiss built also a Picard-Pictet, which looked good, but I never drove one.

The Roumanians never needed to build cars. They had lots of oil which they sold to U.S.A. and got all the latest model American cars in large quantities. Even in 1941 all the taxis in Bucharest were huge shiny up-to-date American sedans.

Some years back I drove a Swedish-built Volvo. I liked it. It was a competent, effective sort of car, as profoundly influenced by American design as the Martini was by Italian. I only drove it over some very indifferent Scandinavian roads, but it seemed to me that its European parentage had saved it from a great deal of that spongy, floppy, feather-bed feeling from which American cars of that date suffered so badly.

There must have been a score or more obscure makes of German cars, many examples of them never reaching this country. Two I remember because of associations. There was the Hanomag, built in large quantities, which caused one to suspect that the Jowett Company had engaged Harry Tate as their chief draughtsman and gone into the fowl-house business. Any German comedian on the stage of a music hall had simply to say the word 'Hanomag' and he got the same immediate response that his opposite number gets here by a mere whispered mention of the words "kipper" or "mother-in-law." It never failed. But I must admit that the old Hanomags went for ever without a day's trouble, like the Jowett, and made just the same "phitten-titten" noise.

Another little-known German car that springs immediately to my mind was the Grade-Werke. For, of the two which, I believe, came to England, I had one when I was about fifteen; the second four-wheeled car I ever owned. The first was an A. V. Monocar, which you started, believe it or not, by pulling a sort of lavatory chain, complete with plug, out of the back and running backwards with it. The Grade Werke was an even more amazing car. It had one enormous two-stroke cylinder, and friction drive like a G.W.K. It bristled, however, with features years ahead of its time, chassis and body as one, a hood that you pulled up with one flick of the wrist and, besides this, it must have been the first amphibious car to be put into production.

In 1936 I drove the production diesel-engined Mercédès car at Stuttgart, Unterturkheim. They lent me one for a few days while my S.S.K. was being overhauled. I was altogether charmed by it. It was surprisingly lively and they had managed to eradicate the characteristic diesel knock. The roadholding and steering were excellent. I don't believe, though, that any were sold in England because of the disproportionately high price they were asking for them. I took out too, this was a year or so later, the fabled "Grosser" Mercédès. I did not like it very much. There was far too much of it, and it had none of that quality so marked in a Phantom III Rolls, although this latter car is smaller, of causing you to forget that you are driving a large car. You felt the whole time that you were driving something built specially for a few privileged officials who wanted it built bigger just for the sake of being bigger. I must say it went like a bomb on the Autobahn and behaved perfectly, but I just didn't like it, there was a sort of nightmare quality about it.

And so, as the cavalcade of years draws on, the memories mount up. I've had over a quarter of a century of really amusing motoring and I'm only two years over forty. I started when I was thirteen with an incredibly old motor-tricycle with one puny cylinder complete with automatic inlet valve slung aft and a driving licence obtained by falsifying my age by six months. Up any hill more than a slight gradient I had to pedal madly to assist the engine.

I may not have made money like Jack Barclay, or achieved fame like Raymond Mays, both approximately my contemporaries, but I've had twenty-five years of about as amusing motoring as anybody. Those years hold wonderful memories, and still there is a great deal of fun to come—even at 3s. 1d. a gallon.



S.S.K.—Bunty's beloved white S.S.K. Mercedes-Benz, to-day owned by Briggs Cunningham in the States, seen here during a Swiss frolic.

WE HEAR

The Hudson-engined Pagora two-seater which we illustrated in MOTOR SPORT before the war and referred to again not long ago resides in a garage near Loughborough, along with a smart Vale-Special. It is really rather remarkable how old cars continue to be unearthed, and promising too, for it seems as if the supply will never dry-up. For example, a Woodrow two-seater with a Precision V-twin engine has been found in a disused barn, badly rusted, but with a 1924 licence disc still in the holder. The engine was running later on the day on which the vehicle was discovered and it is to be thoroughly renovated by a reader in Northampton. Can anyone provide any data? In recent references to Octol we have failed to designate the two products correctly—these are the Octol anti-knock agent and Alcol racing fuel. Details are available from the High-Flash Petroleum Co., Ltd., 40a, Parsons Mead, West Croydon, Surrey (Croydon 7634). P. Whitehead of Worthing is fitting a 10-seater shooting-brake body to a 1925 "Silver Ghost" Rolls-Royce he has recently acquired. It is to be used in connection with a local youth club and is one of the last "Ghosts" made, having been manufactured in April, whereas the Phantom I was produced in May, after which we believe the "Ghost" was available to special order only. R. Mackay, 31/33, Hanover Street, Edinburgh, has a 1929 F.W.D. Alvis which he believes was raced as one of the team-cars at Brooklands. Its Reg. No. is YX 6424, engine No. 7585, chassis No. 11747. Can anybody confirm its history? John Mackay reports a few interesting cars in Whins of Milton, Scotland, including a 1903 White Steamer and a Stanley-engined experimental steam car owned by a friend. He also reports building several specials, including a 1930 Sunbeam modified at a cost of £15, with vacuum-servo brakes, Hartford shock-absorbers, Rotax lamps, tuned Sunbeam Twenty engine and stark sports two-seater body. Although undergeared (5 to 1 top), this Sunbeam was capable of over 80 m.p.h. and 24 m.p.g., and had really good brakes and steering. 7 in. rear tyres were employed, to raise the overall ratio. At present Mackay is rebuilding a 1932 Talbot "75," installing an o.h.v., dual ignition American Nash engine. He intends later to rebuild a 1935-36 Sunbeam, shortening its chassis, installing a Sunbeam "Speed Twenty" engine with Marshall blower and increased compression-ratio, a 3.9 to 1 Bentley axle and sports body. Ambitious! When "Miss Lyons 1950" was elected at a Lyons' Club Sports Carnival at Sudbury she made a triumphal tour, in a bathing costume, on a 1900 de Dion. No doubt the V.C.C. would disapprove, but, looking at a photograph of the occurrence, we appreciate the temptation to which the owner of this veteran car was subjected!

In a certain picturesque Hampshire village exists, in a dismantled state, a 1907 Sixty Napier, used originally for hill-climbs and subsequently as a fast two-seater road car. Keeping it company is a pre-1914 four-cylinder de Dion, in process of restoration, early de Dion and Fafnir motor-cycle and tricycle engines, and a 1911 750-c.c. Chater-Lea-J.A.P. motor-bicycle. In another nearby village is a veteran Adams pedals-to-push car. R. E. Aiken has acquired a 1931 "12/60" "beetleback" Alvis and Lt. W. D. G. Jacob, R.N., has a 1935 16.9-h.p. Marendaz-Special up in Fife about which he seeks information, while a model-T Ford has been discovered in a field near Cambridge if anyone wants to restore one or needs spares.

R. A. Kempsell, of 33, Kenstella Road, Newlyn West, Penzance, has a 1936 18.75-h.p. six-cylinder Wanderer, for which he seeks data, such as valve and ignition timing, etc. A Cooper 500 will be on show at this year's "Model Engineer" Exhibition—surely the organisers haven't mistaken it for a model?

The L.S.D. three-wheeler mentioned in these columns recently turns out to be an A.C. Sociable, curiously with what appears to have been a single-seater body, and it is to be restored. These £75 cyclecars were normally two-seaters although a single-seater was built for an Australian in 1913. P. W. Blazer sends two interesting cuttings, one from a recent issue of the *Pontefract and Castleford Express* describing in enthusiastic terms a run in a 1912 Cheswold tourer put on the road recently by Major Oxley, and the other a cutting from a contemporary journal showing Immelmann, the flying ace, in the three-wheeler he drove in the 1913 Hartz Mountains Winter Trial.

Seen in London last month—well-preserved examples of F.I.A.T. 501 tourer and Hadfield-Bean fabric saloon.

Club News

FIXTURES FOR AUGUST

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

3rd.—Jersey M.C. & L.C.C. N. Hill-Climb, Bouley Bay.
5th.—Mid-Surrey A.C. C. Barnstaple Trial, Barnstaple.
6th.—Plymouth M.C. C.I. 200 Challenge Trophy Trial, Devon.
7th.—500 Club I. Race Meeting, Brands Hatch.
12th.—ULSTER A.C. ULSTER TROPHY RACE, Dundrod.
B.A.R.C. C. Race Meeting, Goodwood.
Hartlepools & D. M.C. C.I. Speed Trial, Hartlepools.
W. Cornwall M.C. C.I. Hill-Climb, Trengwainton.
13th.—Hawick & Border Car & M.C.C. C. Speed Trial.
Sunbeam Talbot O.C. R. Peak District Trial, Peak District.
Gosport A.C. C.I. Rally, Gosport.
19th.—*Vintage* S.C.C. C. Hill-Climb, Prescott.
20th.—Lancia M.C. C.I. Rally, Hawkestone.
23rd.—Shenstone & D. M.C. C. Evening Trial, South Staffs.
26th.—B.R.D.C. *Daily Express* I. RACE MEETING, Silverstone.
27th.—W. Hants & Dorset C.C. C. Speed Trial, Lytchett.

★

B.R.M. ITEMS

At the opening ceremony of Nuts and Bolts (Darlaston), Ltd., at Tredegar on June 6th, the Rt. Hon. Aneurin Bevan was present, and Mr. A. G. B. Owen, O.B.E., Chairman of The Owen Organisation, handed to Mr. Donald H. McCullough, Chairman of the B.R.M. Trust, a cheque for £10,000 as a further contribution to the racing car. Mr. A. G. B. Owen has already been the principal benefactor to the B.R.M., and has given an enormous amount of his time, and the time of his senior executives, to this venture, and this further contribution identifies his own organisation still more closely with the B.R.M.

Research and development work being carried out by the Trust at the permanent centre they have established will benefit from a recent appointment.

Mr. S. S. Tresilian, B.A., A.F.R.Ae.S., A.M.I.M.E., M.S.A.E., for many years connected with the design of cars and aircraft engines, is now assisting Mr. Peter Berthon, the designer of the B.R.M. racing car.

In view of references which have been made concerning the similarity of various components on Mr. Raymond Mays' sprint car to those used on the B.R.M., it is as well that the public should fully appreciate the position, which is as follows:—

1. To accelerate B.R.M. research and development, parts of the B.R.M. front suspension—and no other parts or components—were fitted to Mr. Mays' sprint car.

2. No expenditure whatsoever has been, or will be, incurred by the British Motor Racing Research Trust, or B.R.M., Ltd., in connection with Mr. Mays' private racing enterprises.

We have received the following announcement about the British Racing Motor Association:—

Branches of the B.R.M.A. are to be encouraged in motor clubs, motor-cycle clubs, sports clubs, private clubs, industrial concerns, motor agents, the Services, etc., and district branches in areas not catered for by club facilities.

Within each branch, the member who accepts the task of organiser or secretary will, it is hoped, act as an ambassador of this scheme to create a following of real enthusiasts.

The members will be in contact, through the branch organiser, with the B.R.M.A. secretary at 113, Park Street, London, W.1, from which address bulk supplies of literature and badges will be obtained on a percentage basis of the existing club's active membership, or on an estimate submitted.

Supplies will include:—
(*a*) Members' and associate members' badges.
(*b*) B.R.M.A. booklets.
(*c*) Books of receipts suitable for both grades.
(*d*) Coloured B.R.M. emblems for car windscreens which can be sold by members (10s. per book of four).
(*e*) Photographs of the B.R.M.
(*f*) Car badges, etc., as they become available.

The method of procedure in each branch would be left entirely to the initiative of the organiser, but the actual work involved in enrolling members is as follows:—

(*a*) Hand the member or associate member his *lapel badge*, also his B.R.M.A. booklet.

(*b*) Hand him or her a receipt for the subscription leaving the completed counterfoil in the receipt book.

(*c*) The completed book of receipt counterfoils to be returned to London office, together with subscriptions.

(*d*) Each branch will receive a list of members enrolled, from the London office, at the time of acknowledgment of cash and counterfoils. This eliminates the making of records by the branch.

In the case of members, a membership card will be forwarded from London office to the member on receipt of counterfoils from the branch. In the case of associate members, the badge and receipt for subscription is the official recognition of association.

A B.R.M.A. bulletin will, in due course, be circulated to all branches. It will cover branch activities wherever they may be situated, and will form a link between all members, so helping to create an Empire-wide enthusiasm in motor racing to the benefit of all participating clubs.

The name of the Association is "The British Racing Motors Association" (hereinafter called "The B.R.M.A.").

The objects of the B.R.M.A. are as follows:—

(*a*) To raise funds for the British Motor Racing Research Trust to enable them to produce, develop and run a team of B.R.M. cars.

(*b*) To promote interest in International "Grand Prix" racing.

(*c*) To enhance the prestige of Great Britain as a manufacturing and exporting nation.

The B.R.M.A. will consist of a president, vice-presidents, members, associate members and honorary members.

Members shall be persons who subscribe one guinea per annum to the funds of the B.R.M.A.

Associate members shall be persons who subscribe 5s. per annum to the funds of the B.R.M.A.

Honorary members may also be created in special circumstances.

Members will receive:—
(*a*) A lapel badge and card of membership.
(*b*) A copy of the B.R.M.A. booklet.
(*c*) A copy of each issue of the B.R.M.A. bulletin.
(*d*) A copy of the rules.

Associate members will receive:—
(*a*) A lapel badge.
(*b*) A copy of the B.R.M.A. booklet.

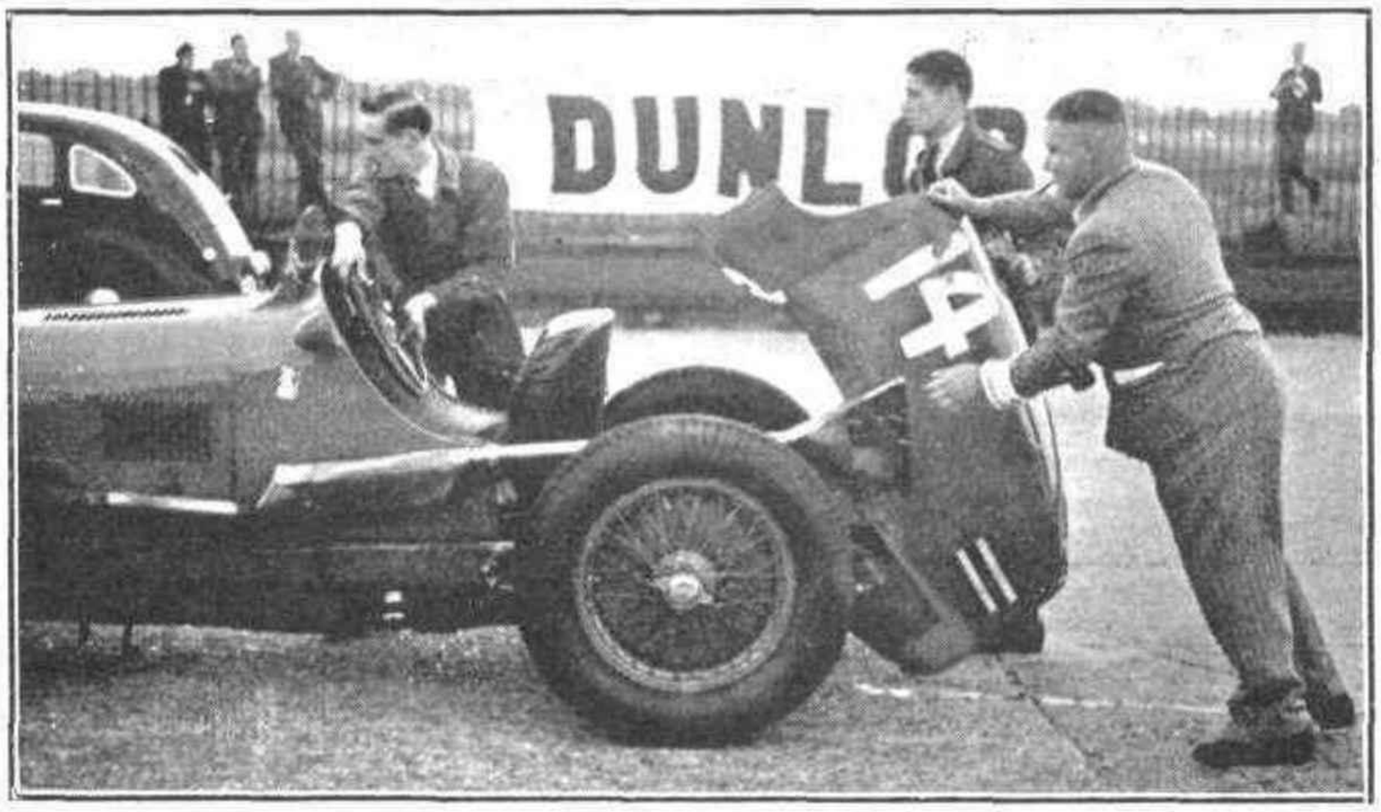
Members and associate members will receive such further privileges and facilities, particularly at racing events, as may from time to time be obtained by the committee and, as and when available, the right to buy and use a B.R.M.A. tie, scarf and motor-car badge.

The affairs of the B.R.M.A. shall be managed by a committee who shall consist of the president (*ex officio*), one vice-president, nine members and one associate member. Secretary, British Racing Motors Association, 113, Park Street, London, W.1.

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THE R.A.F. DISPLAY

On July 7th and 8th the R.A.F. pandered to the air-minded with a Display at Farnborough's vast airfield which lasted for over seven hours. Schoolboys *had the time of their lives telling* the pilots of two Boulton Paul "Bailliols" what aerobatics to perform. The Cooper Trophy race was won by F/O. K. N. Haselwood's Meteor IV of 600 Squadron which finished one second ahead of F/O. E. B. Smith in 501 Squadron's D.H. Vampire I, with F/Lt. J. E. Stollard, D.F.C., third in a Spitfire of 603 Squadron. Individual aerobatics were performed by a D.H. Goblin Vampire, a Spitfire 16, a Hawker *1081*, a D.H. *Venom*, a Vickers-Armstrong 510, an A.W. Meteor II and the exceedingly graceful and impressive E.E.C. Canberra bomber so skilfully flown by Sqd.-Ldr. R. P. Beamont, D.S.O., D.F.C. A Gloster Derwent Meteor had trouble, however, and, in motor-racing parlance, "did not start." All five veterans went up, however, and that alone was worth the journey—Lt.-Comdr. J. K. Quill, O.B.E., A.F.C. (1909 Bleriot II), Wing-Comdr. T. D. Calnan (1910 Deperdussin), Sqd.-Ldr. G. Banner, D.F.C. (1912 Blackburn), Group Capt. L. S. Snaith, A.F.C. (1916 Avro 504 K), and Group-Capt. A. H. Wheeler, O.B.E. (1916 Sopwith Pup). This gained a *Sunday Express* headline, "1916 Plane 'Steals' Show from Jets." Wheeler looped, Snaith did crazy-flying and later the King asked for the Avro to be taxied in front of the Royal Enclosure, because he recognised it as the aeroplane in which he was taught to fly. Besides these events there were numerous thrilling set-pieces, culminating in the Mosquito attack on Amiens Prison and a mass fly-past by various aircraft.—W. B.



EPISODES FROM HISTORY: 9.—The 2.9-litre Maserati raced before the war by Whitney Straight and "B. Bira" and today by Kenneth McAlpine, has figured in many "episodes." Here it is seen being removed after its tail had been knocked off by Berg's 1½-litre Maserati at the start of the Dunlop Jubilee Trophy Race at the 1938 Dunlop Jubilee Brooklands Meeting. Berg failed to appreciate that he had to turn left from the Finishing Straight on to the Campbell Circuit and hit "Bira's" car. Beadle's Alta also hit the barriers but the only human casualty was "Bira," who had to have some stitches in his head. The race was won by Mays (E.R.A.), at 64.17 m.p.h.

★

LOGIC

Science is allied with chance in motor-racing, which, perhaps, is what makes it such an all-embracing, satisfying pursuit. If a man wished to be a scientist he would dedicate his life to test-tubes and bunsen burners; if chance alone appealed to him he would go over Niagara Falls in a barrel. Motor-racing provides the midway course and that is why we have no time for those technicians who estimate the chances of new cars before they have come to the starting grid. MOTOR SPORT prefers to wait and see . . .

★

SUGGESTION

In 1927, we believe it was, the *Daily Sketch* thought up the idea of a veteran-car run to Brighton and at once the search for suitable vehicles was on. Well-known racing drivers were amongst those who sought suitable cars, which turned up in barns, hedges, outhouses and the like and changed hands for very small sums. Then came the additional fun of investigating the "find," deciding how best to make it work and attempting to get it into road-worthy condition by the day of the event.

Since then, of course, the annual Brighton run for pre-1905 cars has become an established event and we wouldn't miss it for worlds. The Edwardians, too, have their events and vintage cars are even able to race quite frequently at Silverstone. But fanciers of the early small cars of the 1919-1925 era are scarcely catered for, save for a Bisley Rally or two. The idea occurs, why not re-enact one of the early Exeter or Land's End runs? Before the war there was some doubt whether the R.A.C. would grant a permit for an event of this nature, but it is unlikely that any great objection would be raised today, with the increase in road events for even older cars; any car that is taxed has to have third-party insurance cover and to get that it has to be in road-worthy condition. So any Club which wants to strike an original note might do worse than consider this suggestion. The M.C.C. seems the obvious one, but will probably find its hands full organising the *real* long-distance classic trials now that petrol is off the ration; as these trials now call for plenty of mud and slime to defeat modern trials-specials, it would seem impractical to run an old-car section concurrently.

The point of a run of this nature for 1919-1925 small cars would be the fun of looking for and preparing suitable "mounts." No doubt Godfrey would be called upon to divulge G.N. hints and tips, and those with a working knowledge of how to make a G.W.K. friction transmission function would be equally in demand. Moreover, the prices of such cars, especially if would-be competitors restored them themselves, should be quite modest, for whereas a pre-1905 car fetches a big sum and must needs be really smartly turned out, and Edwardians and the later vintage models have a considerable value, the less-practical pre-1926 cars are not readily saleable.

Taking the 1923 M.C.C. London-Land's End as a yard-stick we find that car entries, limited to a maximum of 12 rated h.p., numbered 122 and, apart from the G.P. Aston-Martins, comprised mostly humble vehicles—G.N., Palladium, Rhode, Morris-Cowley, A.B.C. and the like. The hills were Porlock, Beggars' Roost, Lynmouth and Greymare—there is magic in the very names—and the route Slough to Land's End. It seems to us that it might be fun to go over the same or a similar route to-day in the same sort of cars. Indeed, why wait for a Club to organise the thing? Couldn't a few vintage small-car owners band together and go just for the hell of it? Any comers?

[Since writing the above I have had a letter from A. J. Fisher, of the Lagonda C.C., telling me that they hope to muster all the "11.9" Lagondas at a Rally and Driving Test to be held in the Thame area on August 27th. They would be glad to act host to other early small cars if sufficient were likely to arrive to justify this—in which case a prize for them would be offered. This is advocated in lieu, for the time being, of the "Wisley Hut Rally" I suggested in the July issue. Early light carists had better contact Mr. Fisher at once, at Apsley Cottage, Kingston Blount, Oxon.—ED.]

★

750 CLUB

This Club caters for the sporting-minded Austin Seven owner and is on a flourishing basis. A monthly bulletin lists members' "sales and wants" and publishes Austin Seven hints and tips and racing under the 750 Formula is encouraged. The Club will hold driving tests at Redhill on September 10th and its Wrotham Trial on October 8th. Membership stands at 172 and Austin Seven owners desirous of joining can obtain details from the Hon. Sec.: K. Bickle, 4, Pelham Court, Staines, Middlesex.

★

CORRECTIONS

J. C. C. Mayers points out that the blower belts did not detach themselves from his M.G. during the Manx Cup Race, as we suggested, for the car is not supercharged! The trouble applied to Jacobs' M.G. Rupert Instone's time at Shelsley-Walsh—42.43 sec.—was omitted from our report.

THIS MONTH'S CONTINENTAL RACES

F.I = Formula I cars, i.e., up to 1½ litres s/c, up to 4½ litres non-s/c.
F.II = Formula II cars, i.e., up to 2 litres non-s/c, up to 500 c.c. s/c.
C. = Formula Libre, i.e., any type of racing car.
S. = Sports cars.
T. = Touring cars.

6th.—G.P. du Comminges (F.I.).
15th.—Circuit de Pescara (F.I.).
20th.—G.P. d'Allemagne (F.I.).
26th.—Circuit de la Baule (F.II.).

A. OF N.C.C.

The Thirteenth Meeting of the Association of Northern Car Clubs was held at the Royal Victoria Hotel, Sheffield. The Sheffield and Hallamshire Motor Club provided the Chairman and made all the arrangements. The following matters were discussed:—

North *v.* South Challenge Trial. The North *v.* South Challenge Trial which should have been held on Sunday, March 12th, had unfortunately to be cancelled as an insufficient number of Southern Competitors were able to make the journey north. It was agreed that the Southern Association be approached with the suggestion that the date fixed for the return leg, October 29th, be used for a Challenge Trial to be held on neutral ground in the Midlands.

New Members. The Huddersfield Motor Club approached the Association to determine if they were eligible to make an application for membership. The Huddersfield Motor Club is mainly a Motor-Cycle club which has just started to run car events again.

It was suggested to the Huddersfield Club that they apply to the R.A.C. for recognition as a motor club running car events and apply to the Association at its next meeting.

Midland Association. It was reported that a Midland Association of Car Clubs had been formed in the Birmingham district on the lines of the Northern Association. Mr. Woodhouse of the Sutton Coldfield and North Birmingham Automobile Club is the Hon. Secretary.

Election of New Member. The Hartlepools and District Motor Club made an application to join the Association. After due consideration they were unanimously accepted as members.

R.A.C. Circular "1950 Competition Season." This R.A.C. circular was discussed and it was felt that in their efforts to provide a loophole to the regulations requiring all competitors to hold National Competition Licences, the R.A.C. had couched their circular in an incomprehensible manner.

The next meeting of the Association will be held on Wednesday, September 6th, at the Grand Hotel, Manchester, at 7.30 p.m.

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N.L.E.C.C.

We have received the following report of the North London Enthusiasts' C.C.'s ambitious Radcap Rally:—

The rally started at midnight on July 8th and carried on through the night, finishing in the early hours of Sunday morning at Hythe in Kent.

The route involved six timed sections, which had to be covered at set averages or within maximum times, and six observed hills off the metalled road in the back lanes of Kent, and there was also an acceleration and braking test on Detling Airfield during the small hours of Sunday morning *en route*.

Having arrived at Hythe, breakfast was consumed, after which there followed a driving test on the rifle range road belonging to the Small Arms Wing, School of Infantry, Hythe.

The Hotel Imperial were at pains to welcome us to the full and we owe the manager a debt of gratitude for coping with us so hospitably. Likewise Car Mart Ltd.—they saw to it that we had our requirements in every conceivable direction fully attended to. Down at Hythe the rifle range road was kindly lent to us by Capt. Benson M.C.

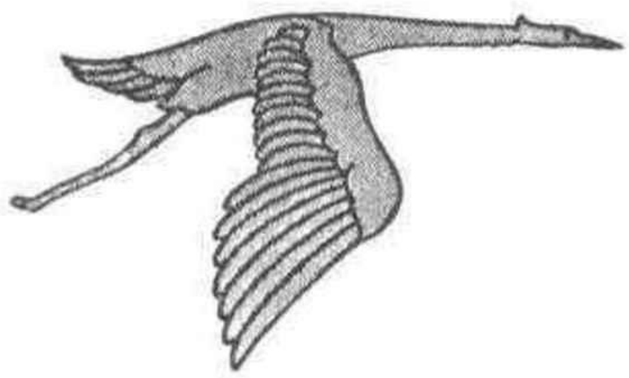
WINNER.—A. C. B. Chapman (Lotus), N.W.L.M.C.
RUNNER-UP.—D. D. Render (Allard), N.L.E.C.C.
FIRST SALOON CAR.—R. S. Marsh (Morris), Maidstone and M.K.
FIRST-CLASS AWARDS.—J. B. Ross (M.G.), Cemian; A. C. Westwood (F.I.A.T.), N.L.E.C.C.; L. G. Riley (Morris), Maidstone & M.K.; D. F. Balaam (Ford), N.L.E.C.C.



ANYTHING DOES FOR THE "EDINBURGH."—David Scott-Moncrieff, who recalls in an article elsewhere in this issue some odd cars he has driven, storming a hill in a M.C.C. London-Edinburgh Trial one Whitsun long ago. The car is a Stutz. Now that petrol is "released" the M.C.C. long-distance trials will come into their own again.

L'AUTOMOBILE HISPANO-SUIZA

Some Comments by Clive Gallop Arising Out of Kent Karslake's Article in the June issue.



I HAVE read with absorption and nostalgia Mr. Karslake's comprehensive and masterly articles on the Hispano-Suiza, a marque which, as he says, was certainly second to none in "*chic*," and in "*éclat*" of technical solution and beauty of finish throughout its various decades.

As one who has been privileged to own one of the rare "Monza" type may I thank you for publishing a, to me hitherto unseen, photograph of PP 1181, taken after my own ownership. I enclose a photograph showing the other side of this car taken, appropriately, in the forecourt of Higham, the residence of the late Count Louis Zborowski in the spring of 1925.

Mr. Karslake makes a statement relative to the stroke of the "Monzas," and raises other points in the article with regard to which I would dearly like to comment in friendly debate if you, Sir, can spare the space. I think that readers may be interested in the contemporary "story" of the "Monzas" as Lou Zborowski and I heard it and which I have never heard contradicted in either England or France. Before proceeding, however, may I, while admitting an almost three-year daily familiarity with PP 1181, disclaim any "authority"?

It is one thing to own and use a motor-car on one's (not always strictly) lawful occasions and another to take the trouble then and there to take an engine down to verify dimensions which, having been given in good faith, there appeared no technical reason to doubt. I fully admit that this does not constitute proof in any form.

Memory is a dangerous medium with which to paint a picture—especially at increasing distance! It does permit a three-dimensional result as opposed to the necessarily flatter tones of the printed word, but, of course, it can so easily fail to be as accurate.

Zborowski bought this car in England either in late 1923 or early 1924 (I incline to the latter time), and showed it to me with great pride on my next visit to Higham. He had already been in possession of a standard 37.2-h.p. model, with an open four-seater body, since 1921. This was the "story."

Only four of these chassis were ever built and their bore and stroke were increased to 102 by 150 mm. PP 1181 was first purchased, from Bois-Colombes direct, by a wealthy French gentleman—a M. Mussurus (I cannot guarantee the spelling)—who thereupon approached Messrs. Kellner, the famous French carrossiers, in the following terms:—Kellner should build him a two-seater body for this car, to be submitted to a committee of the Automobile Club de France. If this committee agreed that it was the most beautiful two-seater "ensemble" they had seen to date then Kellner's bill would be in no way disputed; on the other hand, if the decision were otherwise the cost was to be more or less nominal.

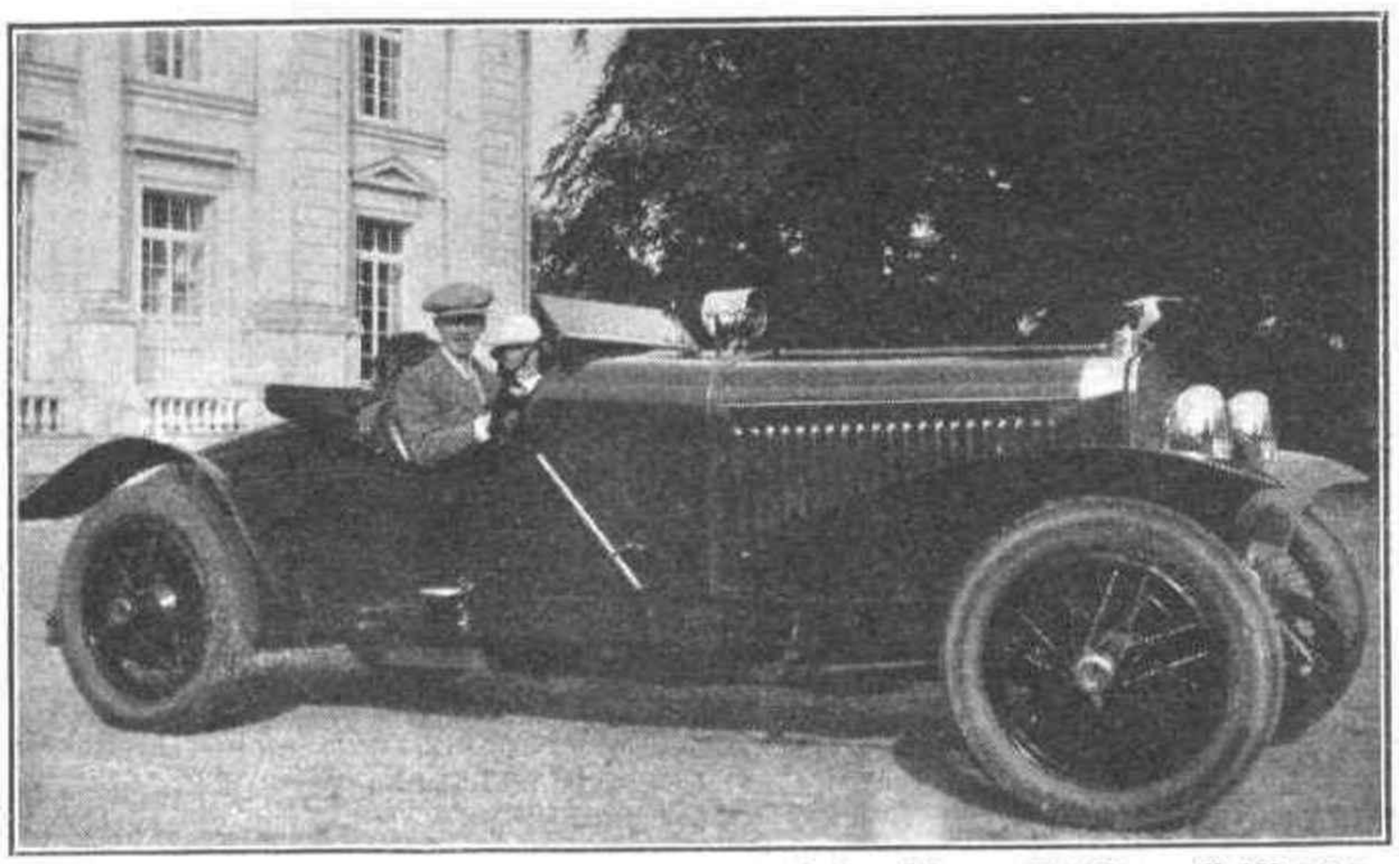
Messrs. Kellner, being very sure of themselves (and rightly so, I cannot but feel), accepted this contract in a very proper spirit, introducing a clause of their own whereby if they obtained the approbation of the committee they reserved the right to exhibit the car in their Champs Elysées showrooms for a fortnight before delivery. They won!

There is, admittedly, room for "romance" in this story about the body which neither Zborowski nor I ever checked up with Messrs. Kellner, but when, very shortly after acquisition, need arose to decarbonise the engine and it was seen that the bore was 102 mm., no reason to doubt the already accepted dimensions arose. It may seem odd to-day that in the case of a special small number of chassis the second dimension was not checked as a matter of routine but, alas, who is to know to-day what points are going to be of historic interest to-morrow?

I can only hope that confirmation one way or the other may be obtained—I am in no way impugning Mr. Briand who undoubtedly measured *an* engine—as so much may occur during the passage of a quarter of a century, but my "conviction," while not, of course, evidence, was very strong and I have long lost touch with M. Masuger and M. Lacoste (the father of the famous lawn tennis player) who was managing director at Bois Colombes at the material time. I venture to suggest that, for the sake of history alone, further confirmation is desirable before dismissing the 150-mm. stroke irrevocably as a myth.

The photograph I enclose shows the car equipped for "Le Grand Tourism." The typical position and inclination of the gear lever, in the "Alfonso" tradition, are evident and the car is equipped with a light but strong hood (and cover) clipping on to vertical supports on the specially reinforced windscreen frame. In addition I had *parapluies de chauffeur*—an ankle length poncho type of garment—made from the same waterproof double twill as the hood. Thus equipped one was rather too warm, but remained perfectly dry oneself throughout a day of unceasing rain. The headlights are by Grebel (again I am now uncertain of the spelling) and gave a most prodigious light, while the now illegal movable searchlight is worthy of quite special note. It was made up from the internal fittings of the aircraft landing lights designed for the V1500 Handley-Page bombers which were to have bombed Berlin had the first World War persisted into 1919. Though relatively small in diameter the narrow beam was of incredible length and penetration and made the telegraph poles along the road from Bridge to Dover look like well "dressed" troops standing shoulder to shoulder!

As photographed this car would run into the 90 m.p.h. range at any time and under favourable circumstances I have occasionally seen the flicking needle type of Jaeger speedometer between



CLIVE GALLOP at Higham in the Kellner-bodied ex-Zborowski "Monza" Hispano-Suiza.

the equivalents of 102 to 104 m.p.h. Family demands forced me to part with it, with the utmost reluctance, to my then neighbour Captain Wyndham Green, in 1926.

Other Points

On page 271 of your June issue is shown a photograph of a Barcelona-built engine. Interpretation of the valve gear is partly a matter of " reading " the block, but it seems to me that this is one of a series of overhead camshaft engines, which they made, I believe, approximately during the First War period, at Barcelona, on which the inclined valves were operated by rockers from a single camshaft. The block shows, I think, a form compatible with an offset vertical shaft driving both fan and camshaft by skew gearing. The pent-house form of valve cover with its flat top and the horizontal spacing of the valve gear cover nuts is very suggestive of rockers. I am further impelled towards this view by the stirring of memories connected with visits to Barcelona in 1922 and 1923 with Zborowski when he was both times second (*el eternal segundo*!) in the very excellent Penya Rhin Grand Prix races with one of the 1922 Strasbourg 1½-litre 16-valve Aston-Martins.

On the same page Mr. Karslake refers to the projected engines for the Coupe de *l'Auto*, run contemporaneously with the G.P. de l'A.C.F. at Dieppe in 1912. He points out that in *La Vie Automobile* the bore and stroke of these four-cylinder engines was published as 85 by 132 mm. I remember the mention of those very figures at about that time.

The fitting of a supercharger to this engine, especially a supercharger of reciprocating-piston type, which is more generally connected with two rather than four-stroke engines, is new to me other than a mention of it in Laurence Pomeroy's book " The Grand Prix Car," who, however, gives the year as 1911.

Since the initial preparation of these notes an interesting issue has arisen which may be worthy of a digression. On returning from Le Mans the other day in company with Laurence Pomeroy and Forrest Lycett, I had the pleasure of re-meeting, with them, an old friend—Jules Goux, of Peugeot fame.

In an enforcedly short conversation at dinner, as I, alas, had to catch the night boat to Newhaven, Goux told me, to my surprise (unless I misunderstood him and confused the cars) that the Peugeots for the 1911 race were fitted with piston-displacement superchargers.

It is interesting to reflect that 1911 was the year in which Zuccarelli, a man himself of very considerable technical " flair," who had won for Hispano-Suiza in 1910, had left them and joined the Peugeot *équipe*. Did he, perhaps, bring with him an idea already worked out, or the germ of an idea which was hastened into actuality by Peugeot in 1911, whose engines, that year, were still four-cylinder narrow-Vee designs, but which had, for the first time, the 3-litre dimensions of 78 by 156 mm.

More information with regard to this will, it is hoped, be obtained from M. Goux before very long, but he said that these piston superchargers were not very successful. They were not present on their 1912 cars which were, in any case, a completely new design for that year.

Reverting to the 1912 Hispano-Suiza racing engine, with every respect to Mr. Karslake, I venture to suggest that it is wrong to disbelieve the stroke of 132 mm., as published by *La Vie Automobile* at the time, without some very definite proof to the contrary, and that to relate the stroke to a production engine having a stroke of 130 mm. is somewhat of an over-simplification.

It is interesting to note the resultant cubic capacities :—

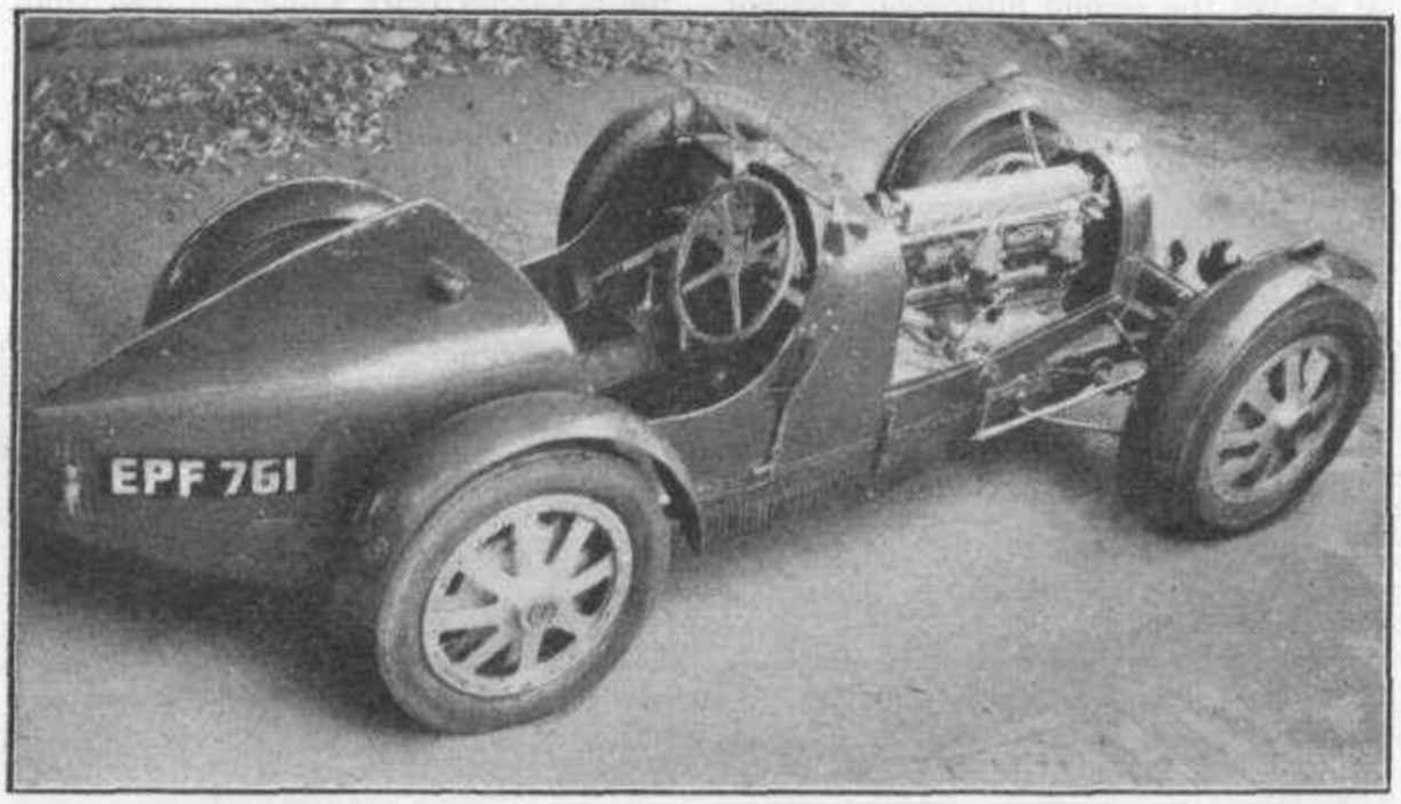
4-cylinders : 85 by 130 mm. ... 2,950 c.c.
" 85 by 132 mm. ... 2,996 c.c.

The latter figure is much nearer to the maximum capacity and, although " short volume " has been employed in certain instances, I do not think it is straining at a gnat to suggest this is unlikely to have been acceptable to M. Birkigt.

If the racing engines were indeed related to a production car, the getting of the extra millimetre of crank-pin throw required to increase the stroke by 2 mm. would present little difficulty from the production crankshaft forgings of those days.

May the hope engendered in the final paragraph of Mr. Karslake's fascinating article, that Hispano-Suiza one day re-sume production, come true.

A MYSTERY SOLVED



The mystery of my 2.3-litre unsupercharged Bugatti which was illustrated in the April MOTOR SPORT and on which a note was included in the June issue, has been partly solved.

In answer to a " circular " I sent to the owners shown in the registration book, Mr. P. F. Norton wrote from Cape Town and gave some interesting details of the car's early history. (Incidentally, I misquoted his name as North in my original letter.) Mr. Norton bought the car from L. G. Bachelier in 1936, when it was a 1½-litre G.P. ; following a big-end failure, Bachelier installed the present 2.3-litre unsupercharged engine. So we can forget about 35 Ts in considering the car as a whole.

Mr. Norton also mentions that the car was originally purchased by Sir Malcolm Campbell, who raced it on the Continent in the early 'twenties, and that it then passed to the Rolls-Royce Company, being ultimately taken over by the then Works Manager. I hope to get some more data on these two phases of the car's career.

The engine number, which is stamped on the back left-hand engine bearer, remains a mystery. As you mentioned in your note, it reads 44/14613 B, the 44 being on top like the numerator of a vulgar fraction. As Mr. Clark and others have pointed out, the first two digits generally signify the type number, but neither 44 nor 14 make much sense here. Mr. Clark wonders whether the car is in fact a 2.3, but I can assure him from several years' intimate acquaintance with the machinery that the stroke is 100 mm. and that the spacing plate he mentions is in position.—CLAUD POWELL

LUCKY !

Sir,

This is, I am afraid, a case of " believe it or not." The choke assembly on my B.S.A. three-wheeler (1,021-c.c. V-twin, air-cooled engine, 4 to 1 c.r.) fell to pieces the other day. I found all the bits at various stages along the induction system—one piece actually sitting on top of the inlet valve—except for two screws slightly smaller than those used in "Meccano" sets ; these I found yesterday, when cleaning my silencer ! Their travels must have been interesting. I have taken the cylinder heads off, but no damage is apparent.

I am, Yours, etc.,

Portsmouth. S. W. W. MCKILLOR,
S/Lt., R.N

THE LESSONS OF LE MANS

Class Victories by Allard, Aston-Martin, Frazer-Nash and Jowett Jupiter.

LE MANS this year was a striking success for British cars and our industry as a whole, and the individual successful firms of Allard, Aston-Martin, Frazer-Nash and Jowett Jupiter will reap a rich reward. The organisation for this one race per year, the safety arrangements, the permanent grandstand and the Press facilities were superb.

That Louis Rosier, Champion of France, won at nearly 90 m.p.h., in spite of a pause to change a valve rocker, lapping at 102.84 m.p.h. in a Dunlop-shod French car, pleased all Frenchmen, but the unkind have it that this, and team-mate Meyrat's car that was second, were merely G.P. Talbots dressed up in road equipment. That is not to decry the driving of these men one iota, but it is nice to reflect that the first sports-type car home was the 5.4-litre Cadillac-engined Allard driven by Tom Cole and Sydney Allard, and that with only top gear left. Sydney needs no introduction. Cole, as a young Englishman who spent much of his time in the States, liked flying and motor-boat racing, had money and was modest enough to ask plenty of questions before trying his hand with an old Jaguar at Prescott, was obviously going to court success one day.

The Allard wasn't exactly an English catalogue model, and the first car in this category to finish was the Abecassis–Macklin Aston-Martin aerodynamic DB saloon, for fourth place was occupied by a Healey with a 3.8-litre Nash engine. Aston-Martin didn't finish as a team for, Fairman having crashed one of the precious cars on the way to Le Mans, the practice hack had to be raced and soon objected. But they won their class, at 87.26 m.p.h., and also tied for first place in the great Biennial Cup Race with a little 612-c.c. Monopole. The Brackenbury–Parnell Aston-Martin was 6th, Hall's 4¼-litre Bentley 8th, a Frazer-Nash 9th and winner of its class at 82.2 m.p.h., in spite of a slipping clutch, a Jaguar 12th, Hay's 4¼-litre Bentley saloon 14th, another Jaguar 15th, and the Jowett Jupiter, making a most impressive first appearance in the hands of Wisdom and Wise, 16th and winner of the 1½-litre class at 75.7 m.p.h. A 2½-litre Riley finished a steady 17th, a special "TC" M.G. 18th, a Healey 19th, and a Frazer-Nash 20th—so we have every reason to be proud.

The early stages of the race saw Sommer's Ferrari and its team-mates set a pace they couldn't retain, and Johnson's Jaguar well up; later the power of its twin o.h.c. engine proved too much for the transmission, after 20 hours' racing.

Apart from the Talbot success in the 3 to 5-litre class, only Renault, of French makes, scored a class-win, the popular little rear-engined car winning the 1,100-c.c. division at 60.2 m.p.h. The full story is reflected in the results.

Le Mans Grand Prix d'Endurance

(One lap equals 8.68 miles.)

1. Louis Rosier and Claud Rosier (4½-litre Talbot 2-seater), 256 laps, 2,124.2 miles, 89.73 m.p.h. (race record).
2. Pierre Meyrat and Guy Mairesse (4½-litre Talbot 2-seater), 255 laps.
3. S. H. Allard and Tom Cole (5.4-litre Allard 2-seater), 251 laps.
4. A. P. R. Rolt and Duncan Hamilton (3.8-litre Healey 2-seater), 250 laps.
5. G. Abecassis and L. Macklin (2½-litre Aston-Martin saloon), 249 laps.
6. Reg. Parnell and Charles Brackenbury (2½-litre Aston-Martin saloon), 244 laps.
7. Henri Louveau and P. Jover (3-litre Delage 2-seater), 241 laps.
8. E. R. Hall (4¼-litre Bentley saloon), 236 laps.
9. T. A. S. O. Mathieson and J. Stoop (2-litre Frazer-Nash), 235 laps.
10. Miles and Sam Collier (5.4-litre Cadillac saloon), 233 laps.
11. Briggs Cunningham and P. Walter (5.4-litre Cadillac 2-seater), 232 laps.
12. Peter Clark and N. S. Haines (3½-litre Jaguar 2-seater), 230 laps.
13. Andre Morel and Chambas (4½-litre Talbot), 228 laps.
14. H. S. F. Hay and H. Hunter (4¼-litre Bentley saloon), 225 laps.
15. Peter Whitehead and F. Marshall (3½-litre Jaguar 2-seater), 225 laps.
16. T. H. Wisdom and T. Wise (1,500-c.c. Jowett Jupiter), 220 laps.
17. R. Lawrie and G. H. Beeton (2,443-c.c. Riley), 210 laps.
18. G. Phillips and E. Winterbottom (1,244-c.c. M.G.), 208 laps.
19. N. H. Mann and J. Morris Goodall (2½-litre Healey saloon), 203 laps.
20. N. R. Culpan and P. Wilson (2-litre Frazer-Nash), 201 laps.
21. Gatsonides and Hoogeveen (750-c.c. Aero Minor), 184 laps.
22. Montremy and Hemard (612-c.c. Monopole), 180 laps.
23. Bonnet and Bayol (611-c.c. D.B.), 175 laps.
24. Sandt and Coatalen (760-c.c. Renault), 171 laps.
25. Lecat and Pons (760-c.c. Renault), 170 laps.
26. Lachaize and Dedille (611-c.c. Dyna-Panhard), 168 laps.
27. Vernet and Eckerlein (760-c.c. Renault), 158 laps.
28. Gaillard and Chancel (611-c.c. Dyna-Panhard), 153 laps.
29. Eggen and Escolt (611-c.c. Dyna-Panhard), 151 laps.

Index of Performance Cup (Handicap)

1. Tie between Abecassis and Macklin (Aston-Martin), 1,276, and Montremy and Hemard (Monopole), 1,276.
3. Parnell and Brackenbury (Aston-Martin), 1,248.
4. Mathieson and Stoop (Frazer-Nash), 1,246.
5. Rosier (Talbot), 1,245.
6. Bonnet (D.B.), 1,244.

Class Results

5 LITRES TO 8 LITRES:
1. S. H. Allard and T. Cole (5.4-litre Allard) 251 laps, 2,101.2 miles, 87.8 m.p.h.
2. M. and S. Collier (5.4-litre Cadillac saloon), 233 laps.
3. Briggs Cunningham and P. Walter (5.4-litre Cadillac, open), 232 laps.

3 LITRES TO 5 LITRES:
1. L. and C. Rosier (4½-litre Talbot), 2,148.3 miles, 256 laps, 89.73 m.p.h.
2. P. Meyrat and G. Mairesse (4½-litre Talbot), 255 laps.
3. A. P. R. Rolt and D. Hamilton (3.8-litre Healey), 250 laps.
4. E. R. Hall (4¼-litre Bentley saloon), 236 laps.
5. P. C. T. Clark and N. Haines (3½-litre Jaguar), 230 laps.
6. A. Morel and Chambas (4½-litre Talbot), 228 laps.
7. H. S. F. Hay and Hugh Hunter (4¼-litre Bentley saloon), 225 laps.
8. P. Whitehead and J. Marshall (3½-litre Jaguar), 225 laps.

2 LITRES TO 3 LITRES:
1. G. Abecassis and L. Macklin (2½-litre Aston-Martin), 249 laps, 2,089.4 miles, 87.2 m.p.h.
2. C. Brackenbury and R. Parnell (2½-litre Aston-Martin), 244 laps.
3. Louveau and Jover (2.9-litre Delage), 241 laps.
4. R. Lawrie and G. Beeton (2½-litre Riley 2-seater), 210 laps.
5. N. Mann and Morris Goodall (2½-litre Healey saloon), 203 laps.

1,500 C.C. TO 2 LITRES:
1. T. A. S. O. Mathieson and J. Stoop (2-litre Frazer-Nash), 235 laps, 1,968 miles, 82.2 m.p.h.
2. N. Culpan and L. Wilson (2-litre Frazer-Nash), 201 laps.

1,100 C.C. TO 1,500 C.C.:
1. T. H. Wisdom and T. Wise (1,500-c.c. Jowett Jupiter), 220 laps, 1,815.9 miles, 75.5 m.p.h.
2. G. Phillips and Eric Winterbottom (1,244-c.c. "TC" M.G.), 208 laps.

750 C.C. TO 1,100 C.C.:
1. Sandt and Coatalen (760-c.c. Renault saloon), 171 laps, 1,434.7 miles, 60.2 m.p.h.

Retirements

Serraud and Guelfi (Delahaye): failed to start engine	0 laps
Guyot and Aunaut (D.B.)	6 ,,
Thompson and Gordon (Aston-Martin): big-end	8 ,,
Guillard and Caron (Simca): gearbox	13 ,,
Gordini and Simon (Simca)	14 ,,
Baboin and Gay (Simca)	22 ,,
Mme. Simon and Kasse (Ferrari): out of fuel	25 ,,
Gendron and Vinatier (Renault)	32 ,,
Trintignant and Manzon (Simca)	34 ,,
Lacour and Veyron (M.A.P. Diesel)	39 ,,
Simone and Chaussat (D.B.)	44 ,,
Rubirosa and Leygonie (Ferrari): clutch	44 ,,
Loyer and Behra (Simca)	50 ,,
Brault and Paimpol (F.I.A.T.)	75 ,,
Scaron and Pascal (Simca): transmission	77 ,,
Sommer and Serafini (Ferrari): dynamo mounting	82 ,,
Ferry and Claude (Ferry)	86 ,,
Savoye and Dussous (Monopole)	89 ,,
Leroy and Joseph (Renault): crashed	92 ,,
Fangio and Gonzales (Simca)	95 ,,
Lapchin and Plantivaux (Dyna-Panhard)	115 ,,
Bobek and Netusil (Skoda)	120 ,,
Delettrez (Delettrez)	120 ,,
Chinetti and Heldi (Ferrari): differential	121 ,,
Mahé and Gordine (Simca)	126 ,,
Poch and Mouche (Aero Minor)	139 ,,
Mmes. Rouault and Gordine (Simca): crashed	143 ,,
Blondel and Martin (Simca): engine	157 ,,
Selsdon and Lucas (Ferrari): crashed	164 ,,
Pozzi and Flahault (Delahaye): radiator cap seal broken	165 ,,
Johnson and Hadley (Jaguar): transmission	220 ,,

GOOD SHOW

If you are a Londoner and have not already done so, go along to the Farringdon Street end of Fleet Street and inspect the *Daily Express* window display advertising the August 26th Silverstone Meeting. The detailed, sensible-size models of 4 CLT Maserati, 1½-litre G.P. Ferrari and 158 Alfa-Romeo, by Rex Hays, are worth seeing. As we were enjoying this unexpected breath of motor-racing in the Street of Adventure a T.T. "Hyper" Lea-Francis came by and went down Bouverie Street, blower wailing, while round the corner we came upon Webb's "30/98" Vauxhall. Pleasing!

THE FOURTH JERSEY INTERNATIONAL ROAD RACE

Peter Whitehead's V12 1½-litre Ferrari Runs Away from the 4-cylinder 16-valve Maseratis of Parnell and de Graffenried to Win at Record Speed of 90.94 m.p.h.

David Hampshire in the Headlines with Fastest Practice and Race Laps

Bob Gerard an Excellent Fourth

JERSEY is a quite exceptional place. Its bicycles carry numbers and pay an annual tax! Apart from that you see plenty of new cars about, exempt from purchase tax, the scenery draws particularly carefree crowds of holiday-makers, the girls sport the most wonderful beach and sun-wear fashions. If it rains at times it soon clears up and once a year the road race is staged in the perfect setting of St. Helier Bay.

This year's race was run in thundery sunshine punctuated by occasional rain-drops and showed the superiority of the V12 Ferrari over the four-cylinder Maseratis and the polish of Peter Whitehead's driving.

The 3.2-mile Jersey lap calls for speed and long-wearing brakes because it is mostly straight. The race distance of 176 miles took quite a toll of the 19 starters.

David Hampshire, driving a Scuderia Ambrosiana 4 CLT Maserati, hit the headlines with a fastest practice lap of 94.12 m.p.h. *The Jersey Morning News* and other local papers gave him particularly generous mentions. Whitehead clocked 93.51 m.p.h., Gerard-the-Irrepressible 92.6 m.p.h. and Harrison 92.31 m.p.h., so Maserati, Ferrari, and two elderly E.R.A.s shared the front row of the grid.

Some interest was taken from the race when Chiron and Rol announced that their "works" Maseratis wouldn't be ready to come over, but those of Baron de Graffenried (whose charming small daughter had the time of her life beguiling Chief Marshal Perrin with sweets into allowing her to collect drivers' autographs), and "Bira" were flown to Jersey. Charles Mortimer also flew in to replace Baring as driver of the lone H.W.M., while T. Branca's 1,490-c.c. Simca replaced H. L. Brooke's Maserati. Peter Logan flew *out* of Jersey to collect spares for his Cooper 1,100, but had to non-start nevertheless. The only other non-starter was Archie Butterworth, whose four-wheel drive A.J.B. is in danger of becoming associated with the Sefac in this respect. It was too slow to qualify—and this must have been slow, for Merrick's Cooper 1,100 got in on a lap-speed of only 72.45 m.p.h.

And so, morning rain giving place to a sultry afternoon, they lined up on the grid and Earl Howe introduced the Lieut.-Governor to the drivers.

The grid order was as follows, figures denoting the qualifying lap-speed in m.p.h. :—

D. Hampshire (Maserati)—94.12 P. N. Whitehead (Ferrari)—93.51 F. R. Gerard (E.R.A.)—92.6 T. C. Harrison (E.R.A.)—92.31
de Graffenried (Maserati)—91.87 B. N. Shawe-Taylor (E.R.A.)—91.58 R. Parnell (Maserati)—90.14
A. P. Rolt (Delage)—89.72 J. Kelly (Alta)—89.44 "B. Bira" (Maserati)—88.89 D. Murray (Maserati)—86.75
J. Ashmore (Maserati)—86.09 Duncan-Hamilton (Maserati)—85.84 W. S. Aston (Cooper)—85.84
T. Branca (Simca)—83.96 C. Mortimer (H.W.M.)—83.0 G. Crossley (Alta)—82.76
A. G. Whitehead (E.R.A.)—82.64 R. W. Merrick (Cooper)—72.45

As zero hour drew near "Dunlop Mac" inflated the Pirelli tyres of "Bira's" rather scruffy Maserati, Norman Freeman viewed dubiously the somewhat worn Dunlops on Shawe-Taylor's E.R.A., Parnell had wheel-wobble at low speed in his Maserati on the parade lap and just before John Morgan dropped the Jersey flag to start the race Harrison's mechanic shouted advice into his ear.

They mostly got away in a magnificent bunch but Crossley and Murray were hesitant and Tony Rolt stalled the engine of Walker's famous old Delage and had to be pushed. In quite a brief space of time, it seemed, the leaders were roaring down to, and braking hard for, West Park hairpin corner. Whitehead led by 2.4 sec. from Parnell, who cornered very wide, "Bira," de Graffenried, Hampshire, peering down into his cockpit, Gerard, Harrison, Aston, well up for an unblown Cooper, Ashmore, Kelly, his Alta very noisy, Shawe-Taylor, A. G. Whitehead who had passed Duncan-Hamilton at Park-field, Mortimer, Crossley, Branca, Rolt, Murray, and Merrick. Whitehead completed this standing lap at 87.94 m.p.h.

Next time round Whitehead had a bigger lead and glanced at his rear tyres and looked round generally, as he took West Park Corner. He was worried because one cylinder head had cracked and couldn't be replaced before the start. Parnell was untidy here, hesitating, glancing back at the puff of blue smoke his car emitted, and the clutch seeming to slip. Dirt showed where fuel had slopped from the filler in the tail. Shawe-Taylor passed Ashmore on this corner, avoiding tail-sliding Aston. Hampshire's Maserati was misfiring—could he have over-revved it during his fast practice lap? By four laps A. G. Whitehead had caught Ashmore and Crossley passed him before lap five, at the end of which Peter Whitehead led the race by 13.6 sec., at 92.75 m.p.h. De Graffenried had passed "Bira" to take third place, 7.6 sec. behind Parnell. Incidentally, the Baron was wearing a motor-cycle sort of crash-hat and goggles and the latter he continually wiped with his hands—in view of the overcast sky and his experience at Goodwood we should have expected him to wear a vizor. He went up to third place when "Bira" experienced supercharger trouble and limped in, to retire.

The first retirement had been Rolt's Delage, with a split inlet manifold, Tony walking back, to watch the race from West Park. Merrick's Cooper 1,000 had pulled into its pit for plugs and tappet adjustment a few minutes earlier.

Peter Whitehead's Ferrari sounded beautiful and he began to glance over his shoulder for Parnell, for after ten laps he led him by 27.6 sec., at 93.11 m.p.h. De Graffenried was driving well, if a bit "showy" at times, 19 sec. behind Reg. and in fourth place, controlled by his wife from his pit, came Bob Gerard, driving with absolute precision and watching for a falter from the foreign cars. He was, after 10 laps, 35 sec. behind de Graffenried. Hampshire went to his pit to investigate his engine's irregularity, falling to 10th place from fourth. Harrison had been relentlessly pursuing Gerard, but on the eighth lap his carburetter began to discard parts and although his mechanics took spares out to him it was a very long time before he resumed. Meanwhile Hampshire was making up lost time, passing outside Ashmore at West Park, Aston indulged in a tail slide at this (slow) corner, Murray retired with a cracked inlet manifold and Mortimer used the pavement going into West Park; A. G. Whitehead made quite a practice of this, later.

Once Ashmore had baulked de Graffenried, who waved his right arm, Kelly almost came to a stop on West Park each lap, then roared away, and A. G. Whitehead's E.R.A. clung to Ashmore's E.R.A., until the latter's brakes began to fail. Ashmore had a more and more hectic drive from then on, his front axle tramp-

(*Continued on page* 394.)

MOTOR SPORT

PICTORIAL REVIEW

THE JERSEY RACE — BRANDS HATCH — R.A.F. AIR DISPLAY

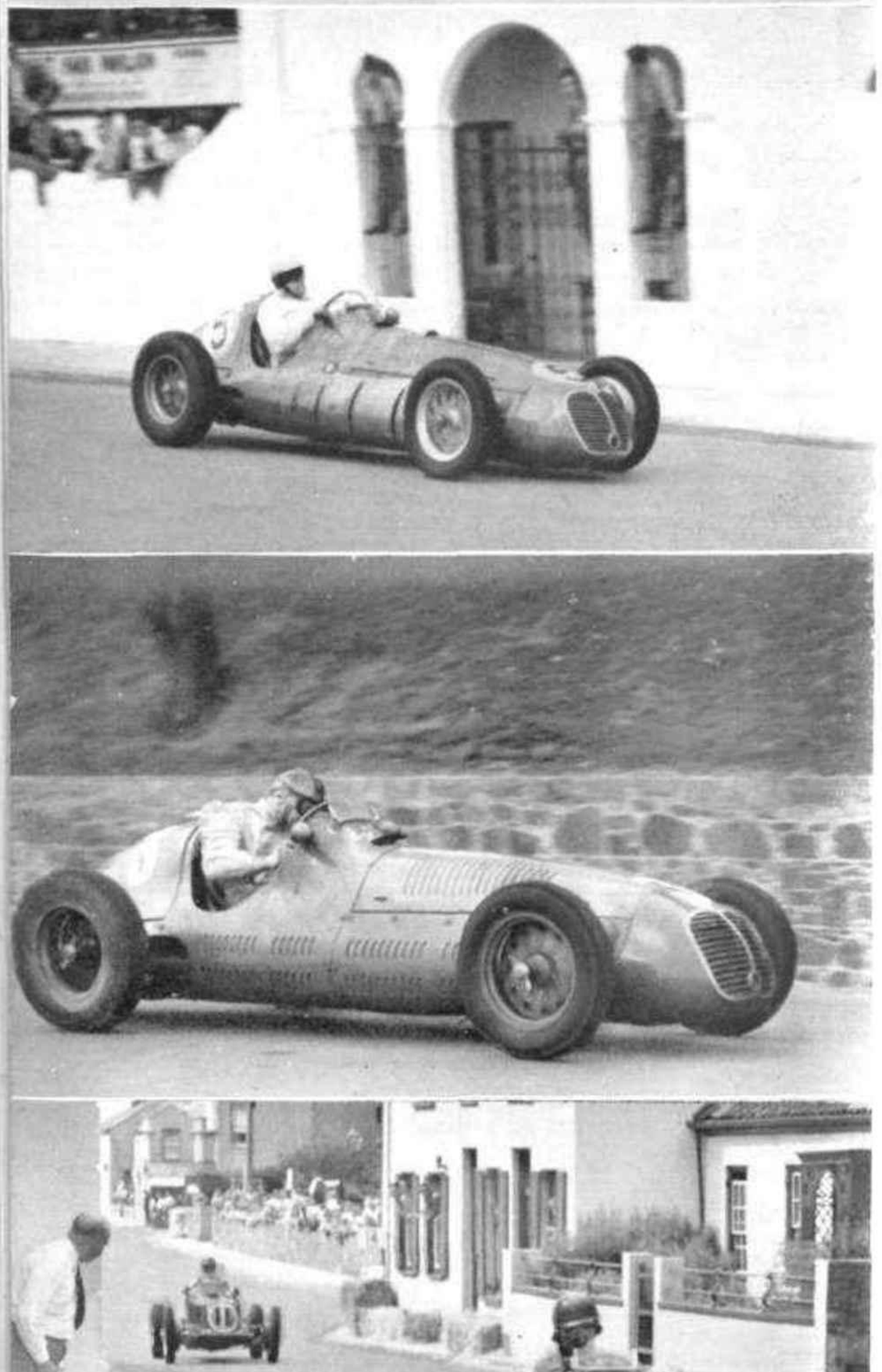
BRISTOL M.C. & L.C.C. VETERAN TRIAL

CONTINENTAL START !—This picture shows how well Bob Gerard's E.R.A. (No. 11) accelerated as the flag fell. He is even ahead of Hampshire's Maserati (No. 6) which made fastest lap. De Graffenried has got himself boxed-in behind Hampshire, but Whitehead-the-winner (Ferrari) has a clear run through. To his right is Parnell's Maserati (No. 5), behind him "Bira's" Maserati (No. 4). Harrison's E.R.A. (No. 12) is well up, and Branca's Simca can be seen taking to the pavement to pass Ashmore's E.R.A. (No. 16)—unfortunately there was a lamp-post in the way ! Others which can be seen are Shawe-Taylor's E.R.A. (No. 15), Kelly's Alta (No. 19), A. G. Whitehead's E.R.A. (No. 14), Aston's Cooper (No. 22) and Duncan-Hamilton's Maserati (No. 8). Still behind the line, from left to right, are Crossley's Alta behind Murray's Maserati, Mortimer's H.W.M., Logan's Cooper and Rolt's Delage.





LONE FERRARI.—Peter Whitehead needed no team-mate to back him up at Jersey. His 1½-litre V12 Ferrari, which won the race very easily indeed at 90.94 m.p.h., is here seen travelling at well over 100 m.p.h., Peter displaying his characteristic calm.



NOT QUITE IN THE RUNNING for a win, Reg. Parnell (Maserati) took second place when de Graffenried's Maserati began to lose oil.

BEGINNING OF THE BOTHER.—Baron de Graffenried, third behind Parnell at Jersey, looks down into his cockpit to discover that he will have to make a second stop for oil.



A CAUTIOUS GERARD ADMIRER peeps out to see if his hero is still in fourth place—and he is! He is fast catching Duncan-Hamilton's Maserati at one of the more exciting parts of the Jersey circuit.



DAVID HAMPSHIRE put up a most impressive performance at Jersey, in the Scuderia Ambrosiana Maserati, making fastest practice and race-laps, but being dogged by valve trouble on race-day.



NICELY IN THE BAG!—John Morgan, B.A.R.C. Seen with the race, leading throughout in spite of stopping to ref spectators in the crowded stands



BASS FOR A THIRSTY FIRST!—Whitehead has a ref victory for Ferrari at Jersey. Wearing headphones, on the

VETERAN-TYPE.—Group-Capt. A. H. Wheeler, O.B.E. delights the vast crowd at Farnborough's R.A.F. Air Displa by looping this 1916 Sopwith Pup.





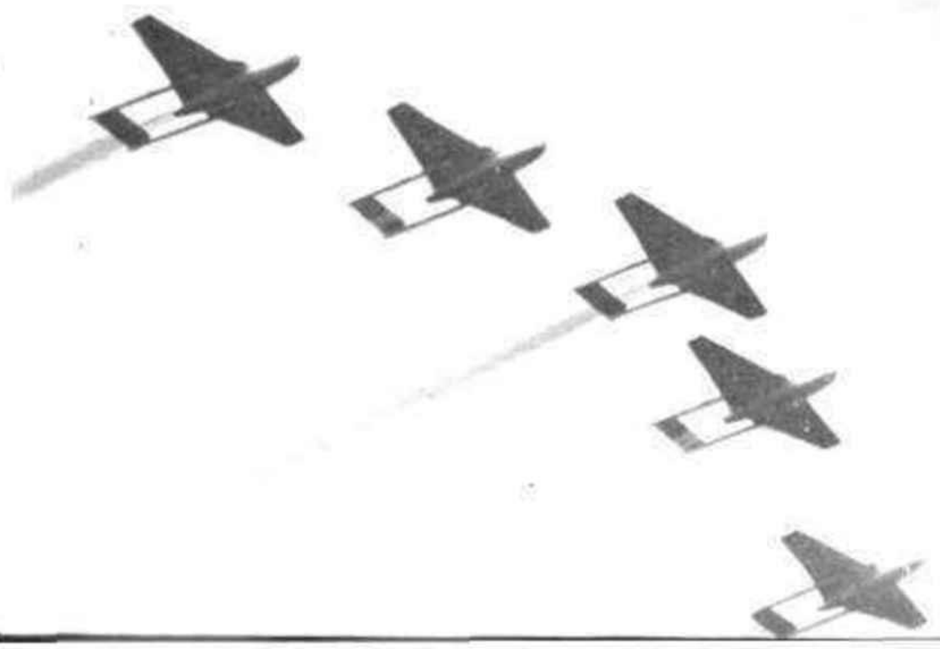
...etary, flags in Peter Whitehead's Ferrari at Jersey, where it ran away ...uel, and winning by a lap, at the record speed of 90.94 m.p.h. Note ..., on their feet to welcome Peter home !



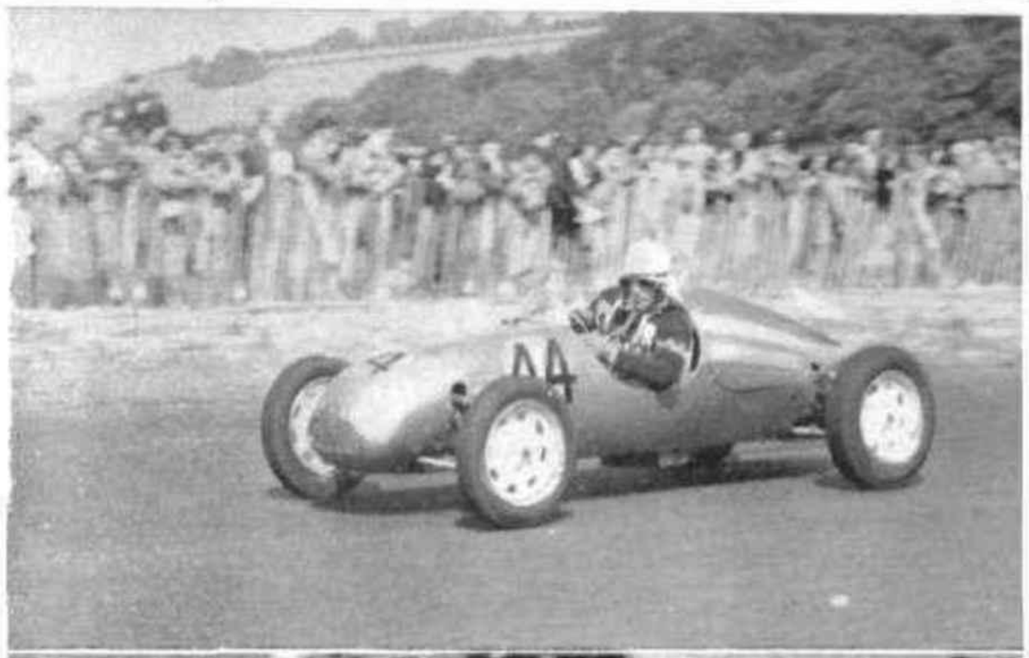
...resher after Earl Howe has congratulated him on his very convincing ...xtreme right, John Bolster has just put Peter " on the air " for the B.B.C.



THE RED, THE WHITE AND THE BLUE.—A flight of Vampires smoking patriotically during a display of formation-aerobatics at the R.A.F. Display.



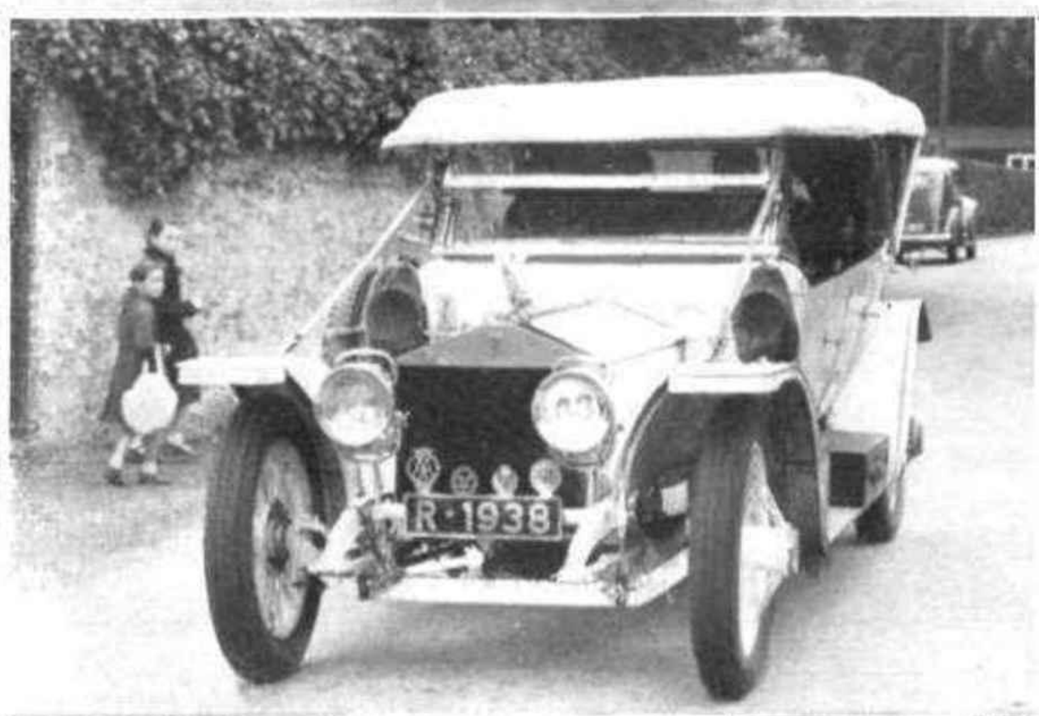
MASTER OF THE SITUATION at Brands Hatch on June 25th was Stirling Moss, who won five 500-c.c. events, including the Championship, in his Cooper. He set a new lap-record of 65.94 m.p.h.



WINNER OF HEAT 4 at Brands Hatch on June 25th was W. J. Whitehouse (Cooper), here seen in action, and to be congratulated on a good performance.



RARE LIGHT CAR.—An interesting entrant for the Bristol M.C. and L.C.C. Veteran Trial was F. D. Walker's flat-twin Douglas, product of the famous Kingswood motor-cycle factory.



SILVER GHOST IN COUNTRY SETTING.—S. J. Skinner's 1910 Rolls-Royce Barker tourer during the Bristol Run. It had just returned from Geneva, climbing Europe's highest passes during a Continental tour.



DID WE SAY IT WAS WET?—G. Mawer puts his passenger to another use besides that of navigator while driving his 1904 7-h.p. Oldsmobile dog-cart on the Bristol Run.

JERSEY ROAD RACE

—*continued from page* 390

ing and his car frequently going up the escape area at West Park. De Graffenried had closed on Parnell, who one round shook his head in displeasure at his own performance round West Park, and Peter Whitehead was running away with the race, having a lead of 45.2 sec. after 15 laps (93.13 m.p.h.). A lap later de Graffenried passed Parnell. Merrick lost five more minutes changing the Cooper's plugs, Harrison's E.R.A. went a little way only to stop again and by 20 laps Whitehead led by 54 sec., de Graffenried second and 21 sec. ahead of Parnell, in spite of having to follow Kelly on one lap and Mortimer on the next, through West Park.

It seemed as if Whitehead was continuing to lap at speed in order to gain time for a refuel and, sure enough, he came in and was off again in 20 seconds, which drew loud claps from the crowded stands and enclosures.

Both Coopers retired with broken pistons about this time and brother Whitehead snatched more fuel for his E.R.A., taking 34 seconds.

Hampshire was maintaining the promise he had shown in practice. After falling to 10th place he had pulled back to fourth, displacing the ever-steady Gerard, by 19 laps, and to do this he had set a new race lap-record of 94.43 m.p.h. (2 min. 2 sec.) on his 18th circuit. This is 1.54 m.p.h. slower than the course lap-record set up by Villoresi (Maserati) during practice last year. Alas, four laps later David was out with magneto trouble. Gerard was thus reinstated in fourth place and Shawe-Taylor was again giving a splendid driving exhibition, being fifth, ahead of Crossley.

At 25 laps, or nearly half way, Whitehead's Ferrari led the Baron by 18.8 sec., at 91.94 m.p.h., and sounded as healthy as ever, the lower speed due only to the refuelling stop. This gap he increased to 33.4 sec. five laps later, his average up to 92.12 m.p.h. It was an astonishing demonstration.

De Graffenried and Parnell both refuelled at about the same distance and both lost 30 sec., so that at 30 laps they still lay second and third, Reg 67 sec. to the bad. The Ferrari was away out ahead of everyone and two laps ahead of many, averaging 92.12 m.p.h.

Charles Mortimer paused for 25 sec. to refuel the smart H.W.M.—he was ahead of the Simca for the entire race, both of these cars sounding sick towards the end, the H.W.M. particularly so, but Duncan-Hamilton had eventually got away from these unblown cars, and handed over to Fotheringham-Parker at the refuel stop.

By 35 laps Whitehead was up to an average of 92.46 m.p.h. and 1 min. 29.6 sec. ahead of de Graffenried. He now began to ease up—as he could so well afford to do! Parnell was fast closing on the Baron, being now only 13.8 sec. behind him. Both Maseratis were throwing oil—to state the obvious one gets the impression that these 4CLTs are no longer the new cars they once were! Whitehead eased to 92.24 m.p.h. after 40 laps, yet increased the time-gap between himself and the Baron by 1 min. 44.6 sec. Clearly de Graffenried was discomfited, although Parnell wasn't quite so close now, being 19.8 sec. behind. Gerard had had it this time in point of speed, although, had the race been on points based on driving skill he would have been all right! He was 56.2 sec. behind Parnell. Harrison finally gave up, Ashmore refuelled in 30 sec., Kelly in 74 sec., the Alta losing more time soon afterwards over brake adjustment. Crossley's stop for fuel occupied 55 sec. And so the race looked to have run its course—Whitehead, de Graffenried, Parnell, Gerard. The Ferrari was clearly absolutely supreme and was giving—as a lone car driven by an Englishmen—a yardstick of what the B.R.M. will have to do to win on this course. The Swiss driver had outdriven Parnell but was now worried by oil on his goggles, Gerard was an impeccable fourth. However, it was not to end thus! De Graffenried had to call at his pit for more oil, which cost him two valuable minutes. Parnell was only 5 sec. behind at 45 laps and now went past into second place. The Baron might have caught him, he very likely wouldn't have done so, but the matter was settled beyond argument when he thumbed down into his cockpit again as he rounded West Park Corner, and lost another six minutes, putting in *more* oil. This left Reg safe for a bad second to the flying Ferrari, so very ably driven by Peter Whitehead, a steady driver who is rapidly making an illustrious name for himself. Jersey had a popular winner in the red-faced farmer from Arborfield. Right at the end, too, Ashmore, flagged to his pit, adjusted the quite worn-out brakes of his E.R.A.

Results :

1st: P. N. Whitehead (Ferrari), 55 laps in 1 hr. 56 min. 2.6 sec. (90.94 m.p.h.).
2nd: R. Parnell (Maserati), 54 laps in 1 hr. 56 min. 7.2 sec. (89.30 m.p.h.).
3rd: Baron E. de Graffenried (Maserati), 54 laps in 1 hr. 57 min. 7.0 sec. (88.55 m.p.h.).
4th: F. R. Gerard (E.R.A.), 54 laps in 1 hr. 57 min. 31.8 sec. (88.22 m.p.h.).
5th: B. Shawe-Taylor (E.R.A.), 54 laps in 1 hr. 57 min. 57.4 sec. (87.89 m.p.h.).
Fastest lap: D. Hampshire (Maserati): 2 min. 2 sec. (94.94 m.p.h.).

Whitehead, Parnell and de Graffenried were presented to the Lieut.-Governor immediately after the race. Whitehead set up a new race record, beating the previous fastest (Gerard in 1948) by 3.61 m.p.h. The race is stopped as soon as the winner crosses the line, but note that Parnell took longer to complete 172.8 miles than Whitehead did to drive the full 176 miles. Five laps from the finish the Ferrari led Parnell by 2 min. 13.6 sec.

* * *

This race is a valuable one, because it introduces a large new public—the Jersey holiday-makers and residents—to motor-racing. Last year the tragic fatal accident to K. W. Bear and the bad weather made the outlook grim but this year all went well and if a profit was shown we may hope for another Jersey race in 1951. The course, if not as interesting as that in the I.O.M., calls for plenty of stamina and speed and is situated against a delightful background.

* * *

Once again, daily paper support was forthcoming. Whitehead won the *Daily Graphic*, *Sunday Times* British-driver, and Jersey States Trophies, £250 presented by the *Daily Graphic* and £100 presented by the *Sunday Times*. Parnell took the Hettick Trophy and £150, de Graffenried the Perrin Trophy and £100.

* * *

MOTOR SPORT flew to the race in a Transair Avro Anson. On the island our photographer was inspired by continually coming across new twin-cylinder Norton motor-cycles, which you never see on the mainland. Wonderful place, Jersey!

CLUB AFFAIRS

There has been formed recently in North Staffordshire the North Staffs Motor Club.

The Chairman is Mr. L. R. Roy Taylor and the Club has received official R.A.C. recognition. It is ready to welcome any one as a member in North Staffordshire who is interested in motor sport.

The first "closed" event is in the process of being organised but not many events will be held during this year. The Club hopes to launch a full programme for next season.

Anyone interested should get in touch with the Hon. Gen. Sec., J. H. Greenwood 21, High Street, Hanley, Stoke-on-Trent. (Tel.: Stoke-on-Trent 5152.)

The Club will also be interested to hear from other neighbouring clubs, to whom it hopes to extend invitations to take part in open events next year.

* * *

The Severn Valley M.C. held their Rally to Portmeirion on June 24th and 26th. The road section was completed overnight by only six cars successfully, rain and mist making conditions difficult over the Welsh mountains. These six cars were subject to special tests and a most searching "Concours de Condition" judged by Sergio Farina, scion of the Italian coachbuilding and racing family, and Roger Craster of Rolls-Royce, Ltd. Outright winner was C. E. Emberton on a "TC" M.G., who was the only novice to compete. The trophy was awarded by E. J. Oakley, President, and the event promoted by Terry Heath as the Club social event of 1950.

* * *

The Sheffield & Hallamshire M.C. are organising a Sports Car Race Meeting at Gamston Aerodrome, one mile from Markham Moor, near Retford, on the Great North Road, on Saturday, August 19th, commencing at 2 p.m. Invitations have gone out to six other clubs inviting them to compete and there will be 10 races, including two races for 500-c.c. Formula III cars. The circuit is 1.9 miles in length and the races will be over five laps.

* * *

The Sports Car G.P. of Watkins Glen is being run for the third time this year, and is for the first time on the International Sporting Calendar. A number of British and European drivers are entered, including Leslie Johnson, Sydney Allard and Lord Selsdon. The circuit is 6.6 miles long and includes a portion of the main street of the village of Watkins Glen, as well as state, county, and township highway. It is closed for the occasion by the authorities of the State of New York, and is policed by the New York State Police.

CONTINENTAL NEWS

By Our Special Correspondent

HAVING just completed a round trip of 2,000 miles through France, Switzerland, Germany, Austria and Belgium I thought you might like to hear a little about what I saw in the way of motor-cars. Not the everyday things like Lancias, F.I.A.T.s, Citroens, Renaults and American cars, with which Belgium abounds, but the odd, interesting or out-of-the ordinary cars that one cannot help noticing when motoring is your way of life as well as your hobby. As we had to carry some racing motor-cycles along with us we took a trailer and used a 1948 Buick to tow it, for there is nothing better than a modern Yank for easy travel and for pulling a laden trailer. While I am the first to agree that a Buick is not a motor-car, to our way of thinking, it must be admitted that it is a practical form of transport for covering 400 miles in day, with all the clobber that one has to take to race meetings. The only other way possible is a van, but you can hardly cruise at 60 m.p.h. all day in a van; nor is a van so convenient for getting about after the racing is over. With a last look at the two-seater Veritas reposing in the garage we set off for France, the land of odd motor-cars, and it was not long before I found a real Bol d'Or machine. It was built in 1918 and had a 175-c.c. two-stroke single-cylinder engine mounted above a two-speed gearbox, the whole assembly being fixed to the front axle. Drive was by solid shafts to the front wheels and steering was effected by pivoting the whole assembly about a line through the centre of the engine, the radiator also being attached to engine. The last I saw of this vehicle was of it disappearing down a lane, piloted by a small boy who could not see over the scuttle!

Returning to sanity, the South of France afforded numerous Type 57 Bugatti saloons and a beautiful 57S Atlantic coupé. Bugattis of many types still abound in France providing you keep an eye open for them and look in at doorways, and among the types I encountered were 44, 46, Brescia and 57. In the garage in which we put the car one night was a home-brewed special based on a 1,500-c.c. six-cylinder FIAT, very much after the style of a Lester-M.G. Vintage Delage and Hotchkiss cars were numerous, but were not considered vintage by the French; they were just good cars that had not yet worn sufficiently to justify being replaced.

In Switzerland the motoring interest took on an entirely different aspect, for the accent was on brand-new cars and special bodywork. One of the first cars I saw in Berne was a beautifully neat two-seater, which I felt must be a FIAT or a Lancia, but imagine my surprise when it turned out to be an Austin A90. It was here that I saw my first Porsche, a very pretty little open two/four-seater and just behind it was a special-bodied Lago-Talbot that had come from the Geneva Show. Ordinary Lago-Talbots and Delahayes are so popular that you tend to stop looking at them, while I had given up looking at 2.5-litre Alfa-Romeos long since! Before leaving Berne I had a brief glimpse of "the old folks at home" when I caught sight of a 4½-litre Bentley: yes, a real Bentley in Berne. I think it was Stanley Sedgwick; it certainly looked like his cap!

In Zurich I came across a second series Lambda, still with "beaded edge boots" and original torpedo body, full of young Swiss people. Whether they appreciated what they were riding in, or whether it was just an old car, I do not know. Two or three Type 328 B.M.W.s were seen and one particularly smart looking one, with fancy wheeldises, turned out to be not quite so good, for it had a 326 engine in place of the real engine. A surprising number of TD M.G.s were about and at the races at Berne was a Wade-blown TC as well as some very neat little Nardi-Danese cars with FIAT 1,100 c.c. engines. Going into Austria the quantity of even normal cars was noticeably smaller and German cars were predominant, though Aeros and Tatras were numerous, including many early Tatras. Special cars were still to be seen, for I came across another Porsche, an early model this time, with a fully streamlined two-seater saloon body with all the wheels enclosed and a FIAT 1,100 c.c. with a home-made imitation Mille Miglia saloon body. On our way back through Germany I could not help being impressed by two things, first the vast quantity of Volkswagen to be seen, and secondly the neatness of the 2.3-litre Mercédès saloon, which would appear to be in quantity production judging by the number I saw on the road. Near Munich I saw a 540K Mercédès in full flight, and on the Autobahn, while we were trying out our *Rennsport* B.M.W. motor-cycle, a special sports/racing rear-engined Volkswagen went by in the other direction. In travelling across Germany by Autobahn one could not help marvelling at the colossal undertaking the construction of such roads must have been and how puny the construction of an aerodrome runway is in comparison. We covered over 400 miles on the Autobahns, cruising for hour after hour at 60 m.p.h., and though I thought it was going to be boring I found it exactly the opposite, for the edges of the routes are not cluttered with advertisement hoardings and driving is so easy that one can comfortably take in the wonderful views of the German countryside while cruising along. As you would expect, 328 B.M.W.s were numerous, while I also saw two of the little 750-c.c. Veritas coupés that are now in production. Drophead Type 327/80 B.M.W.s, which must surely be one of the nicest cars ever conceived for ordinary motoring, were abundant and two of the rare Type 335 models were seen, these being the 3½-litre saloons. Leaving the Autobahn at Köln we traversed ordinary roads on some of the worst *pavé* I have ever encountered and returned to Belgium, the land of "drifting clouds" (American cars to you!) and on the way back to Bruxelles I was rewarded with a wonderful sight of a Standard Vanguard that had been converted into an ice-cream wagon, complete with frilly canopy.

The point of using an American car was emphasised when we arrived home with 2,000 miles on the speedometer, having done nothing to the Buick except pour in petrol, oil and water; it had pulled 15 cwt. behind it all the time so effortlessly that one was never conscious of it. In addition, if I told the total mileage the car has done since new, without having the engine touched, you would find it hard to believe.

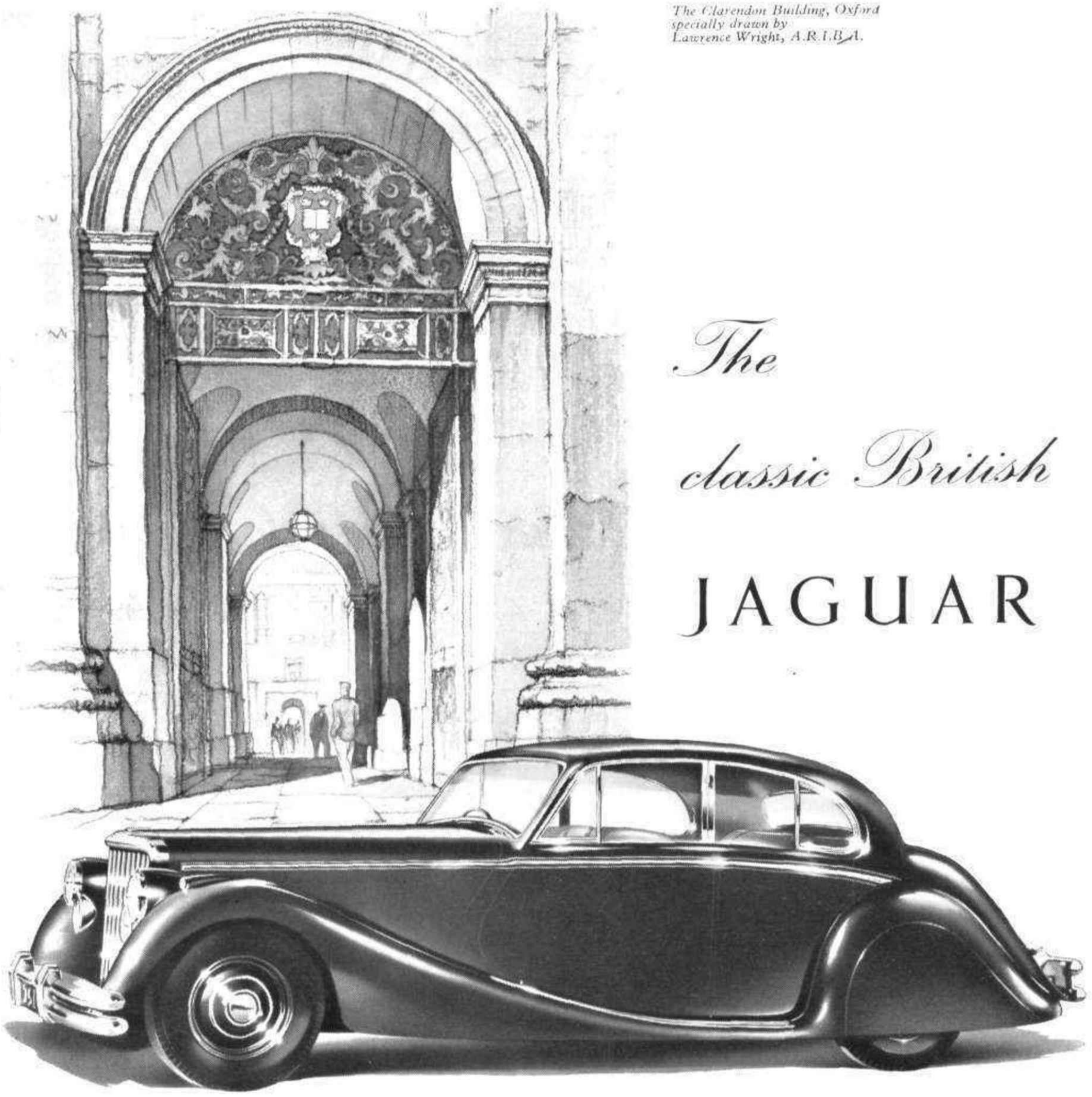
BLACK MARK, YOUR GRACE!

During a debate in the House of Lords on July 18th, the Duke of Richmond and Gordon, according to the *Daily Telegraph*, strongly supported a proposal that a certificate of roadworthiness should be carried on all vehicles. His Grace said many drivers were on the roads in "moth-eaten old jallopies." It is disappointing to hear the man who owns Goodwood circuit and who is President of the B.A.R.C. side against the less affluent motorists, although we suppose that driving a Bristol must make one intolerant of lesser fry. The Engineer's Report which Insurance Companies demand before they will issue a certificate of insurance for the older cars, and the check which the police have the right to institute in respect of any dubious car, have the same effect as would a displayed certificate of roadworthiness. Most of the old cars on our roads have been restored to good, roadworthy order, but the last thing any motorist wants, whether he drives a Bristol or a 1900 de Dion, is to be involved in further restrictions and red-tape before he is allowed to use his excessively-taxed vehicle. One can imagine the difficulty the owner of an as-new vintage car might have convincing a Government clerk of its roadworthiness!

We rather feel that tens of thousands of owners of the "odder" cars who pay good money to watch motor-racing at Goodwood will consider that the Duke is against them in thus pressing for further motoring restrictions. It is nice to know where your friends are to be found and pleasant to learn that Earl Howe was on our side during the debate. He pressed for a revision of the law on controlled pedestrian crossings, so that the same rules should apply to all road users. As for Lord Llewellin's suggestion for certificates of roadworthiness, would this not lead to a "racket," asked Howe, if responsibility for issuing certificates was placed on garage owners?

A NEW SPORTS CAR

For the last fifteen years the Rover has possessed quality and refinement which place it in a class apart. Consequently, it is interesting to learn that a new concern has been formed in Birmingham to manufacture a sports version of the current Rover 75.



The Clarendon Building, Oxford
specially drawn by
Lawrence Wright, A.R.I.B.A.

The

classic British

JAGUAR

The distinguished appearance of the classic British Jaguar is fully matched by its eloquent performance.

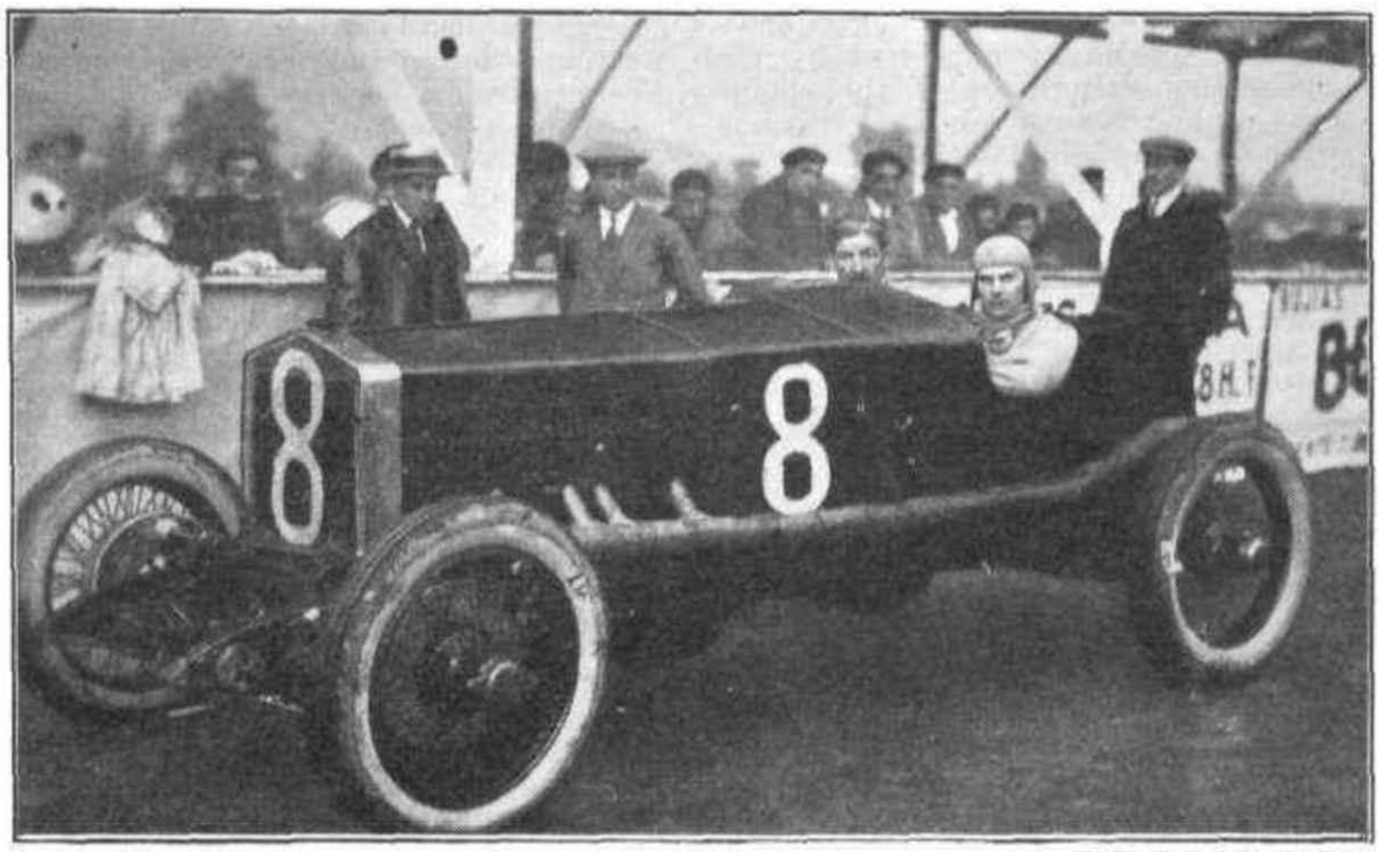
Its six cylinder o.h.v. engine is as docile in city streets as it is impatiently fast on the open road. At all speeds and in all circumstances it holds the road as only a Jaguar can, thanks in no small measure to the extra long torsion bar front wheel suspension. The steering is light, positive, self-centring and free from road shocks and, with both front seats adjustable for height as well as reach, driving is an everlasting delight. Luxuriously appointed and equipped, the Jaguar is truly a car of cars.

THE FINEST CAR OF ITS CLASS IN THE WORLD

VINTAGE VEERINGS

TOPIC of June in vintage circles, but too late in the month to be aired in the July MOTOR SPORT, was the second V.S.C.C. Silverstone meeting. This time it was fine and the high-lights were there to enjoy. Results appear on another page, but a few remarks are called for. This time the vintage sports cars didn't beat the average speeds set up by the non-vintage machinery, but they went very well nevertheless—fastest sports-car race was won by R. F. Peacock's 328 B.M.W. at 69.92 m.p.h. for four laps and fastest vintage sports-car race by R. W. Hogg's ex-Butterworth, but resprayed, 4½-litre Bentley four-seater, at 65.58 m.p.h. for three laps. The big events for vintage racing cars and vintage-and-historic racing cars, respectively, were the 1908 G.P. Itala Trophy Race of 18.22 miles and the 100 kilometre Seaman Trophy Race. It was simply grand to see Rowley's 1927 1½-litre G.P. Delage win the former at a rousing 76.24 m.p.h., but the latter race was spoilt by too many absentees, although it produced a *very* close finish between Hartwell's E.R.A. and Dutt's re-vamped "2.9" Maserati, the E.R.A. winning at 77.12 m.p.h. But the former race really had something, because Rowley was chased by Byrom's beautiful 1930 "2.3" G.P. Bugatti, while Clutton's grand old V12 10½-litre Delage, which finished fourth, was doing 100 m.p.h. in third gear at the top of the hill after the start and lapped at 74 m.p.h., against Rowley's 79 m.p.h. As the Delage had done its best to discard a cylinder in practice this is truly creditable and clearly Sam will get it going even faster as he becomes better acquainted with it. Reverting to the far less enthralling Seaman Trophy Race, the Club is absolutely right to encourage "historic" racing cars, yet somehow Hartwell's E.R.A. does not appeal to us as historic in the way Rowley's Delage is "vintage," especially as it had Tecnauto i.f.s. Nor were we alone in wondering how Storr's "38/250" Mercédès-Benz four-seater, Rohll's (over-hot) "2.3" sports Alfa-Romeo and Pitt's 4½-litre Bentley qualified as historic *racing* cars. Perhaps, as a certain shrewd onlooker put it, what the V.S.C.C. really seeks to encourage is "white elephants . . ."

The Edwardian race was great fun, with a fine entry of 13, and it demonstrated the marked superiority of Francis Hutton-Stott's 1913 4.8-litre Lanchester over most cars of the same period. Its over mile-a-minute speed in complete silence was truly notable. John Bolster's 1911 Rolls-Royce was also exceedingly impressive, Barker's vast 1909 six-cylinder Napier seemed surprisingly reasonable on the corners, while Cuthell, after replacing jumped timing gears that morning, got the 1912 "Alfonso" Hispano-Suiza really motoring. The handicapping was rather vague and my 1913 Hispano-Suiza, in Geoffrey Deason's hands, hadn't an earthly.



[*Photograph by Fotogar*

START OF A CAREER.—Another interesting Posthumus picture, showing A. Maserati, one of the brothers afterwards famous for their racing cars, in the 2-litre Diatto he drove in the 1924 San Sebastian Grand Prix.

Incidentally, history seemed to have been made at this meeting, for the official results gave two second-places to Waring's Alvis, yet this car quite definitely had a *broken crankshaft.* Actually, Chevell took over Waring's entry, driving his own special Alvis "Speed Twenty," but apparently the officials hadn't noticed!

* * *

Long delays in the delivery of new automobiles, covenants, and the like, annoy no end of people. The vintage-car enthusiast scores again, for he can reflect that these things at least help to keep interesting old-timers on our roads, which would otherwise feature an endless procession of bulbous, self-satisfied, tinware—"the rolling modern car on the rolling English roads" Perhaps the unobtainability of new cars and the need to keep one's means-of-transport going explains a growing regard for not-so-rapid, non-sporting vintage machinery. Talk about vehicles of this sort began in the local the other evening and led one keen type to suggest one-make collections. It has to be admitted that, garages costing what they do to rent or erect and with the savage tax on petrol and the grossly unfair 25s. per h.p. tax on old cars, this scheme is, perhaps, more for the tap-room than for practical application. But the thought is alluring. Our conversationalist had seen that afternoon a Wolseley tourer, probably a Fifteen, of about 1920 or 1921 vintage. Not a sports car, he admitted, but of somehow decidedly sporting appearance in a typically Wolseley sort of way. You could pair that one, he wistfully imagined, with an economy Wolseley Ten with its o.h.c. engine and back-axle gearbox, adding "and there was the sports version of that Ten, with pointed-tail aluminium body and rakish V-screen, to include as well if one could be unearthed." [Last one we heard of was in Scarborough ten years ago and it wasn't there a couple of years later because we went to see!—ED.]

Another of the group remarked on the diversity of the vintage Rover range from the collector's viewpoint, reminding us of the stolid Clegg-designed Twelve, the fascinating air-cooled flat-twin sometimes encountered to this day, its successor, the "9-20," available in sports form, the technically-exacting and long-wearing inclined o.h.v. "14/45" of *circa* 1924 and models of a somewhat later era, such as the "Blue Train" Six, etc. This led another tankard-wielder to crave an Austin trio—Seven, Twelve and Twenty—and to remark that a "14/40" Humber saloon with its i.o.e. engine, pleasant gear-change, and notably quiet gears, backed by an "8/18" tourer or two-seater of the same make "for doing the shopping in," wouldn't come amiss. Well, there we will leave it. Froth-blowers' dreaming, maybe.

* * *

Who should arrive in the Editorial "village" the other evening than George Brooks, one of the founder-members of the Australian V.S.C.C., in his very stately "24/90" Straker-Squire touring car. He had completed recently a truly epic "vintage journey," by leaving Adelaide in March, landing in Italy, and motoring across Europe in the Straker-Squire to England, taking in such races as the Mille Miglia, Monaco G.P., Berne and Le Mans *en route.* He had many amazing experiences, but no troubles other than punctures. His normal cruising speed was around 40-50 m.p.h., and fuel consumption seems to have averaged in the region of 17-18 m.p.g. The worst petrol by far was encountered in Italy.

Brooks' Straker-Squire is a most interesting car; he knows of only three other "24/90s," one seen in South London some years ago, one in Australia, but unfortunately also lost sight of, and one recently reported to be in Dublin. These cars have the 80 by 130 mm. engine with six separate cylinders and exposed valve gear, the shaft-driven "upstairs" camshaft actuating two valves per cylinder, the whole reminiscent of a Kaiser war Mercédès or Rolls-Royce aero-engine and most pleasing to the eye.

We were able to take a short drive and were profoundly impressed by the steam-engine smoothness of the engine when pulling away from a crawling pace in top gear—quite uncanny, and very pleasant withal; 40 m.p.h. is an easy cruising speed, the car bowling along with, as Brooks observed, its front axle quite unaware of what its cantilever-suspended back axle is doing. The steering is decidedly heavy, but both front wings can be seen and the long bonnet and sharply-falling shoulders of the radiator form an impressive view from the high driving seat. The right-hand gear-lever is of sensible length, its grip like that of a Rolls-Bentley, only of greater diameter, and it works in a delightful exposed gate; the hand-brake lever is even longer, with its grip and ratchet-release cranked inwards over the top of the gear-lever. Brooks' car has the early S.U. carburetter, water-pump in tandem with the dynamo and Bosch magneto on the near side but *ahead* of the timing case and provision for moving the magneto forward to take the place temporarily of the dynamo should the latter require repairing. It was fun to see the vertical radiator shutters open and close automatically under persuasion from the thermostat. It would be incorrect to describe this Straker-Squire as typical of the better British touring cars of the nineteen-twenties, for it has a liveliness and grace that give it an individuality all its own. We were pleased to have met it . . .

Having completed a trans-European journey that is definitely an epic, George Brooks set off a week later for Scotland ("only 450 miles!"), there to visit Mr. Lomas, a staunch Straker-Squire follower who during the war contributed to MOTOR SPORT about these cars.

* * *

The Editor acquired recently a very well-preserved 1927 15.9-h.p. Delaunay-Belleville limousine with 80-bore, dual ignition overhead-camshaft engine. He knows of another of these cars in Staffordshire and wonders if any more are around? Particularly would he like to discover one of the 12-h.p. models which this famous French concern manufactured during 1922 and 1923 and any literature relating to the 15.9-h.p. cars. The collector's urge again, you see.

* * *

And now for some more of those letters from our vintage in-tray:

* * *

Sir,

I have just acquired a 1924 "11.4" Humber saloon from the original owner. Family affairs dictated "saloonery" and I am therefore disposing, regretfully, of my s.v. 1923 Aston-Martin.

The Humber is in "spot-on" condition, absolutely original except for a 1926 Wolseley front-braked axle and a 30-mm. Zenith in place of the Cox-Atmos carburetter. It is as solid and comfortable as a small Rolls—the comfort aided no doubt by modernised wheels and tyres, 5.00 by 19 wheelbase, and in spite of its 22 cwt. gets along in quite a sprightly way, although, of course, a very great contrast from the Aston-Martin. The view forward from the driving seat is almost Edwardian, as one sits in regal height, grasping a small-diameter, thick-rimmed steering wheel, peering through the tall V-screen over a very low, stubby bonnet with an excellent view of ample front wings. Paintwork unmarked, original "Victorian railway carriage" upholstery and original floor-carpet, tools and tool roll, etc. I bought it complete with maker's instruction book, likewise those for Lucas electrics, Autovac, Cox-Atmos and the now defunct Dunlop B.E. tyres, and even found all the Road Fund licence discs from 4.4.24 in the tool box! All for £45! Indeed, if one needs a family car, and if one motors comparatively slowly therein, why not in such dignity and comfort?

I am, Yours, etc.,
Tenbury. T. B. DEMANS,
Lt., R.N.V.S.R.

[This letter refers to the Humber which we mentioned in these columns last month. In addition, recently we came upon a touring Twelve and "14/40" both in a garage near Basingstoke, encountered a 1925 "8/18" tourer in use by a young soldier since 1945, and, curiously, another almost exactly similar some four miles away as the crow flies, located at a Hampshire garage; yet another "8/18," a 1925 two-seater this time, a few miles away, a 1923 i.o.e. 16-h.p. tourer in Berkshire and in addition encountered one or two more of these vintage Humbers on the road. So they are certainly well represented.—ED.]

* * *

Sir,

I feel that the following should not pass unrecorded. Whilst driving W. Boddy's 1913 Hispano-Suiza to the start of the Kent Messenger Veteran Car Run, I had the misfortune to break a carburetter lug, a brisk fire ensuing. The time was late evening, and the scene a particularly arid portion of the Watford By-pass. After the tumult and the shouting died I set out to obtain a tow, but none of the garages or service stations were in the least interested, and were closing anyway.

Hope had almost fled when I was befriended by the sales staff of Hillwood Motors, of Mill Hill, to whom I was a complete and very dishevelled stranger, telling a somewhat incoherent tale. These good souls hauled me into their office, telephoned all likely sources of help, and, when this proved in vain, turned out one of their showroom models and towed me several miles to a place of refuge with every evidence of good nature. For these good offices they declined to accept any form of payment whatsoever. I shall continue to remember this as one of the happiest of my motoring experiences.

I am, Yours, etc.,
Moulsoe. GEOFFREY DEASON.

* * *

Sir,

I am at present using a twin-carburetter Type RL "21/70" Alfa-Romeo daily for business and pleasure and I have more enjoyment from this vehicle than I would from any of the semi-moderns. At present I am rebuilding while running, a slow job, but it is paying dividends.

I am, Yours, etc.,
Newcastle-under-Lyme. ADAM COOKE.

Sir,

Do you know of any other Palladium owners? [We did before the war.—ED.]

Mine is a 1923 open four-seater. I bought it for £15. One owner, 1923-45, then standing in the open and used during the summers of 1945, '46, and '47.

It has a Dorman engine, Meadows gearbox and feels a bit Alvis-like, though lighter. I have so far done 700 trouble-free miles. Four-wheel brakes are fitted (standard specification). The slow-running in top is as good as it was on my 1927 Rolls Twenty and she will take it away quite well in top from 10 m.p.h. The aluminium body has no rattles. The hood frame, however, doesn't keep out much rain!

I am, Yours, etc.,
MICHAEL ALDRIDGE.
London, W.C.1.

* * *

Sir,

For some time I have been an interested reader of your magazine, and a consistent admirer of its right, and almost unique, attitude towards motor machinery amidst the materialism of the Press today.

But never, so far, have I seen mentioned the Singer Junior which was running during the last four or five years of the vintage period. Indeed, in "Vintage Veerings" in your June number you mention a number of small cars of vintage type as qualifying for the £10 tax, but you do not put the Singer among them.

Why is this? The model was, I think, produced in three bodywork styles on an identical chassis: saloon, tourer, and a two-seater sports job with a point at the back and a rather larger jet and choke size than the normal. [The "Porlock."—ED.] It was, I think, the outcome of a considerable amount of racing experience and must have given quite an interesting performance.

I have only had experience of the 1930 saloon model. I bought it three years ago in awful condition, and since then have taken it quite to bits and put it together again. Within its price limit it is really beautifully made, with lots of room and a neat overhead-camshaft engine. It will, at the moment of writing, cruise at 40 to 45 m.p.h. all day with no sign of overheating or tiring, and it has a top speed in the region of 58 m.p.h. It does over 40 m.p.g. on a long run, uses little oil, and will rev. up to 4,000 r.p.m. in the gears without fuss. It holds the road like a cat, except in wet weather, and corners beautifully. Considering that it is very solidly built and not yet by any means in the pink of condition, surely all this is good? It leads one to wonder what the sports model was like, and whether it wouldn't merit a bit of praise in your columns.

I am, Yours, etc.,
WALTER DOUGLAS, B.A.(Oxon.).
Stamford.

[The Singer Junior, like the M-type M.G., was never considered quite in the vintage tradition, perhaps because of its low gear-ratios and, usually, utility bodywork. But here, obviously, is one who likes them, although he confesses to not knowing much about cars in general.—ED.]

CLUB AFFAIRS

The Bodmin and District Motor Club has existed in the past mainly for organising motor-cycle grass track events, but with the advent of the St. Austell Speedway, this form of sport has been abandoned. Motor-cycle and car enthusiasts in the area have had four meetings in as many weeks and the club will now cater for both types of vehicles with trials, scrambles and social events. Enthusiasm is very high and a practice trial has been held in perfect terrain in an area of 30 miles adjoining Bodmin with the idea of having an inter-club trial very soon.

Car enthusiasts are particularly encouraged to join the club at a membership fee of 5s., plus 1s. 6d. for lapel club badge. Hon. Sec.: H. S. Cox, Brean Par, St. Winnow, Cornwall.

* * *

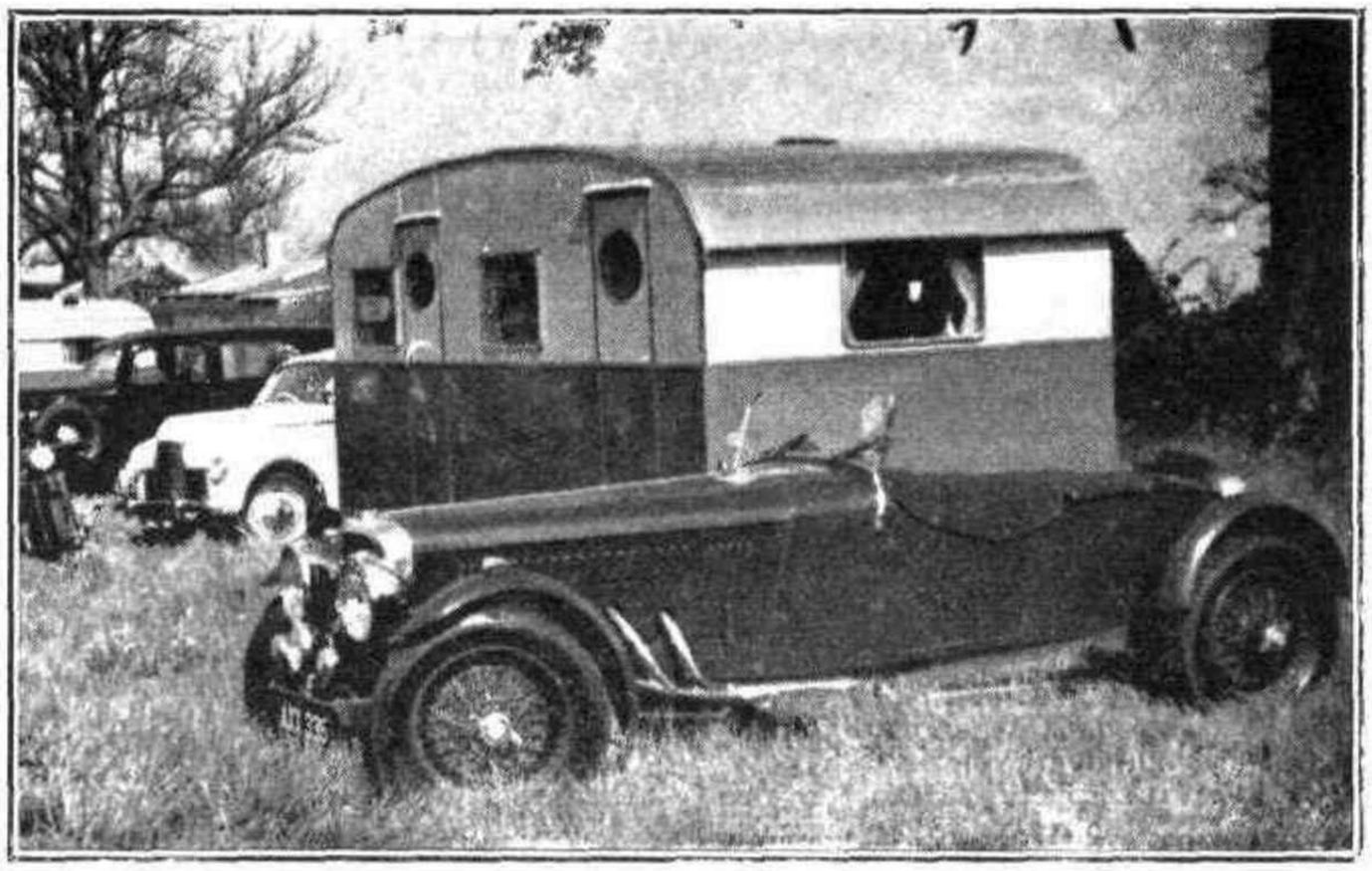
The Citroen C.C. will be holding a Club Rally and Treasure Hunt on Sunday, September 3rd. The start will be at 2 p.m. from The Talbot, Ripley, on the Portsmouth Road, and will finish at 7 p.m., covering approximately 100 miles.

The event is open to all Citroen owners and their friends and a handsome prize will be awarded to both the winner and his lady.

Details from the General Secretary, 103, Kingston Hill, Surrey.

* * *

The V.S.C.C. of Australia has changed the name of its journal from *Vintage Car* to *Vintage Register*.



"MOTOR SPORT" CORNER.—The Berkeley four-berth caravan slept MOTOR SPORT *staff very comfortably on the eve of the G.P. de l'Europe, and an Alvis Speed Twenty, Jowett Javelin and Douglas motor-cycle provided transport.*

The terrible traffic jams which happen to and from present-day motor races emphasise the convenience of taking a caravan to the course. On the occasion of the Royal Silverstone Meeting MOTOR SPORT spent the night in a compact-for-handling but spacious-to-live-in Berkeley "Courier." Its smart appearance was admired by many race-goers and we thoroughly approved the practical interior arrangements and sensible fittings. The separate two-berth bedrooms and an end-kitchen are provided. Weighing 26½ cwt., the "Courier" can be towed by quite a small car. It is priced at £450. The makers are Berkeley Coachwork, Ltd., 175/177, Great Portland Street, W.1 (Tel.: Langham 5211).

Enchanted Village

on your doorstep . . .

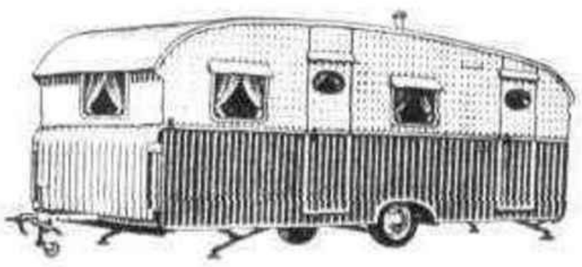


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BOOK REVIEWS

THE STORY OF BROOKLANDS, Vol. III, by W. Boddy. 250 pp. *(Grenville Publishing Co., Ltd., 15, City Road, London, E.C.1. Price 12s. 6d.)*

The Sport already owes much to W. Boddy, and I believe that a great deal of the present-day enthusiasm and following for motor-racing is due to his efforts during the war, and immediate post-war years. His compilation of a complete history of Brooklands, though undoubtedly a labour of love, must have, nevertheless, proved a very exacting task.

Volume III, which I have been asked to review, is a thoroughly good book. It succeeds in the difficult task of providing a complete factual record of what happened, and at the same time conveying the atmosphere of those days so perfectly that the reader who remembers them is transported back to very happy days in that queerly fascinating place.

Other than a reference to myself in the Index, that really applies to A. Cudden-Fletcher, I can only find two small mistakes. On page 591, *The L.C.C. Relay Race :* It is stated that " the third or 'C' car " was taken as the fastest in each team for handicap purposes—in fact, the C-type car was the slowest, the cars starting in the following order : A, B, C. On page 670, 1936 *International Trophy :* It is stated that " Arthur Dobson, well though he handled the ex-Fairfield 1,100-c.c. E.R.A., never got into the picture." Arthur Dobson did not drive that car. If he, in fact, drove any car at all in that race, it was his own 1½-litre E.R.A., handled most of the time by Cyril Paul.

I am surprised that Boddy omitted to mention a rather exciting innovation which took place during 1935, when the track was hired to a film company to produce " Car of Dreams." Many B.A.R.C. members took part in the shooting, and a very amusing though dangerous afternoon's motoring took place. Sixty or seventy ordinary members—for the most part not racing drivers—drove their touring and sports cars round the track for the film company. [I *was* there, however !—W.B.]

The cars were instructed to motor round slowly in a tight bunch wheel to wheel, but despite the urgent requests of the film producer, inevitably, each circuit ended in a monumental dice, often with the slowest cars hemmed in at the top of the banking ! There was no loss of life, however, but the film company had to cut the sequence from the finished production !

Life was less restricted in those days, and it does one good to recall them.

I commend this volume to everyone, as much to post-war enthusiasts who will glean from its pages much of the tradition that new circuits have inherited, as to those who will recall with nostalgia the glory that was once Brooklands.—A. F. RIVERS FLETCHER.

* * *

FREE SPEED BOOK, autographed by Bob Gerard.

Personally autographed by Bob Gerard, " 1949 Achievements " will be sent free to the first 50 applicants whose requests are opened at MOTOR SPORT office tomorrow. Readers who are unlucky and miss the autographed edition will receive unsigned copies.

A best, seller with an annual distribution running into tens of thousands, " Achievements " is the Castrol Handbook of records on land and in the air and its 36 pages are packed with action photographs of speed events.

A special feature of this year's book is a section devoted to Gerard's successes in the Jersey International Road Race and the British Empire Trophy Race.

All requests must be made by post and should be addressed to " Achievements," MOTOR SPORT, 15-17, City Road, London, E.C.1.

* * *

" BRITAIN'S MOTOR INDUSTRY," by H. G. Castle (*Clerke & Cockran, Ltd., 72-78, Fleet Street, E.C.4, 328 pp., 21s*).

This large and handsomely produced book sets out to outline, rather than detail, the early struggle and experiment, later achievement and subsequent expansion and fulfilment, in the establishment of our great Motor Industry. Naturally, even allowing for the size of this book, several such volumes would be needed to tell the full story, but Mr. Castle presents an adequate and easily-read survey. Inevitably, in view of the spate of motoring books, some material is a repetition from works by other authors, such as " Daimler," by St. J. Nixon, and "The Magic of a Name," by H. Nockolds, etc. Even so, the author has included reference to a vast variety of makes and models, commercial as well as private-car, with a notable degree of writing prowess. The numerous illustrations embrace many photographs which will be especially pleasing to MOTOR SPORT readers, but the colour-plates at the end lose some of their appeal because some, if not all, have appeared previously as advertising matter in various journals.

This book includes a chapter on the first T.T. race and many references to racing, record-breaking and to sports cars. Accuracy is essential in a reference book such as this and a high standard seems to have been reached. So high, indeed, that one finds oneself carping at a caption which calls the first M.G. of 1925 the original M.G. Midget of 1930 and at a line in the text which confuses the four-cylinder Anzani engine with the six-cylinder A.C. The Morgan Co. is also given as making only four-wheeled cars, but surely the three-wheeler Ford-engined model F is still made, if only to special order ?

The book actually has 100 half-tone photographs and 30 colour-plates, is well indexed, and is both pleasing to peruse and a useful work of reference. —W. B.

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The Doncaster M.C., which has been heretofore mainly motor-cycle, has recently formed a car section and is anxious to increase its membership in this direction. Anyone interested should communicate with the Hon. Sec., H. Gee, 6, Mere Lane, Armthorpe, Doncaster.

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

Veteran and Edwardian Rally and Trial

There is no doubt but that the public loves the veterans, and on July 15th the Bristol M.C. & L.C.C. did much to increase the status of old cars, with efficient marshalling, full police co-operation, and loudspeaker vans at strategic places, during their annual rally and trial. As veteran cars had to cover 36 miles and Edwardians 56 miles, a good time was had by all, although the weather was unkind. An entry of 28 pre-1904 and 29 1905-1916 cars was received.

" New " cars included Lt. Craven's almost legendary 6-in. bore, chain-drive 1907 " Herkomer Trophy " Daimler, which had been laid-up for 30 years, Lush's 1911 Adler tourer, Oldham's 1911 5-litre Renault with Hooper landaulette body, and Harbury's model-T Ford with modified, " rather-1920," sporting two-seater body. We admired greatly Walker's 1914 water-cooled, flat-twin Douglas light-car, the maker's name on its unworn pedals, petrol filler protruding from the dash, and curious coil-spring and lever rear suspension—but its electric starter looked suspiciously post-1914 ! And *were* one-lunger Rovers built *before* 1905 ?

The run was a great test, spectators cheering enthusiastically from beneath seas of umbrellas. The long hill near Blagdon, in a Cheddar Gorge setting, with ample parking space for spectators at the top, was magnificent, Barker's 1909 Napier, with Kent Karslake as navigator and the Editor of MOTOR SPORT riding in state in the back, taking it fast in second and top, although baulked low down by a modern Standard Nine. Whiteway's 1909 model-T Ford tourer came up well. Wilson was working on the engine of his 1902 10-h.p. Star after the half-way check, and Air Chief Marshal Sir A. Coryton's 1902 8-h.p. de Dion was in trouble near the finish. Major Taylor was going well, two children in the back of his 1901 4½-h.p. Renault.

Crowds gathered under every railway bridge to see the cars tackle the last hills near Bristol. The Napier was frequently baulked by modern cars, a Stanley steamer nearly hit a police car, a small saloon forced Hutton-Stott to take " avoiding action," but Hunt's 1902 Century Forecar was fast, ringing its bell. The " Herkomer " Daimler stalled on Red Lion Hill with fuel feed trouble but restarted, and on the wet journey home Hamilton's 1904 12-h.p. Wolseley had a repetition of the coil trouble that had dogged it all day. Hutton-Stott (1913 Lanchester) and Skinner (1910 Rolls-Royce) had entered the Rally from Geneva, 650 miles, but were held up by the Customs at Dover, Hutton-Stott failing to check-in by a mere ten minutes, Skinner by about an hour.

This excellent Bristol event must be repeated next year. When you think how trials drivers are catered for every Saturday and Sunday all through the winter, no one can say the old-car enthusiasts have too many runs !

LETTERS from READERS

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

AN ALVIS MATTER

Sir,

Re the article "Busman's Holiday —II" in your June issue, I feel that the figures given by Mr. Smith for his Alvis Speed Twenty are rather optimistic, and I would point out that at 1,000 r.p.m. in top gear the car would, with 4.5 to 1 axle ratio and 5.50 by 19 tyres, give exactly 19 m.p.h.

The Waring car with the same ratios but 6.00 by 20 tyres would give 20.38 m.p.h. per 1,000 r.p.m. You quote 62 m.p.h. at 3,000 and 85 m.p.h. at 4,000 r.p.m.; that means the extra 1,000 r.p.m. gives an extra 23 m.p.h. Whereas at 4,000 r.p.m. the actual speed is 76 m.p.h.

Now I don't doubt that the car did 5,000 r.p.m. in third gear, but with the type of box fitted to that model (all four synchromesh, separately mounted) the speed at 5,000 r.p.m. is about 66 m.p.h. and not, as stated, over 70 m.p.h.

I fitted an E.N.V. box to my own Alvis because of the higher indirect ratios on that type as opposed to the wider spaced ratios of the Alvis box and my car only does 72 m.p.h. in third at 5,000 r.p.m. with a Smith's corrected Speedo (within 2 per cent.) and rev.-counter (within 5 per cent.) both checked against each other.

My car, by the way, has a lapped head and block with no gasket, special valves to my design, and 7.00 by 18 tyres on the rear to cut down wheelspin. Also the pistons have been liberally drilled, and all moving parts polished and balanced, and, of course, it has hardly any flywheel, the E.N.V. box being used as a clutch.

I am, Yours, etc.,

Scholes. NORMAN ROUTLEDGE.

[We were not supplied by Mr. Smith with the gear ratios for his car and may have based our calculations on a gearbox different from that which, in fact, is in the car. If so, the matter is regretted and we thank Mr. Routledge for pointing it out. His figures correct the maximum speed we attained to approximately 76 m.p.h.—ED.]

* * *

HISTORICAL QUERY

Sir,

My wife, herself a very keen Bugattiste, has put up rather an interesting query, which some of the older readers of MOTOR SPORT may help to solve. Who was the first woman to drive in a motor race?

I told her that the first example I could think of, off hand, was a lady driver in the Paris-Madrid in 1903. I did not recall her name, but remembered her sporting effort in abandoning the race (she did not, of course, know that it would later be stopped) to render first aid to the dying Lorraine Barrow who had hit a tree with his de Dietrich at 80 m.p.h. We turned up Jarrott's account of the race to find that my facts were substantially correct. It also revealed that her name was Madame du Gast and that she was driving a smaller de Dietrich than the great *bolides* of Stead, Barrow and Jarrott.

But by this time motor racing had been going for some half-dozen years, so it seems quite likely that Madame du Gast was by no means the first woman racing driver. Can any old-timer or historian settle this query of my wife's?

I am, Yours, etc.,

Forfar. DAVID SCOTT MONCRIEFF.

[And can anyone say when and where the chequered flag was first employed to denote the winner of a motor race?—ED.]

* * *

SACKCLOTH?

Sir,

With reference to the report of the 500 c.c. final at Blandford on Whit-Monday appearing in the July issue of MOTOR SPORT.

I note that you describe me as appearing to be "a rather wild young man," which statement I feel to be unjustified and is perhaps due to your not being in full possession of the facts of the incident which are as follows: That my engine burst (so completely as even to smash the engine bearers) and caught fire, momentarily locking the rear wheels before I was able to let out the clutch. Reece, who must have been only about a car's length behind, had no option but to crash into me. Had Reece not crashed into my car there would have been no incident worth mentioning, as in any case I coasted peacefully on to the grass and the fire, which was of a minor character, was extinguished long before the arrival of the fire-engine. I feel, therefore, that the "wild young man" remark was not merited, and I would ask you kindly to withdraw it in the next issue of MOTOR SPORT. I am, Yours, etc.,

Reading. D. N. BRAKE.

[We do not base criticisms of this sort on one episode of the sort Mr. Brake refers to.—ED.]

ASHES!

Sir,

Re "Episodes from History," No. 8. Nuvolari in an Auto-Union at Budapest in 1936! Not on your life. He pedalled a lil'-ole eight-cylinder Alfa to such good purpose that all three Meres got very out of breath and had to be put away for a bit, while the Auto-Union boys didn't look so happy when it was all over. And was the Fuhrer pleased! First Barcelona, then Budapest. Neither team dared appear at Milan in case Tazio put it across them for a third time, so Varzi, the only non-Aryan, was sent with an Auto-Union to retrieve some of the lost prestige. It didn't come off by nine seconds, but it might have done if he had used a Type 51 Bugatti again!

I am, Yours, etc.

East Malling. JOSEPH BAYLEY.

[We admit the error but claim that the caption to the original photograph misled us. The race was won by Nuvolari's Alfa-Romeo at 69.52 m.p.h. from Rosemeyer's Auto-Union and Varzi's Auto-Union.—ED.]

ERRONEOUS CLAIM?

Sir,

I notice that in their advertisement in your journal Toulmin Motors claim a Brooklands lap-speed of 130 m.p.h. for their K3 M.G. Magnette.

May I point out that if this is the ex-Horton, ex-Gardner car, it broke the Class G lap record on three occasions in Ron Horton's hands, leaving it at 123.58 m.p.h. in May, 1934 and that during August, 1936, Major Gardner improved on his speed by 0.82 m.p.h., leaving it at 124.4 m.p.h. This is clearly stated in Volume III of W. Boddy's book "The Story of Brooklands," so I should be interested to know on what records Mr. Toulmin bases the car's lap-speed as 130 m.p.h.

I am, Yours, etc.,

Stockton-on-Tees. G. BENBROUGH. (*Lt.-Col.*)

* * *

THE AUSTIN SEVEN

Sir,

As an Austin ex-apprentice (1932-36), I read your recent article on the Austin Seven with considerable interest. Perhaps the following information may add a little to the fund of knowledge on these small cars.

(1) All engines with high-lift camshafts also had steel timing gears. Horrible things happen to the cast iron gears if used.

(2) "Ulsters," and especially blown "Ulsters," had non-standard half-shafts, in that they were made from H.T. steel (or to be strictly correct, more H.T. than standard).

(3) Coil-ignition engines may be converted to magneto by using the "Thetis" dynamo bracket. This drives the dynamo in the usual way across the front of the engine, and the magneto opposite. In fact, one may have both magneto and coil. It is also possible to fit the "Thetis" water pump on to the front end of the camshaft.

(4) Carburetter settings:

Model	*Carb. type*	*Choke*	*Main*	*Comp.*	*Slow running*	*Progression*	*Capacity tube*	*Peak power*
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Nippy 65	30VEI	21	85	55	60	90	2	23 at 4,400
Speedy 75	30VEI	25	120	40	60	90	2	27 at 4,800

* With 4 mm. bar.

(5) Regarding power, it is interesting to observe that at 4,400 r.p.m. the difference in power between using a standard silencer and a Burgess, as fitted to the "65," is 3 b.h.p. 'Nuff said!

One thing upon which I have been seeking information for many years is the alleged conversion to push-rod o.h.v. And what happened to that V8 version, made by using two "Seven" cylinder blocks on a special crankcase, which used to perform at Shelsley?

I am, Yours, etc.,

KENNETH A. G. WOODBINE.

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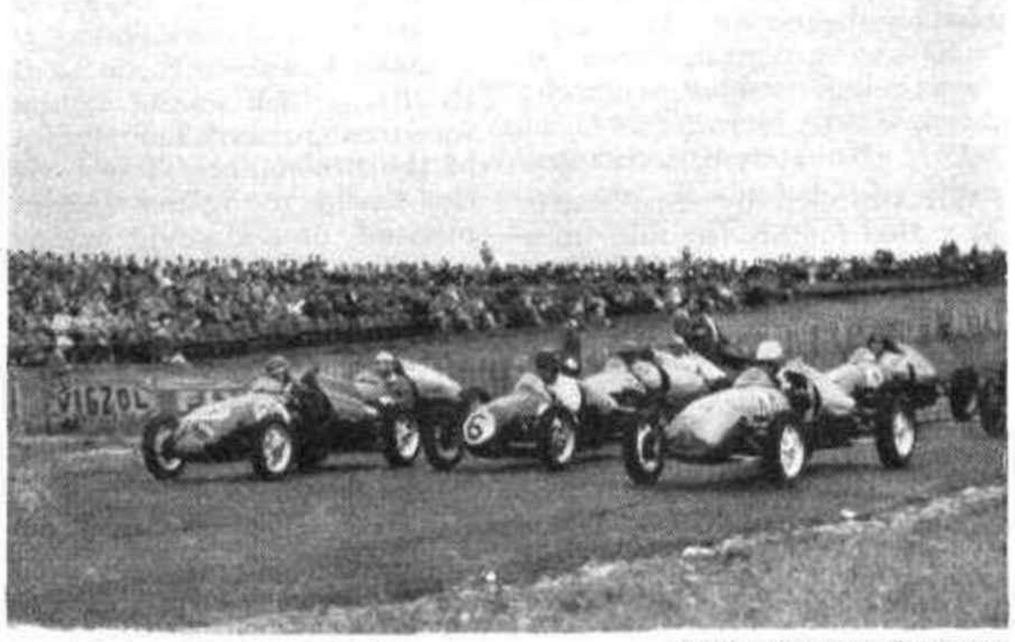


MOTOR SPORT *Photograph*]

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[MOTOR SPORT *Photograph*

MOTOR SPORT *Photograph*]



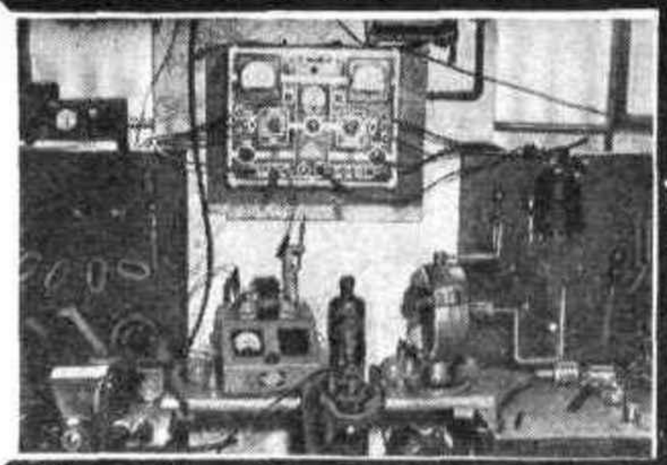
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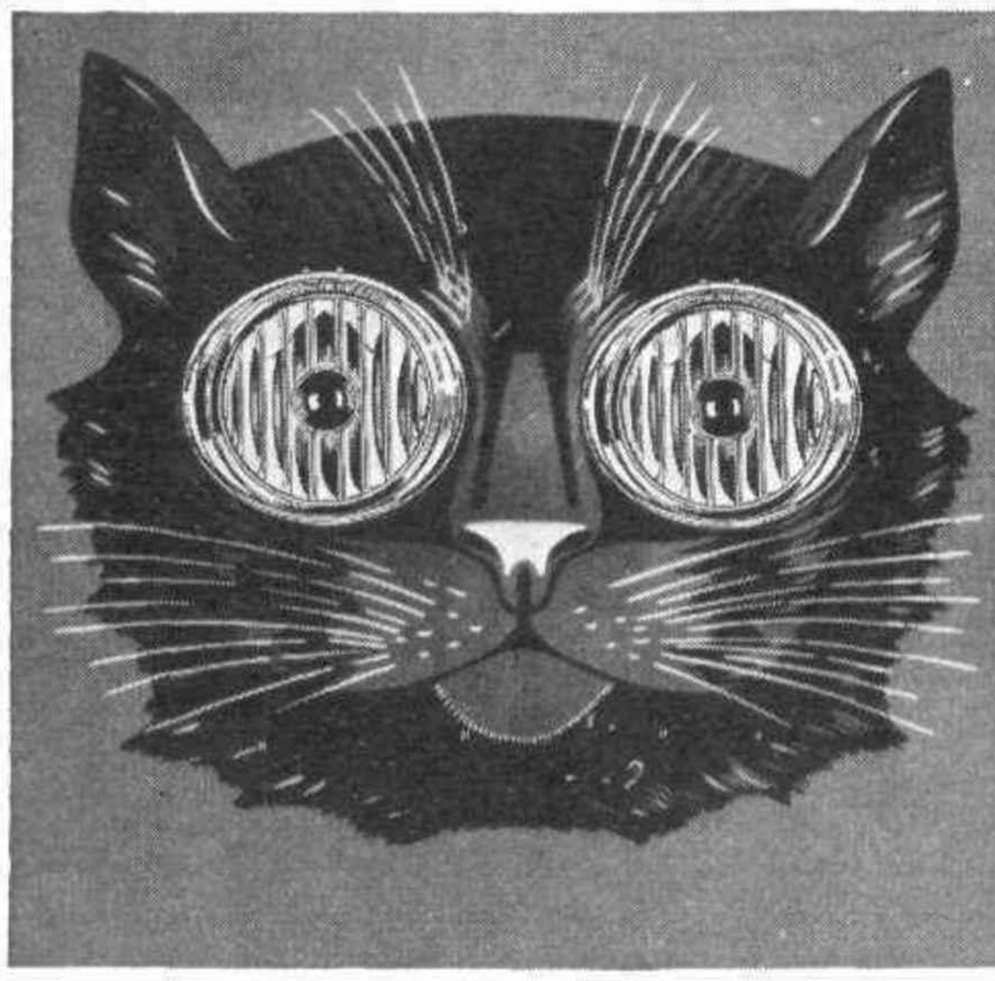
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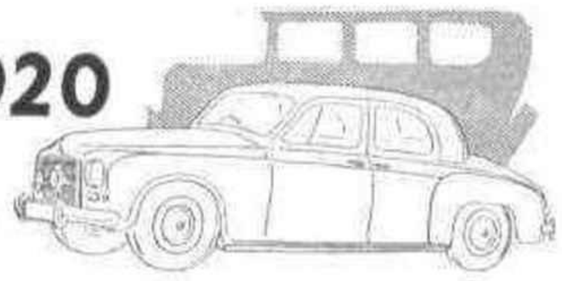
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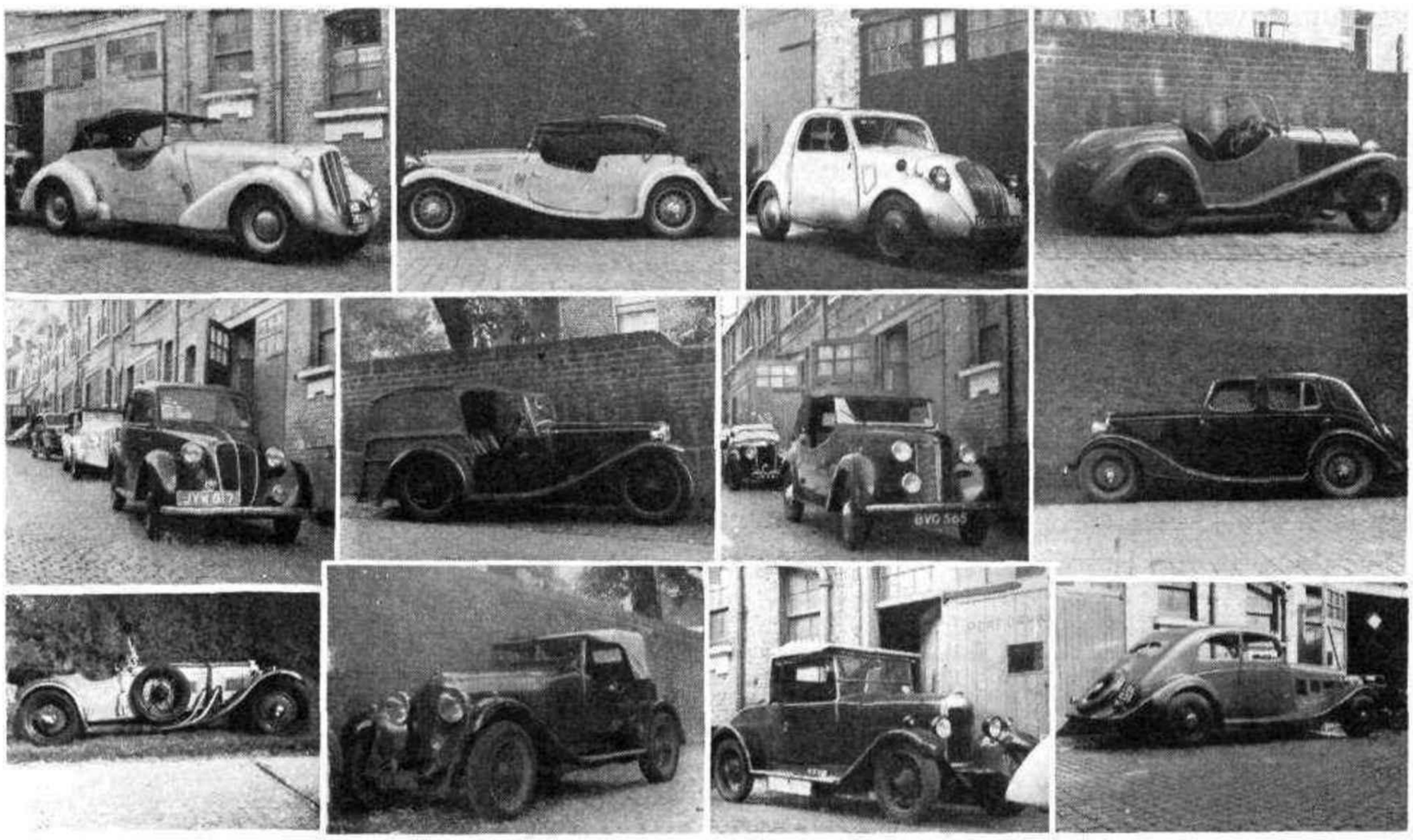
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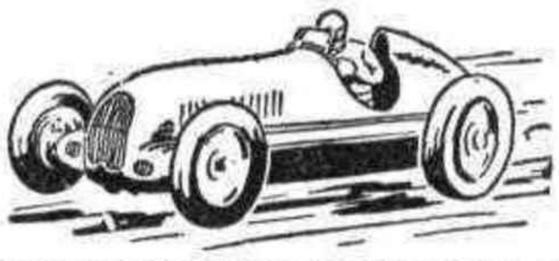
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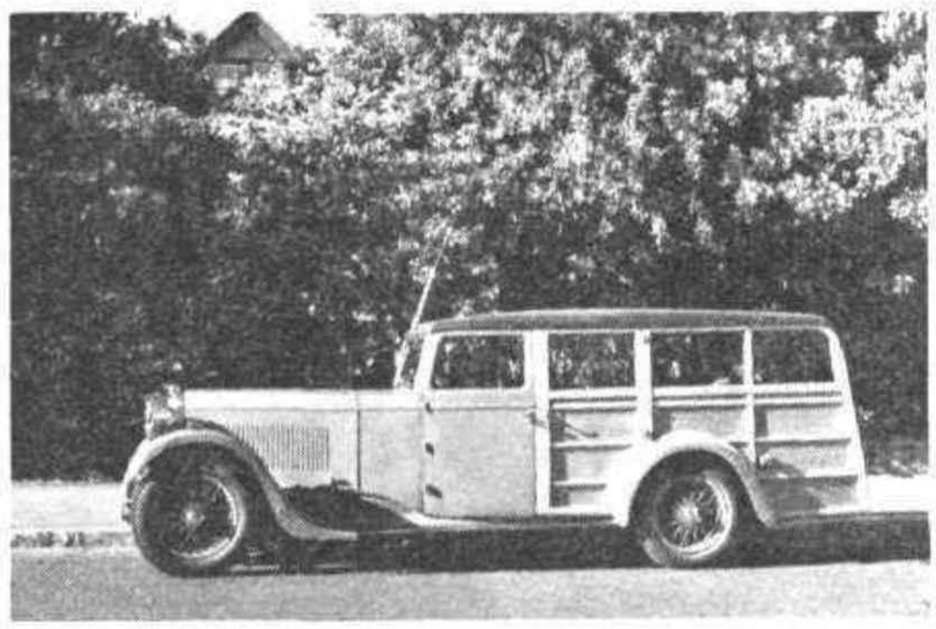
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" J2 " BODY less scuttle. Also ribbed cycle-types and bench-seat back. £7, or separate. Hosking, Tel.: Weybridge 4091. [1207

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1929 20-H.P. SUNBEAM saloon, good condition, £30. M.G. spare parts, catalogues, for " K," " KN," " NA." Magnette, 2-litre. Confidential service, information. Trade price lists, 1936, 1937, " TA " instruction book. Offers: Daniel, Doll's Cottage, Ivybridge, South Devon. Tel.: Ivybridge 63. [1211

£59 AUSTIN SEVEN sports 2-seater, good-looker, good runner; new battery. Also two 600 by 19 Dunlop covers, brand new, £4 each. Barnes, 36a, Leigham Avenue, Streatham. [1215

1,000-C.C. RACING J.A.P. ENGINE, £40. 91 cu. in. Gray Sea Scout marine engine, £40. Full particulars: Clark, Rosebank, Easton, Winchester, Hants. [1216

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SUNBEAM, 1928, 20.9 H.P. Open body fitted. Starts on the button. Four new tyres. Runs very well. £65 or offers. Adams, 7, Hazlemere Road, Bobbers Mill, Nottingham. [1435

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B.T.H. CE4 MAGNETO, also radiator, ex-Alvis "12/50." Offers? Cartlidge, 92, Arthur Road, Tipton, Staffs. [1438

1925 "GRAND PRIX" SALMSON. Back axle, universals, and wheels rebuilt. Rewired, brakes relined; new tyres; 45 m.p.g. £95. 81, Wickham Road, S.E.4. [1439

SUNBEAM 20.9-H.P. 1933 CHASSIS for rebuild or spares. Spares for Alvis "19.8," "16.9" and "12/50." Riley Nine all-helical remote gearbox, £8. Alvis "12/50" front axle complete, £8. Rear axle, £12. Pair 11-in. chrome headlamps, perfect, £7. Tyres, 600 by 21, Dunlop, perfect, £4; unused 600 by 20 Tyresoles, £3. Pair ex-W.D. 400 by 17, £1 each. D. Bagshaw, The Green, Bath Street, Belgrave, Leicester. [1440

1932 LAGONDA 2-LITRE tourer. 100 miles since complete engine overhaul: crank ground, sleeved, valves, etc. New batteries. Original bodywork unblemished. Perfect condition throughout. Spares available. Any trial. LANCASHIRE AREA. £325. Box No. 402, MOTOR SPORT, 15, City Road, E.C.1. [1441

F.I.A.T. BALLILA sports 2-seater. Standard 995-c.c. chassis; tuned, overhauled, 1,089-c.c. engine. Chrome, weather equipment, carpets, new. £225. Box No. 403, MOTOR SPORT, 15, City Road, E.C.1. [1446

ALVIS SPEED 20, 1934, Charlesworth, immaculate throughout. £285. 6, Malvern Road, Surbiton, Surrey. Tel.: Elmbridge 8665. [1447

BENTLEY 6½-LITRE, short-chassis, Speed Six, open body. First-class condition all through and a real bargain at £350. Bentley Caravans, Priory Bridge Road, Taunton. [1448

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1927 9-H.P. HUMBER tourer, immaculate. Taxed. Drive anywhere. Spare engine and gearbox. £70. 7, Lynton Avenue, St. Albans, Herts. Tel.: St. Albans 6272. [1451

RILEY NINE 1933 MARCH SPECIAL. Good tyres, battery. Nearest £180. Williams, Beach Drive, Scratby, Great Yarmouth. [1453

THE OWNER of the 20-h.p. Invicta sports saloon advertised last month thanks the numerous inquirers after same. The engine overhaul is now complete and the car is available for sale at £100. 56, Chetwode Road, Tadworth, Surrey. Tel.: Burgh Heath 5356. [1499

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FOR SALE—*continued*

ALVIS FIREBIRD, 13.2 H.P. (Oct., 1935), sports saloon. Completely overhauled: engine includes "Coumo" liners, S.S. pistons, crank ground and balanced, new valves, guides, springs, timing gear and chain, clutch, universals, S.D. carburetter, batteries, reconditioned petrol and water pump. Gearbox overhauled, new ball-races fitted. Back axle checked. Brakes relined. Dynamo and starter reconditioned. New 600 tyres and tubes. Fixed mechanical jacking system. Recoached in black, brown hide upholstery. Genuine mileage 59,000—2,000 since above work completed. Taxed. Enthusiast regrets compelled to sell. All bills available. £450 or nearest. Gibbs, "Highfield," Main Road, Biggin Hill, Kent. Tel.: Biggin Hill 96. [1456

BENTLEY RED LABEL tourer, 1926. Handsome vintage sporting vehicle in good order. Full weather equipment, new tyres, good battery. Seen London area. Taxed, insured. £275. Box No. 420, MOTOR SPORT, 15, City Road, E.C.1. [1454

ENGINE, 1,500-C.C. A.B.C. SCORPION, air-cooled flat-twin. B.T.H. magneto. £9 or offers. Mills, 20, Leases, Beverley, Yorks. [1455

M.G. "J2," completely rebuilt 2-seater, lightweight body. New tyres, battery, hood; rechroming; sprayed green. Excellent appearance. Engine fully overhauled. Sell £165, or exchange sporty saloon. Tel.: Acorn 4754 (evenings). [1456

SUPERCHARGED "ULSTER" AUSTIN, 747 C.C. Prepared for Class H records but never used. Stored until August, 1949, under ideal conditions. Total mileage 2,000. The whole car is in new condition; short bonnet, pointed tail, staggered seating, etc. New road equipment fitted. Excellent performance, full history available. Some spares. £265. R. R. Pulman, The Chantry, East Coker, Yeovil, Som. [1457

M.G. MAGNETTE SPARES: "N" crank and rods, block, head, sump, rocker cover, layshaft cluster, sundry springs, new Newtons with bracket for rear, new trunnions and rubber for rear springs. Offers: R. R. Pulman, The Chantry, East Coker, Yeovil, Som. [1457

SPECIAL LIGHTWEIGHT J-TYPE ALLARD competition 2-seater, 2,100 miles only, having been transported to events in lorry. This car holds the sports car records at Mont Ventoux and Bo'ness, and the class records at Prescott, Maloja and Develier. It has climbed Shelsley in sports car trim faster than the sports car record. It made fastest aggregate time in tests in 1950 Eastbourne Rally. I.F.S., de Dion rear suspension, two-carburetter enlarged Mercury engine, five Dunlop racing tyres, fitted with special lightweight aluminium body, complying with international sports car regulations. Mr. Robertson, Alfred Imhof, Ltd., 112, New Oxford Street, London, W.C.1. Tel.: Museum 7878. [1459

AUSTIN SEVEN SPARES AVAILABLE. All major parts for models from 1923/37, including complete back and front axles, engines, gearboxes, steering-columns, accessories, etc. 1950 detailed price list on application. Motor Car Spares, 201, Archway Road, Highgate, London, N.6. Tel.: Tudor 3691 and Mountview 1635. [1460

"LE MANS" ASTON-MARTIN, 1934. Long-chassis 4-seater. Recently resleeved, crank reground, new rockers and timing chain. Thoroughly overhauled electrically and bodywork in excellent condition. Four new tyres. £470. St. Etienne, Barleyhill Road, Gosforth, Leeds. Tel.: Garforth 343. [1461

TALBOT "105," completely rebuilt 1949, £10 tax. Fitted special light alloy 2-seater competition body, finished B.R.-green, complete with hood and zipped tonneau cover. Seen near Edinburgh. £350. Box No. 423, MOTOR SPORT, 15, City Road, E.C.1. [1462

EXCHANGE SUPERB 1938 MORRIS EIGHT 2-4 seater, resprayed, rehooded, rebored, brakes relined, new exhaust system, for Aston-Martin, Alvis, or similar; preferably open 4-seater. Cash adjustment. Box No. 405, MOTOR SPORT, 15, City Road, E.C.1. [1463

M.G., APRIL 1938, T-MODEL. B.R.-green. Very good condition. New hood and tyres. Perspex screens. Trial given or A.A. test. £350, or terms. Tel.: Wimbledon 7828 (days), or write: 28b, Boxgrove Avenue, Guildford. [1465

D.K.W. Very smart 1939 saloon. Economical and fast. £10 tax. Any trial. £300 or offer. 333, Kingston Road, S.W.20. [1465

4½-LITRE COUPE, 1934, 3-litre engine. Complete overhaul 2,000 miles. Good tyres. Taxed. £100. Reliable. Quick sale. Box No. 424, MOTOR SPORT, 15, City Road, E.C.1. [1466

FORD 8-H.P. GEARBOX, £5; 1930 Austin Seven back axle complete, 4.9 ratio, £5; 1939 Standard 8-h.p. tonneau cover, full length, zip fastener, £2 10s. "Oakhurst," Northgate, Northwood, Middlesex. [1267

TALBOT SPARES. "105/110." Crankshaft, complete head, various rockers, etc.; set four wheel discs, with tyre extensions; camshaft cover, plugs, etc.; £20 the lot. Barrett, Hill Farm, Heydon, Royston, Herts. [1458

PAIR NEW REAR HUBS, unused, for T-type M.G., £5 10s. P-type cylinder head, £8. Box No. 425, MOTOR SPORT, 15, City Road, E.C.1. [1425

FOR SALE—*continued*

1927/28 RILEY 12/4 H.P. REDWING, s.v. : two complete engines, gearbox, front and rear axles, wheels and springs, etc.; cheap. Also engines, gearboxes, front and rear axles, wheels, for 1930/32 Riley 9-h.p. B. J. White, Mile Cross Lane, Norwich. Tel. : Norwich 26514. [1236

MINERVA : complete 6-cylinder engine and parts, also 4-cylinder engine with parts, cheap. B. J. White, Mile Cross Lane, Norwich. Tel. : Norwich 26514. [1236

CADILLAC : complete engine, V8, about 1930 model. Also 1934 Cadillac complete gearbox. 1925 16-h.p. Crossley complete rear axle and wheels. Cheap. B. J. White, Mile Cross Lane, Norwich. Tel. : Norwich 26514. [1236

VAUXHALL 10-H.P. ENGINE for sale, completely overhauled ; bored, ground shaft ; £40. F. H. Moss (Garages), Ltd., Park Street, Luton. [1239

TWO 600 BY 16 MICHELIN "S" TYRES. Security-bolted to Ford Ten wheels, complete with tubes. Very good condition. £10. 32, Chatsworth Road, Hazel Grove, Cheshire. Tel. : Great Moor 3488. [1240

1927 6-LITRE BENTLEY CHASSIS (less engine) ; 3.5 to 1 axle ; in sound condition ; servo brakes. Nearest £95. F. Gordon, 679, Chorley New Road, Horwick, near Bolton, Lancs. [1242

M.G. 1932 F-TYPE. Good condition ; all-weather equipment, recent bills for £65, 2/4-seater. £175 or near. Storey, 455, Westborough Road, Westcliff, Essex. Tel. : Southend 44157. [1245

M.G. "PA" 4-seater ; rebored, reground, brakes relined, new crown-wheel and pinion, new battery, five good new tyres ; body average. A good, sound car. Engineer-owned. Straight exchange for F.I.A.T. 1,100 or 1,500, Riley Kestrel or similar. Please write : Box No. 374, MOTOR SPORT, 15, City Road, E.C.1. [1246

1930 "INTERNATIONAL" ASTON-MARTIN, 2/4-seater ; beautiful condition ; offers around £270 ; details sent on request. Also rear axle spares for above : crown-wheel, crown-wheel drive, two half-shafts, two star pinions (new), all in good condition ; highest offers. R. S. Osmaston, Lowfold, Wisborough Green, Sussex. [1247

"BROOKLANDS"-TYPE RACING J.A.P. 500-C.C. engine, less accessories, £20. Tel. : Esher 4776 (evenings). [1248

ALFA-ROMEO "MILLE MIGLIA" 2.3-LITRE, supercharged, 8-cylinder ; 2-seater body by Carrozeria Touring. Only 1,800 miles since comprehensive Thomson & Taylor rebuild. Weber carburetter. Specimen condition. Parenthood necessitates reluctant sale. £750. Sir Anthony Stamer, Church Farm House, Clymping, Littlehampton, Sussex. [1249

ENGINE RECONDITIONING PLANT for sale : "K-B" cylinder boring bar, as new ; Cuthbert main bearing boring machine ; Cuthbert con.-rod boring machine ; remetalling bench with jigs, etc.; sleeving bar ; etc., etc. Owner would instruct. Good reason for sale. Post-war machines. Can be seen working. £250. A fast sports car required. On holiday, August 12th to 19th. Fredk. Rose, 299, Kingsland Road, Dalston, E.8. Tel. : Clissold 1192. [1250

LAGONDA 3-LITRE tourer. 1929 chassis, later engine, new body. New mains, big-ends, rings, gear-king-pins, etc. New hood and tonneau cover. P.100s. Nearest £275. Page, 132, Derbyshire Lane, Stretford, Manchester. [1251

RILEY, 1934-1935, LYNX 12-H.P. 4-seater tourer. Car has had £150 spent on extensive engine overhaul in the last eight months. New tyres. The "works" are very good. Hood and body quite serviceable. Best offer over £200. Write or call : 92, Prince George Avenue, N.14. [1253

CROSSLEY REGIS SALOON, 12.95 H.P., 1926, 4-door. Climax 6-cylinder engine, E.N.V. pre-selector. Colour silver. Recent complete overhaul, rebore, pistons, etc. Tyres, battery, nearly new. Taxed December. Very smart appearance. £260. Would exchange for 4-seater open or drophead 3 or 4½-litre Bentley, etc. Photo. Ashwood, Bannister's Barn, Mark Beech, Edenbridge, Kent. Tel. : Cowden 2168. [1254

"KN" MAGNETTE, 1935, 4-door pillarless saloon. Resprayed polychromatic brick-red ; new sunshine roof, head lining, carpets. Red leather Dunlopillo. Four good tyres, six wheels. S.U.s factory-reconditioned and tuned ; 25 m.p.g. Pool, 30 plus with 25 per cent. benzole. Manual box ; twin wind horns. Enthusiast regretfully selling. Offers over £275. Tobitt, 56, Worcester Road, Malvern. [1255

M.G. "PB" MIDGET. Red with maroon wings. Excellent tyres. Engine overhauled. A very nice fast little car. £325 or very near offer. Write : Whiteway, Feltham Lodge, Feltham, Middlesex. [1256

FORD TEN, 4-seater, sports body ; completely rebuilt 1949 ; high-compression head, Scintilla magneto, special carburetter, remote control gear-change. Interior in blue upholstery, exterior red. Tremendous acceleration ; 35 m.p.g. £300 or offer. Box No. 377, MOTOR SPORT, 15, City Road, E.C.1. [1258

FOR SALE—*continued*

LAGONDA RAPIER, 1934, 10 H.P., twin o.h.c., 2-seater, aluminium body ; E.N.V. preselector gearbox ; good condition ; £230, or part exchange for M.G. "TA" Tickford coupé. R. S. ; Tel. : Enterprise 6758. [1257

BENTLEY RED LABEL 3-LITRE, short chassis, 3-seater body with a bench seat, new hood. Clutch, brakes, cooling system, universal joint and steering just overhauled. Tremendous performance from a fine car. £275. Box No. 377, MOTOR SPORT, 15, City Road, E.C.1. [1258

1934 M.G. 8-H.P. CHASSIS, bare, but with rear springs, £5. Austin Seven block, rebored and re-faced, size 2.240 in., valve-guides and tappets in, £2 10s. Sims, 18, Ridge Crescent, Whitefield, Lancs. [1260

1940 MORRIS "12/4" O.H.V. ENGINE, with Borg & Beck clutch, dynamo, starter, manifolds and carburetter, £50. Dunn, 22, Farwig Lane, Bromley, Kent. Tel. : Ravensbourne 5711. [1261

1949 M.G. "TC." Green. Available September 1st. 9,000 miles. Perfect condition throughout. Extras, worth £50, include 6.00 by 16 rear wheels and tyres (1,500 miles only), thermometer, full-length tonneau cover, windscreen washer, wind-tones, etc. No expense spared. Any inspection, any trial. Owner going abroad. Offers over £650. Day, 41, Barkston Gardens, S.W.5. Tel. : Frobisher 2032. [1262

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3-LITRE BENTLEY FOR SALE, in first-class condition. View by appointment. Box No. 378, MOTOR SPORT, 15, City Road, E.C.1. [1264

SUPERCHARGER FOR "TC" M.G. Marshall-Nordek, new May, 1947, little used. Complete all fittings, instructions and drawings. Cost £80. Best offer secures. Hopkinson, 44, Greenbank Drive, Chesterfield. Tel. : Chesterfield 3615. [1265

1934 ALVIS FIREFLY 4-seater tourer. Resleeved, new valves, etc. E.N.V. 110 gearbox, Vertex Scintilla magneto. Spares include E.N.V. gearbox, front and rear axles, complete with springs. £295. Lang, 21, Adelaide Terrace, Portishead, Bristol. Tel. : Portishead 2333. [1267

"30/98" VAUXHALL OE 253, May, 1926, Velox 4-seater. Cycle wings. Black, with yellow wheels. New tyres, battery, hood bag, tonneau cover. Re-upholstered. All original mechanical features. Revs. 3,300 lower gears ; max. speed about 85 m.p.h. Full demonstration willingly. Taxed. £290 or offer. 103, Kineton Green Road, Olton, Birmingham. Tel. : Acocks Green 0462. [1268

LAGONDA RAPIER 10-H.P. coupé, 1935, excellent condition and performance. £250. Crossman, 151, Mount Road, Wallasey, Cheshire. Tel. : Wallasey 7432. [1269

FOR SALE—*continued*

LEA-FRANCIS "12/40," 1931, 2/4-seater sports. Excellent condition throughout. Recellulosed in B.R.-green. All-weather equipment. Bargain, £105, or exchange Riley Nine saloon. Jack Leeson & Partners, Brook Street Garage, Stourbridge, Worcs. Tel. : Stourbridge 58081. [1270

M.G., MK. I "18/80" 2-seater sports car. Bargain to clear. Jack Leeson & Partners, Brook Street Garage, Stourbridge, Worcs. Tel. : Stourbridge 58081. [1270

RILEYS, BENTLEYS, ALVIS, M.G.s, etc., bought, sold and exchanged. Complete overhauls and tuning ; cellulosing, spares, etc. Jack Leeson & Partners, Brook Street Garage, Stourbridge, Worcs. Tel. : Stourbridge 58081. [1270

TYRES : Four 4.50 by 17 and tubes, no punctures, 70s. Gaskell, "Stockswell," Hard Lane, St. Helens, Lancs. [1272

LANCIA KAPPA, 4,941 C.C., 1921 saloon. Bedford Cord ; 40,000 miles ; 18 m.p.g. Just resprayed ; new tubes, excellent tyres, battery. Absolutely original condition ; £125. Also Lambda 1924 convertible saloon, 34,000 miles ; 28 m.p.g. Six wellbase wheels, otherwise unmodified. Excellent tyres, battery. Complete spare engine (never rebored), gearbox, clutch, radiator, starter, other parts. Taxed December. £155. Would part-exchange either for 5th Series or later with large brakes, or exchange Kappa anything smaller. 14, Cranley Gardens, Wallington, Surrey. [1274

DELAGE, 1929, D.M., 20.8 H.P. coupé. Very fair original condition ; only taxed for six months since 1938. Offers over £135 or may exchange smaller car. Box No. 379, MOTOR SPORT, 15, City Road, E.C.1. [1275

HEADSCARVES! (Squares). Featuring leading British and Continental racing and sports car motifs in appropriate colours, 30s. Vintage or veteran selection, 35s. Any make to order, 40s. Ties, 21s. Finest quality. Post paid. E. W. J. Rich, Steelgreen, Millom, Cumberland. [1276

"ULSTER" AUSTIN aluminium 2-door body with hood, windscreen frame, seats, tank, rear mudguards, bonnet. Full-length undershield. Cheap for quick sale. Greenwood, Spring View, Delph, Oldham, Lancs. [1277

1924 3-LITRE BENTLEY BLUE LABEL, Van den Plas body. Fitted two S.U. carburetters ; engine rebuilt by Stafford East. Recellulosed black, red wheels ; new hood and tonneau cover ; tyres good. £275. Lewis Motors Ltd., Gerrards Cross. [1278

M.G. L-TYPE MAGNA. Excellent condition ; mileage 58,000. Taxed December. £225. Clarke, 253, Byron Road, Wealdstone, Middlesex. [1280

1950 AUSTIN. Rebuilt and modified to the last nut. Beautiful aluminium body, cowled radiator, Dunlopillo seats. Rear seats for children. New tyres and screen. Full weather equipment ; special dropped chassis. Terrific performance and roadholding—65 m.p.h., 50 m.p.g. Green colour. Photo on request. £250. Woltenholme, 33, Kingsley Road, Oldham. [1287

LEA-FRANCIS, 1926, "12/22," TYPE J, 2/4-seater coupé. Reasonable condition. Offers or exchange smaller h.p. vintage car. Box No. 380, MOTOR SPORT, 15, City Road, E.C.1. [1282

RAPIER. Supercharger, Centric 160. Complete Low mileage. Excellent condition. Offers ? Price, 71, Olorenshaw Road, Sheldon, Birmingham. [1283

BENTLEY 4½ OR 3-LITRE STARTER MOTOR, outrigger bearing, unused since complete reconditioning. £7 or offer. Also 3-litre stub axle, N.S., £3. R. E. Aickin, "The Dairy," Sonning-on-Thames, Berks. [1284

LANCIA AUGUSTA 12.1-H.P. 4-door saloon, in immaculate condition inside and out. Engine completely reconditioned April, 1950. Good tyres. Taxed year. The car for the enthusiast. £390. Box No. 381, MOTOR SPORT, 15, City Road, E.C.1. [1285

MORRIS EIGHT, SERIES II, 1938, open tourer. Maker's reconditioned engine 1947. Very good tyres. Taxed year. £245. Box No. 382, MOTOR SPORT, 15, City Road, E.C.1. [1286

BENTLEY, 1933, 4½-LITRE (S.) Van den Plas. 5,000 miles since complete engine, blower and clutch overhaul. Transmission perfect. Body recellulosed black, and all fittings rechromed, and brakes relined, two years ago. New batteries ; P.100 headlamps, spotlight. C.A.V. coaxial starter and telecontrol shock-absorbers fitted ; two spare wheels, good tyres. Whole car in first-class condition. Over £400 spent on reconditioning. Offers over £600. No dealers. Box No. 383, MOTOR SPORT, 15, City Road, E.C.1. [1287

M.G. "18/80," MK. I, SPEED MODEL open four-some. Nov., 1931. Complete weather protection. New tonneau, hood bag. Tyres good. Cycle-type front wings. Really sound condition throughout. £175. Box No. 384, MOTOR SPORT, 15, City Road, E.C.1. [1288

"J2" MIDGET, fitted new Ford Ten engine and Type 75 E.N.V. preselector box. All new engine accessories. Car resprayed and rechromed. £210 or offers. Atkinson, Crown Club, Spondon, Derbys. [1297

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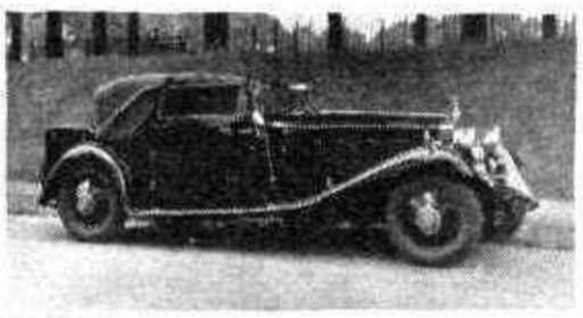
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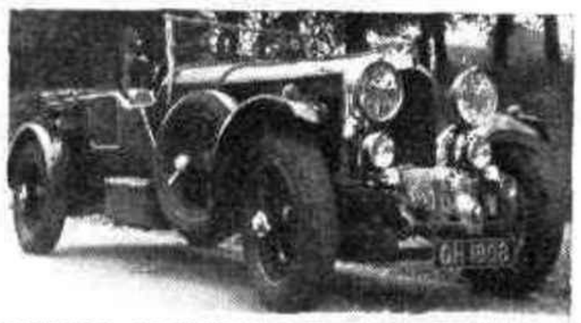
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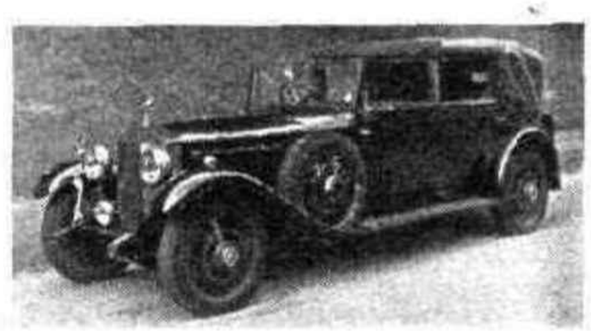
ROLLS-ROYCE PHANTOM II (1934) Sportsman's drophead coupe by Gurney Nutting. Chassis No. 106 MY. In faultless condition; this Rolls has been chauffeur-driven and maintained since and has just undergone a complete checkover by Rolls (report available). The carriagework and interior are unmarked. A classic carriage by any standard in the world. Fitted radio. Grebel outrigger spats, dualtones, Andre teledraulic shockers, etc. All original tools. Taxed year. **Guaranteed for three months against any mechanical defect whatsoever.**

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BENTLEY BLOWN 4½-LITRE (1931) 4-seater tourer by Vanden Plas. Chassis No. 3906 SM. Previously property of very meticulous owner. Fitted standard Mark IV Villiers giving 12 lbs. at 3,000 r.p.m., together with amazing tractability. This Bentley is in literally mint condition and is second to none. A full history of overhauls, owners and mileage, etc., is available. New hood, tyres, etc. Taxed year. **Guaranteed for three months against any mechanical defect whatsoever.**

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ROLLS-ROYCE PHANTOM II (1931) Cabriolet de ville by Chapraer of Paris. **First registered in England in June, 1948. £10 per year flat-rate tax.** Chassis No. 35 WJ. This amazing Rolls is convertible from a 7-seater limousine to a completely open sports tourer in less than five minutes, having to be actually seen to be believed. The classic Chapraer carriagework is as new and this Rolls is mechanically excellent throughout, having been completely overhauled by Franco-Brit of Paris in May, 1947 (all bills are available). Fitted Grebel lights, new Dunlops, etc. Taxed year (£10). **Guaranteed for three months against any mechanical defect whatsoever.**

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F.I.A.T. 500 c.c. (1937-38) drophead in really perfect all-round condition, having undergone complete engine overhaul and recellulosing and new axle last year. A "spot on" economical little job, the appearance of which belies its performance and age. Taxed year. **Guaranteed for three months against sny mechanical defect whatsoever.**

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AUSTRO-DAIMLER (1935) 32.6 h.p. full 6-seater sportsman's drophead coupe on the famous tubular chassis. Just completely checked over for me by Brit. Mercedes-Benz after 12 years' storage. Mechanically excellent, but needs new hood and recellulose. Excellent opportunity for an enthusiast to acquire one of the world's finest engineering products at a very reasonable figure.

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BENTLEY 8-LITRE (1931). Chassis No. YF 5005 drophead coupe by Thrupp and Maberley. Mechanically excellent, has been stored and spasmodically used for many years. Believed genuine 47,000 miles since new. The chassis and engine have been completely checked over and serviced in our workshops. The carriagework, however, needs respraying and the hood renewing. This quite reasonable example of one of the world's finest sports cars is offered at a very moderate figure.

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FRAZER-NASH 4 "E.D." Meadows Brooklands (1932). Rebuilt by North Country enthusiast who stripped the chassis to the last nut and bolt and rebuilt from scratch. **Re-registered 1948. £10 per year flat-rate tax.** In exceptional condition throughout. New battery, tyres, hood, lamps, etc. Very rapid. Taxed (£10). **Guaranteed for three months against any mechanical defect whatsoever.**

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ALFA-ROMEO (1930) 1,500-c.c. single-cam drophead coupe by Young of Bromley. Mechanically perfect. Coachwork recellulosed, very clean all round. Space precludes further description. Taxed year. **Guaranteed for three months against any mechanical defect whatsoever.**

£285

At the time of going to press I am negotiating for a "Red Label" (1927) Bentley, an Aston-Martin (1934) Le Mans and another M.G. "J2." A 1,750-c.c. Alfa drophead and a 2-litre Lagonda tourer (1933) will be available during the month.

Readers are requested to bear in mind that I am always interested to hear of Alfas, Hispanos, Mercs., Isotta, "J2s," etc., for sale or part exchange, always providing they are in reasonable condition, and will gladly give any assistance, within my limitations, to owners disposing of sports cars, or advice as to repairs and technical data, etc. ANY VEHICLE ADVERTISED BY ME IS FULLY OPEN TO ANY TRIAL AND EXAMINATION, AND PROSPECTIVE BUYERS ARE ASSURED THAT EVERY POSSIBLE FACILITY WILL BE PLACED AT THEIR DISPOSAL TO EFFECT THEIR COMPLETE SATISFACTION.

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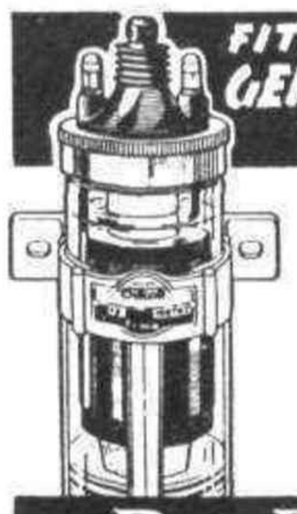
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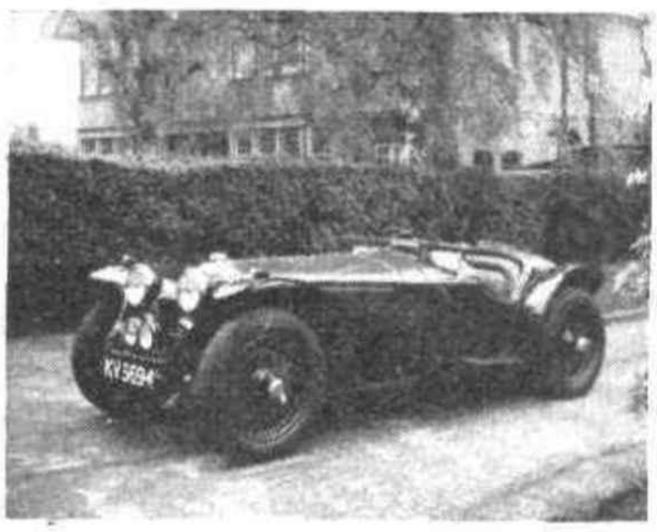
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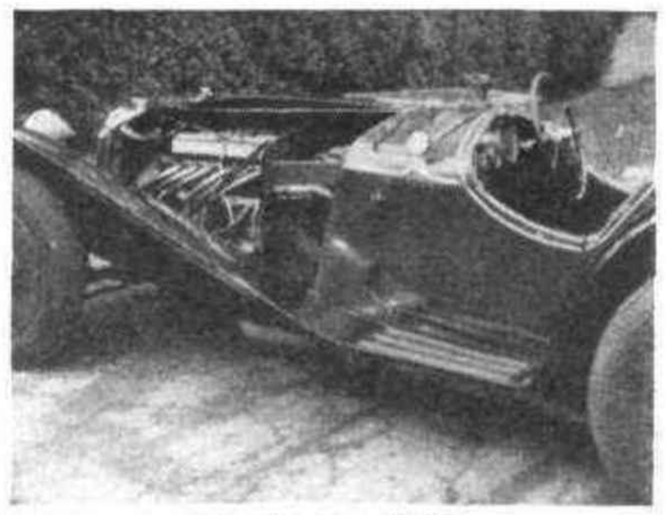
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FOR SALE—*continued*

1938 B.S.A. SCOUT de luxe coupé, in black and maroon. 10 h.p. 38 m.p.g. 40,000 miles. Engine rebored, with new crankshaft, by Rootes in December, 1949. Dr. Busfield, Little Bridge Place, Bridge, near Canterbury. Tel.: Bridge 324 (after 6 p.m.). [1289

SUNBEAM, LONG-STROKE, 490-C.C., 1927, and sidecar. Excellent mechanically for serious motoring. Magdyno, spares and solo sprocket. £50, offers. 44, Springfield Avenue, Hereford. [1290

£27 EACH HOMELITE GENERATING SETS, brand new, in airtight cases complete with box tools, spares and instructions. Output, 27 v. D.C., 400 W., and 120 v. A.C., 400 cycle, 1,400 W. Forest City E.C., 4, Longford Road, Stretford, Lancs. [1291

POWERPLUS SUPERCHARGER, completely reconditioned by makers. Suitable up to 1½-litre car. Offers to: Box No. 385, MOTOR SPORT, 15, City Road, E.C.1. [1292

RILEY LYNX 1½-LITRE 4-seater sports, 1936. Immaculate condition throughout. Red leather upholstery. Black/chrome bodywork. Excellent performance. 100 per cent. appearance. £395. Exchange saloon considered. Tel.: Sydenham 3912 (before 6 p.m.). [1293

1938 MORRIS 14-H.P. Resprayed last December. Near £265. Would exchange for smaller car. Osment, Newnham Manor, Wallingford, Berks. [1294

RUDGE WHEELS, reconditioned, stove-enamelled, small hubs, £4; large, £3. E.N.V. 75 gearbox, £15. Lots of other sports spares to clear. Alfa " 1,750 " single-cam head, with valves, block, £25; steering-column, £3; radiator, £4. Old Sunbeam spares. G. Jones, 47, Edmondstown Road, Tonypandy, Glam. [1296

WILSON PRESELECTOR GEARBOX, complete remote control. Good condition. Offers. Varley, Norwich Union Chambers, Gloucester. Tel.: Gloucester 25077. [1298

WOLSELEY TWELVE sports special, 2/4-seater. Spotless order (£200 rebuild recently). Two owners. Fold-flat screen, etc. £185. Seen by appointment. Speedway Motors Ltd., Worthing. [1299

CLEARANCE: Morris Ten steering unit, 70s.; F.I.A.T. 500 speedometer complete, 50s.; Masteradio, 6v. (new), complete, 24 gns.; Stromberg carburetter, 25s.; Vauxhall starter, 30s. Speedway Motors, Worthing. [1299

UNIQUE UNIT-CONSTRUCTION o.h.v. Rover motor-cycle. Austin and motor-cycle spares. S.A.E.: 12, Victory Road, Taunton, Somerset. [1300

GENUINE " ULSTER " AUSTIN ENGINE, not assembled, also special gearbox; £24. Box No. 387, MOTOR SPORT, 15, City Road, E.C.1. [1301

RILEY NINE 2-seater, special new lightweight competition body, cycle wings, pointed tail (in B.R.C. green); 9 h.p. single-carburetter engine at present but ideal for development by enthusiast. Chassis, etc., overhauled; chrome head/side lamps, new Dunlops; registered 1949. £195. Montroe Motors, 91/7, Epping New Road, Buckhurst Hill, Essex. Tel.: Buckhurst 1171/2. [1302

ALFA-ROMEO, 1,750 C.C., supercharged, Grand Sport, 4-seater, drophead coupé. Excellent throughout. £535. Box No. 388, MOTOR SPORT, 15, City Road, E.C.1. [1303

CROSSLEY SALOON, 15.9 H.P., 1930. Just completed extensive engine overhaul, including rebore, new valves, battery, big and small-ends. Car still running-in. Sound engine, good tyres and almost complete spare engine, radiator and gearbox available. £100. Dale, 15, Alexandra Road, Reading. [1304

1928 BENTLEY BLUE LABEL 3-LITRE. New body, hood, and tyres recently. Car in first-class condition; £195. Alpha Garage, Westergate, Aldingbourne, near Chichester, Sussex; trunk road A 29. [1523

FOR SALE—*continued*

S.S.I. 2½-LITRE SPECIAL for sale. Engine overhauled and whole car completely rebuilt only 3,800 miles ago. Fitted with comfortable 2-seater body with new hood and tonneau cover, etc. £10 tax. Excellent roadholding and fast motoring. Offers about £425 to: W. G. Green, 22, Park Road, Faringdon, Berks. [1305

BENTLEY 3-LITRE open 4-seater, 9 ft. 9 in. chassis, No. 602; body racing-green. Just trimmed brown hide, new hood, sidescreens, and tonneau cover, fold-flat screen and aero-screens, Zeiss headlamps, four almost new tyres and one retread, clean dash with standard instruments, new exhaust system, new Andre telecontrols, front springs repinned and bushed. Engine, No. 1223, late 1926, late-type crankcase, new dural plates and drain tubes; reconditioned magnetos, lightened flywheel, A-type gearbox, Hardy-Spicer shaft, 3.53 axle. 3,000 miles since brakes relined and engine decarbonised. Taxed till end of year. £500. Box No. 389, MOTOR SPORT, 15, City Road, E.C.1. [1306

BENTLEY SPEED SIX, 1929, Freestone Webb 2-door sports saloon; excellent condition. Re-cellulosed and rewired; more than £250 spent. Good tyres. Photo supplied. £350 or nearest offer. Box No. 419, MOTOR SPORT, 15, City Road, E.C.1. [1308

CAMBRIDGE ENGINEERING OFFER: New combined inlet and exhaust manifolds in cast iron to take a downdraught carburetter yet still retaining the original silencing system, £7 10s. each. High-compression aluminium alloy cylinder heads in high-duty alloy, suitable for all standard and sports model Austin Seven engines, £5 10s. each. Pair new 15 by 500 Austin wheels and new Dunlops; pair new 15-in. wheels, less tyres; stock of new 16-in. Dunlop rims. 1932 complete Austin Seven chassis with instruments, suitable for conversion. " Nippy " crankcase, " Ulster " and " Nippy " con.-rods, " Ulster " block and pistons. 1931 " Ulster " 2-seater sports car in good condition, taxed, dropped axle and spring sets, on exchange plan. We cater for the Austin Seven enthusiast and constructor, and devote all of each Saturday up to 5 p.m. for those seeking constructive advice. S.A.E. for lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [1311

RODNEY CLARKE would consider offers of £1,500 for his 2-seater competition Connaught. Maximum speed over 120 m.p.h. Latest 1950 modifications incorporated. A car for serious competition work, in either sports-car racing or Formula II. Reason for sale, too many other irons in the fire. Connaught Engineering, Portsmouth Road, Send, Surrey. Tel.: Ripley 3178. [1312

MASERATI (ex-Earl Howe) 2.9-LITRE Monoposto and spares. Wide chassis, suitable conversion to 2-seater sports car. Engine bench-tested, giving same power as Whitney Straight car. At present dismantled but would be assembled as single-seater for £1,250 or near offer. First-class mechanical condition all through. Connaught Engineering, Portsmouth Road, Send, Surrey. Tel.: Ripley 3178. [1312

MASERATI 2.9-LITRE MONOPOSTO and spares. Has never been seriously raced and is in excellent condition. Has been kept by us as spare to Mr. McAlpine's ex-" Bira " car. £1,600 or near offer. Connaught Engineering, Portsmouth Road, Send, Surrey. Tel.: Ripley 3178. [1312

1935 MORRIS TEN-SIX CUNARD SPECIAL 4-seater, red and black tourer, £125. Apply: 12, Orchard Way, Woodhatch, Reigate, Surrey. [1317

RILEY FOURTEEN " ALPINE " saloon. Re-sleeved, new mains, big-ends; rewired; good tyres. Taxed, insured. £120, or exchange smaller car. Maxwell, 19, Melbourne Road, Carlisle. [1319

1936 BRITISH SALMSON drophead coupé. Completely rebuilt. Excellent condition. Offers around £350. Tel.: Forest Hill (London) 1314. [1320

FOR SALE—*continued*

AUSTIN SEVEN SPECIAL. Just built up, ready for body. Aluminium head, new tyres, Austin Seven axles, engine spares. T. Purbrick, Garden Cottage, West Kingsdown, Kent. Tel.: West Kingsdown 378. [1318

GEARBOX FOR " BRESCIA " BUGATTI, £20, or exchange for M.G. or Morris front and rear axles or similar. Jowett engine and gearbox, 1936, with radiator but less dynamo, £17 10s., or exchange for crashed 3-wheeler or " Big Twin " sidecar outfit or complete Austin chassis. 200-Mile Race Newton engine; double o.h.c., 1,100 c.c., 4-cylinder, with 4-speed gearbox; magnesium alloy crankcase and sump; set of new Martlets (8½-to-1); reputed 66 b.h.p. with single carburetter; dismantled and dusty but complete; £35. 1925 " Brescia " modification, complete but dismantled; £10 tax; front axle and brakes are brand new (genuine Bugatti); owner lacks time to rebuild; £65 or interesting exchange. Seen London by appointment. Box No. 393, MOTOR SPORT, 15, City Road, E.C.1. [1321

1933 RILEY LINCOCK 12-H.P. saloon. Complete engine overhaul, crank regrind, new timing gears, carburetter, etc.; new shackle bolts, bushes, king-pin, wiring, interior lining, last 12 months. 29 m.p.g. Bills avilable. £200. Belsteads, Little Waltham, Chelmsford. [1323

2-LITRE LAGONDA SPARES: Radiators, low chassis, £8; high chassis, £3 10s. Pair of front cycle wings, £4 10s. ZF gearboxes, £7 and £4 each. Road springs, front and rear, 30s. each. Propellor shafts, 50s. each. Engine bulkhead, £2. 12-gallon petrol tank, £3. Also instruments and most engine spares available. Write: M. Leo, 58, Holtspur Top Lane, Beaconsfield. Tel.: Beaconsfield 529. [1326

A.C., 1926, 16-H.P., S. F. Edge personal Special. Engine and brakes overhauled; five good tyres; drophead body; taxed. £79. 96, Boscombe Road, Worcester Park, Surrey. [1327

" PA " M.G. 2/4-seater. Excellent condition throughout. Recently resprayed metallic-grey. New tonneau, crown and pinion, races and king-pins. Modified oil housing just fitted. Bills to show. Any trial. £265 or near offer. Tel.: Pollards 1539. [1328

1930 TRIUMPH 14.9-H.P. saloon, maroon. First registered 1937, EUA 483. Body in showroom condition; mechanically perfect. Laid up in war years; one owner. Specimen car, £110. Dr. Franklin, N.B.T.S. Depot, Seacroft, Leeds. Tel.: Leeds 45091. [1329

1928 4½-LITRE BENTLEY sports 2-seater, body by Vanden Plas, black; genuine mileage 31,201. Only two owners and in very good condition. Price £450. Overseas Cars Ltd., 227, Brompton Road, S.W.3. Tel.: Kensington 7475. [1330

UNIQUE SCOTT " FLYING SQUIRREL," 2-speed; 80-85 m.p.h., coil ignition; bumper-mud shields; detachable wheels; special fittings, speedometer, etc. As new. Offers: 9, Ovington Mews, S.W.3. Tel.: Flaxman 3220. [1331

1932 ALVIS " 12/50 " saloon, black, brown leather. In very good condition, with five nearly new tyres. £275. M. G. Fogarty (Car Sales), Ltd., 17, Guildford Street, Chertsey. [1332

AUSTIN TWELVE, 1931 model, black fabric 4/5-seater sunshine saloon; 59,000 miles; two owners. Body good; excellent mechanically. New battery and three new tyres; taxed and insured. An ideal family car ready for many more miles of trouble-free motoring. £95. Tatlow, Eckington, Sheffield. Tel.: Sheffield 209. [1273

OCTOL—The supreme Anti-Knock Agent. Now obtainable in one-gallon cans from: Henry J. Nicholls Ltd., 308, Holloway Road, London, N.7. [1310

ALVIS SPEED 20 sports saloon. £500 overhaul. Managing director's car. Must be seen to be appreciated. £450. St. Peter's Motor and Engineering Ltd. Tel.: Gerrards Cross 3881. [1350

FOR SALE—*continued*

SUPERCHARGED 2-SEATER P-TYPE M.G., completely rebuilt, receipts for over £300; fitted with numerous extras, Fram, twin copper exhaust system, stoneguards, twin heaters, spot, fog-lamps, wind-tone horns, aero-screens, luggage grid, etc., all new instruments. Photographs and any trial. £325. Westholme, The Park, Yeovil. Tel.: Yeovil 344. [1425

RILEY NINE SPECIAL, based on "Monaco," "Brooklands" body, outside exhaust, twin S.U.s. Completely overhauled, 2,000 miles since. £115. Carpenter, Well Nigh, Woodmansterne Lane, Banstead. [1422

1923 ROLLS-ROYCE SILVER GHOST. Engine overhauled 1948. Special tropical body, requires repainting. Two spare wheels; four-wheel brakes. Autovac. Did successful Swiss tour last summer. Army officer posted sells regretfully. Write Box No. 421, MOTOR SPORT, 15, City Road, E.C.1. [1467

1939 "3½" JAGUAR "100." Two-seater in beautiful and original condition. Very low mileage. £750. Box No. 408, MOTOR SPORT, 15, City Road, E.C.1. [1468

F.H.B. 500, excellent condition. With 5-stud J.A.P. engine and Burman gearbox. Offered at £120, or £70 without engine. F. H. Bacon, 54, St. Mary's Crescent, Hendon, N.W.4. [1470

TRIUMPH GLORIA, 12 H.P., 1934. Well shod; rebored; new battery. £175. 12, Mount Pleasant Drive, Belper, Derbys. [1471

BENTLEY "4½" V.D.P., 1928. Chassis XC 3110, engine XL 3111. All new tyres, new hood, screens, tonneau cover. Four-seater body. Faultless throughout. Taxed. Bargain, £275. Allard 1938 sprint special, V8. Full touring trim; Chassis AM 5; new Hartford telecontrols; 2-seater slab tank; twin spares; £250. Sunbeam 1929 tourer 4-seater, one owner; three new tyres, new battery; 16.9 h.p.; original paintwork; perfect mechanically. £60. H. Middleton, Automobile Engineer, 9, Alexandra Road, Balby, Doncaster. [1472

RILEY SPRITE, 1937, open 4-seater, fitted twin S.U.s, Scintilla Vertex. Engine overhauled. Whole car in excellent condition. Price £450. Box No. 409, MOTOR SPORT, 15, City Road, E.C.1. [1473

LIMITED QUANTITY OF PURE BENZOL available. 5-gall drums, 25s. Advies Co., 12/13, Poultry, London, E.C.2. Tel.: City 4392. [1474

LANCIA AUGUSTA 4-door saloon. Radio. Clean, good mechanical condition. Just decoked, new valves, everything works. Good tyres. £290 or offer. London. Box No. 410, MOTOR SPORT, 15, City Road, E.C.1. [1475

SUPERCHARGED FORD SPECIAL, 2-seater. Finished dark green. Many spares, including spare engine. £250 or best offer. Box No. 420, MOTOR SPORT, 15, City Road, E.C.1. [1476

1935 (Reg. 18.7.38) RILEY "1½" LYNX 4-seater. Black, red wheels, upholstery. Taxed December. Body in exceptional condition. Mechanically sound. Decoked, brakes relined, two new tyres, good hood, sidescreens. Fast and attractive. £295. Bell Garage, Rear 48, Bell Road, Hounslow. Tel.: Feltham 3965. [1477

1927 LEA-FRANCIS FOURTEEN tourer, now undergoing engine overhaul, new hood, etc; £145. 1930 Riley Nine open 4-seater, new body 1949 and overhauled, little used since; £160. Box No. 411, MOTOR SPORT, 15, City Road, E.C.1. [1478

1931 LEA-FRANCIS 16-H.P. sports saloon, smart and fast, good condition. £135. Price, Three Shires Oak, Bearwood, Birmingham. [1479

8TH SERIES LANCIA LAMBDA, 4-seater touring car in black fabric. Coachwork unmarked, new hood and six new sidescreens. Mechanically in exceptional condition. Engine completely overhauled by Lancia 1947. Maintained by Lancia experts. Always starts at once and is completely reliable. Vast luggage boot. Perfect for Continental touring. Photographs to serious applicants. £285. Tel.: Greenwood, Welbeck 5737 (daytime). Write: Greenwood, Barton Lodge, Guildford. [1480

OWNER WISHES TO SELL his 1932 Bentley 8-litre saloon. To be seen Tower Garages, 617, Finchley Road, N.W.3. [1482

£350. ALFA-ROMEO 1,750-C.C. drophead coupé 4-seater, completely overhauled, engine, chassis; recellulosed; new mohair hood. Beautiful condition. Can be seen and tried in London or address below: Bennett, Chantry Cottage, Waltham St. Lawrence, Berks. Tel.: Euston 7529 (day) or Shurlock Row 260. [1483

BENTLEY 4½-LITRE BLACK LABEL 1930 sports coupé, in original and superb condition. Five new tyres. Engineer-owner. Honest reason for selling. £275. Bungalow, Hillfield Road, Farnborough, Hants. Tel.: Farnborough 1512. [1486

1926 RILEY 11.9-H.P. brake, converted from tourer. General condition warrants reconversion, the original body being intact. £55. Lewis, 63a, Woodcock Street, Birmingham, 4. Tel.: Aston 2410. [1487

RILEY 1½-LITRE LYNX, 1936. Excellent mechanical condition; 32 m.p.g.; new tyres. Handsome coachwork, new hood, sidescreen, and it really motors. £295. Maxwell Gilbert, 34, Bushmore Road, Hall Green, Birmingham. [1525

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We invite your inspection of the following cars, all of which have been thoroughly road tested by us, and are offered with three months' written guarantee.

CLK-5. The famous ex-Ken Hutchison **Allard** Special. Fitted with Bugatti 2-seater body with twin filler caps, Mercury engine, Scintilla magneto, mechanical and electric pumps, fold-flat screen, outside handbrake with remote starter control attached, pistol grip inside cockpit, good hood and tonneau; six nearly new tyres, 750 by 16, independent suspension, and capable of 100 m.p.h. Re-registered, 1947, therefore £10 tax only. Taxed till end of year. (For further reference, read "More Wheelspin," by C. A. N., May.) ... **£395**

YK-2473 Bentley, Red Label, 3-litre speed model V.D.P. tourer. Chassis No. 1064. Engine No. 1094. First registered 16/6/25. Recent work carried out includes the following: Engine re-bored, crankshaft ground, new valves, guides, drain tubes, stainless end plates, and radiator fitted. Flywheel has been lightened and interior bodywork completely re-upholstered in real hide. Hood and tonneau are as new. Tyres excellent. Was in one owner's hands eight years. We have genuinely "clocked" 90 m.p.h. **£285**

YT-3239 Invicta 3-litre open 2/3-seater. Chassis No. 161. Engine No. 6558. Six branch outside exhaust system, twin S.U.s, fold-flat screen, P. 90s, new hood and tonneau. All outside metal parts including radiator have been heavily re-chromed and resultant appearance is a "real traffic stopper." First registered, July, 1927. Colour B.R. green **£210**

DPP-178 M.G. "TA." Registered 16/5/37. Taxed end of year. Perfect mechanical condition is guaranteed, having been extensively overhauled by University Motors at the cost of £157 (bills available), and includes fitting replacement engine, new clutch, dynamo and distributor, Stub pins and bushes, Newton control units, and a host of other things too numerous to mention. Total mileage since is only 3,500 ... ... **£325**

DO-9491 M.G. Midget. Re-sprayed by us in light blue, and all accessories re-chromed. In really first-class condition. First registered 1932 ... **£135**

GT-315 Wolseley sports 4-seater tourer. Registered 14/8/32. Re-conditioned engine, five excellent tyres. Colour cream and red. Genuine little job **£125**

F.I.A.T. 500 c.c., 1937 model, in really wonderful condition. Open to any inspection or trial. Oil pressure terrific. Would sell itself on sight. ... **£235**

Rover (Meteor), 1930, 19.8-h.p. We are given to understand that the mileage shown is genuine at 57,000 miles, and condition seems to bear this out. Bodywork is sound throughout, with no evidence of rust. Hood and side-curtains are sound and clean, paintwork is very good, but for one small area on near-side door where top coat has peeled. Engine is in faultless condition and will easily attain 70 m.p.h. plus. 2/3-seater cockpit and full 2-seater "dickey" is in red leather, and tyres excellent **£125**

Singer Saloon 8-h.p., 1928, four-door in black and green. Very clean throughout, and mechanical condition nothing less than 100 per cent. **£65**

We are always interested to hear of SPORTS CARS of character, and will pay cash for good examples.

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BOWES PARK 5740

FOR SALE—*continued*

1929 MORRIS COWLEY 2-seater, with dickey. Sound and reliable vintage motor. £55. Lewis, 63a, Woodcock Street, Birmingham, 4. Tel.: Aston 2410. [1487

VAUXHALL: Various sound parts 1923/1938, practically everything 1927/1933. T. H. Gibson, Westway, Witheridge, Tiverton, Devon. [1488

1929 RILEY NINE tourer, in exceptional condition. Main bearings and ends remetalled, crankshaft reground. Sprayed green, new hood and sidescreens in May. Upholstery very good. One owner for 13 years. £140. Beverley, Weston Green Road, Thames Ditton, Surrey. Tel.: Emberbrook 1293.

RUDGE-TYPE K.O. WHEELS. 19 by 2½, 42 and 52 hub; 19 by 3, 42 hub; 20 by 3¼, 42 hub; 21 by 2¾, 42 hub; 21 by 3¼, 42 hub. Freddie Dixon, "Ardverness," Wray Common Road, Reigate. Tel.: Reigate 3534. [1491

FIVE SCALE WOODEN WIND TUNNEL MODELS of "Bluebird," each model 2 ft. long; one metal cast of the first "Bluebird" in detail, steering wheel, engine sump under by Rodgers Bros., of Slough. Framed photographs, approximately 16 in. by 14 in., "Bluebird" at Daytona, 1931; Pendine, 1927; Brooklands Bugatti, 1926; Irish G.P. Mercédès, 1930; Brooklands G.P. Bugatti, 1926; Brooklands 200 Miles Bugatti, 1926; Daytona "Bluebird," 1928; Daytona "Bluebird," 1935; Pendine "Bluebird," 1925. Framed photograph first "Bluebird," same car as model above, 2 ft. by 1 ft. 6 in. Framed autographed photograph Hans Stuck Auto Union, 1936, also a large number of books dating from 1909 until the present time on cars mostly autographed by famous racing personalities. All the above were the property of the late Sir Malcolm Campbell. H. Woodwards, Eingee, Ringmer Road, Worthing. Tel.: 3662. [1492

BUGATTI 2-LITRE G.P., supercharged. Bugatti-blue, aluminium wheels, large brakes, all new tyres; all parts chromed; cycle wings; twin Bosch headlamps; polished axle and steering. Offers over £400. Seen Sussex. Box No. 413, MOTOR SPORT, 15, City Road, E.C.1. [1492

ALTA RACING CHASSIS fitted with sportsman's coupé body. Resprayed jewelescent-blue. Exceptional condition and performance. Any trial. Would accept £300 or near offer, or would exchange for Rapier, Aerominx, Talbot Ten, or Riley Nine Kestrel. Fullest details from: Milbourne, 20, Elphinstone Road, Southsea, Hants. [1493

RILEY IMP, 1935, chassis rebuilt with new light alloy body, open 2-seater, large boot. New tyres, tubes, battery, wiring, crown-wheel and pinion, twin Amals, exhaust valves. Springs rebushed, wheels sandblasted and stoved; reconditioned S.U. pump. Very rigid short chassis, undershung rear; special series engine, 7 : 1 compression, two exhaust camshafts, Scintilla. Some spares. £290. Wild, 48, Whitchurch Gardens, Edgware, Middlesex. [1494

1921 12-H.P. A.C. AS SPARES, non-runner; gearbox and clutch damaged, otherwise sound. 45, Gledmow Wood Grove, Leeds, 8. [1495

1924 "30/98" VAUXHALL 2-seater (OE 109); fitted rebuilt 1929 (OE 206) engine, counterbalanced crankshaft, Martlet pistons; engine perfect; good general condition; original engine spare; £300 or nearest. P-type Midget spares: Four Amal carburetters and manifold; radiator shell; spare wheel bracket and screw cap; new axle shaft; aluminium bonnet top (ex-"Cream Cracker"); dashboard; two aero screen frames; set hub caps; pair front hubs; complete differential and axle housing; steering-wheel; three 19-in. wheels; Scintilla N.V.4 magneto; Lucas F.T. 62 spotlight (new). Also Magna hood frame and set over-riders off "TD." Best offers for any of above before August 6th or after 21st. Arkell, Bourton End, Shrivenham, Berks. [1496

LANCIA LAMBDA, 8TH SERIES, Weymann saloon, in very good condition throughout. Available after August Bank Holiday. Nearest offer £120. Box No. 414, MOTOR SPORT, 15, City Road, E.C.1. [1499

1934 "PA" M.G., £300. Excellent condition mechanically and bodily; resprayed July, 1950. Sherriff, 145, Merrion Avenue, Stanmore, Middlesex. [1501

LEA-FRANCIS BACK AXLE, ratio 4.7 to 1, also springs for same, £13 10s. 1932 7.8-h.p. o.h.c. Singer engine and gearbox, with numerous spares, including block, gearbox and camshaft. Box No. 416, MOTOR SPORT, 15, City Road, E.C.1. [1502

"ULSTER" AUSTIN, 1932, U/S, new tyres, new battery. Write please: Stretton, 3, Princes Avenue, Muswell Hill, N.10. [1503

FRAZER-NASH 1½-LITRE "T.T. REPLICA," 1935, with 'Nash single overhead camshaft engine. Normally 10 : 1 compression but now detuned to 8 : 1 for Pool. Just completely checked over by makers, including stripping of engine. Body and chassis first class. Full road equipment includes two unused spares. The car is very, very fast, yet exceeds 30 m.p.g. on long journeys, and the steering and brakes match the performance. Detailed specification, history and performance figures on request. £400. Major Hedges, 96, Norbiton Hall, Kingston, Surrey. Tel.: Trojan 2547 (afternoons). [1508

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1909 33-H.P. THORNYCROFT LIMOUSINE, original condition. Good working order. Good tyres. Complete. Believed to be unique. £150 or near offer. Tippetts, Eastcote Manor, Hampton-in-Arden, Warwickshire. [1334

AUSTIN SEVEN SPARES. 1922-38. Almost all spares in stock, new and secondhand. Price, Three Shires, Bearwood, Birmingham. [1335

TALBOT "65," 1935, swept-tail saloon, good condition throughout. £160. Price, Three Shires, Bearwood, Birmingham. [820

F.I.A.T. 500's. B.D.J., who specialise in the renovation, repair, maintenance and tuning of 500's, are dismantling 1937 2-seater; most parts available. Also offered: reconditioned engines, £77 10s.; used engines, £50; exchange reconditioned engines, £37 10s. B.D.J. (England) Ltd., 65, Lowlands Road, Harrow (one minute Harrow Met.). Tem. tel.: Byron 1818. [1336

1929 "16/50" HUMBER tourer, beautiful condition, excellent tyres and brakes; rewired, new battery and weather protection; all instruments and electrics perfect. Taxed end year. £175 or exchange small Rolls. Meisl, 27, Chancery Lane, W.C.2. Tel.: Holborn 8866 (business hours). [1337

1947/48 MORGAN "4/4" 2-seater drophead coupé sports. One private owner. Taxed year. Mileage 23,000. Radio. Registered Sept., 1947. Seen by appointment owner's agents: Fuller's Garage Ltd., Woodhall Spa, Lincs. Tel.: Woodhall Spa 2157. [1338

SINGER REAR OFF-SIDE HUB, off 1934 tourer, £4 10s. Jaguar 100: one pair rear springs as new, off 1938 model, £6; front axle beam, new, £6. Lucas P.90s, complete with stoneguards and dipper, perfect, £10. Chrysler: rear off-side hub and drum, brand new, off 1937 Kew, £7. Champion spark plug cleaner and tester, perfect condition, £7. Bentley: differential and housing, 3.78: 1, off 1925 Red Label, perfect, £18. Springbok Motors, 141, Green Lanes, N.13. Tel.: Bowes Park 5740. [1339

SPECIAL, built regardless of cost for 500/1,100-c.c. racing. Tubular chassis with independent suspension all round. Complete car less engine. First offer over £200. Also Phillips battery charger, two 12-volt batteries at 6 amps or one at 12 amps; ditto, 6-volt batteries; £15. Apply: Woodall, The Nook, Albion Street, Wall Heath, Staffs. [1340

1934 P-TYPE M.G. MIDGET. Zoller supercharger, twin fuel pumps, Fentilla magneto, competition tyres; many more extras. 47,000 miles. Showroom condition. £365. Apply: M. Sorenson, 82, Princess Street, Manchester, 1. [1341

RYTECRAFT 2-SEATER MINICAR, 1940. Three-speed and reverse. Low mileage; 250 c.c. £120. Exchange D.K.W. 136, Kettering Road, Northampton. [1342

AUSTIN SEVEN ENGINE, gearbox, magneto. Fitted high-lift cams, tulip valves, h.c. head, rev.-counter, cylinder marked W.M.E. 56, 25, 1928. 1.1; £15. J.A.P. 500-c.c. o.h.v. engine, type K.O.R.I., racing 2-port, about 1935: £15. 136, Kettering Road, Northampton. [1342

JOHN BLAND offers service to vintage and Edwardian owners. Valves, bearings, valve guides, shackle bolts, king-pins, etc., to drawing or pattern. Specialist repairs on the older Talbot cars. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [1343

FRAZER-NASH-B.M.W., 1936, TYPE 319, sports 2-seater. Special body. Complete overhaul just completed. £350. St. Peter's Motors. Tel.: Gerrards Cross 3881. [1350

1931 AUSTIN SEVEN G.E. "WASP" 2-seater, good tyres; cream, red wheels; outside exhaust. Very good condition. E. Hedefine, 308, Camden Road, N.7. Tel.: North 2177. [1517

"ELTOS" REMOTE CONTROLS. Austin Sevens, 3 and 4-speed; Ford Eights and Tens, M.G. type slab tanks. S.A.E. to: L. Thomas, 80, Chaffcombe Road Sheldon, Birmingham, 26. [1519

LAGONDA 4½-LITRE sports saloon, late 1934 model. Colour cream. First-class performance and appearance. Many extras. Any trial or examination. Sell £350, or exchange open car, cash either way. Peter Weaver, 12, Burton Road, Melton Mowbray. Tel.: Melton Mowbray 533. [1520

LAGONDA 3-LITRE, 1931, dismantling. Engine reconditioned. Sale parts or whole. Details: Box No. 431, MOTOR SPORT, 15, City Road, E.C.1. [1522

AUSTIN "ULSTER." Rebuilt and registered 1947. 3,500 miles. Blown "Ulster" engine, Alta head, Laystall crankshaft; complete rebuilt; 4-speed gearbox, modified brakes, new tyres, 16-in. rear. Professional body of welded tube with alloy skin. Good hood and screens. Cowled radiator with chrome grille. Full dash; fitted carpets. A fast, roadworthy and comfortable car which will give years of service. 38 m.p.g. £200 or would exchange for larger incomplete special and cash. Carrington, 1339, High Road, London, N.20. [1524

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"GRAND PRIX" SALMSON. Three-bearing crankshaft; twin overhead camshafts; resleeved and fitted Martlet pistons; recellulosed green. Cash £125, or exchange Austin Ruby saloon, cash either way. O. Hudson, Sunnycroft, Upton-on-Severn, Worcestershire. [1349

1937 SINGER NINE "LE MANS" 4-seater. Engine, chassis and transmission in excellent condition, body requires attention. Completely rewired. Following new parts recently fitted: springs, brake and clutch linings, petrol pump, Oilcoil, windscreen wiper, cut-out, king-pins, valves and guides. Differential stripped and worn parts renewed. Owner buying bigger car. £195. Box No. 395, MOTOR SPORT, 15, City Road, E.C.1. [1352

ALVIS CRESTED EAGLE, 19.82 H.P., drophead coupé. Recellulosed, new mohair hood, Exide batteries, piston rings, etc. Looks and goes like new. Licensed December. £275. Foulkes, Shawbury, Salop. Tel.: Shawbury 227. [1354

RILEY 1½-LITRE 2-seater special. Rebuilt 1949. Shortened chassis. Engine fitted 8-to-1 compression pistons. Oil cooler. New head and valves. New tyres all round. New hood. Preselector gearbox. Very fast. Economical on petrol. Nearest £290. Photograph to genuine inquirers. Talbot 1934 4-door saloon, 14 h.p. Rebored and crankshaft reground six months ago; resprayed; good tyres; preselector box. Very good condition. Nearest £180. Reade, Watling Street, Wellington, Shropshire. [1355

INVICTA 1½-LITRE saloon, 1932. Rebored (new high-compression Hepolite pistons), new small-end bushes. Attractive appearance and performance. Nearest £150. Hunter, 118, University Avenue, Glasgow. [1356

RILEY "ALPINE" sports, 1933. Excellent engine; 9,000 miles since complete overhaul. Good appearance, really reliable good performance. Must sell, £150 or offers. McCulloch, "Wayside," Sicklesmere, Bury St. Edmunds, Suffolk. [1358

ISOTTA-FRASCHINI, 1926, TYPE 8A, straight-eight. Four S.U. carburetters, twin S.U. pumps, new polished aluminium 4-seater body, two spare wheels, reconditioned radiator. Terrific performance. No hood, no speedometer, otherwise very good condition. Offers to: S. R. Waine, 223, Church Road, Sheldon, Birmingham, 26. [1359

ASTON-MARTIN "INTERNATIONAL" 1½-LITRE 2/4-seater. Excellent condition throughout. £230 or offers. Dennington, 432, Slade Road, Birmingham, 23. [1362

MAGNIFICENT 8-LITRE BENTLEY open tourer by Gurney Nutting. Full particulars and photograph from: Crowley-Milling, Oakwood Hotel, Alderley Edge, Cheshire. [1363

BENTLEY 1922 3-LITRE, chassis No. 84. In daily use. Taxed and insured end of year. New battery. £135. Wortley, Prince of Wales Road, Cromer, Norfolk. [1371

SPARE WHEEL, unused, for "TC" M.G., with cover and tube. Also 500-c.c. Ariel engine. Offers to: Crosse, Morfa Camp, Towyn, Merionethshire. [1374

ALVIS FIREBIRD, drophead coupé. Engine re sleeved, rebored, crank reground. New camshaft, rocker gear, valves, etc. Reconditioned radiator and clutch assembly. New rubberized hood. Genuine 4,200 r.p.m. top gear and 25 m.p.g. £300 or near offer. Dew, Eastwick Drive, Evesham. Tel.: Evesham 6597. [1500

HANSA "15.7," 1938, 6-cylinder, black cabriolet. Four-wheel independent suspension. Single owner; 52,000 miles. Mechanical condition 100 per cent. Coachwork and upholstery require some attention. Spares obtainable makers. Good tyres. Exemplary steering and roadholding. Offers around £210. Spring's Garage, Leinster Mews, Lancaster Gate, W.2. Tel.: Paddington 7876, or Maida Vale 5726 after 7 p.m. [1513

1939 "3½" JAGUAR S.S.100. 105 m.p.h. Complete overhaul and prepared for racing during the winter. Many extras for touring and racing which include spare racing head, 16 by 18-in. wheels, axles, wings, Scintilla or coil. £750, or exchange for Triumph "2,000" roadster. Don Parker, 1a, Sangora Road, S.W.11. Tel.: Battersea 7327. [1514

WOLSELEY HORNET sports, blue/cream. Over £120 spent in last 12 months. Engine rebuild, starter, dynamo and clutch. New carburetters. Hood but no sidescreens. Room wanted. £100. Evans, 2a, Colum Road, Cardiff. [1526

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RILEY KESTREL *open 2/4-seater, fitted with Sprite* engine. Body by Sparrowes of Bournemouth, finished in British racing-green. Whole car in excellent condition. £285 or near offer. Geoffrey Luff, Maiden Bradley, Warminster, Wilts. [1364

M.G. SPARES, SERIES T. Auster wind deflectors, new, £3 pair; radiator muffs, £1; new half-shafts, 15s. each; running-boards, 15s. pair; S.U. carburetters, flame traps, 15s. pair, spare wheel locking nut, 10s. Wormald, 25, Park Drive, North Harrow, Middlesex. Tel.: Pinner 1683. [1365

G. E. PHILLIPS is prepared to consider a sensible offer for his well-known "TC" M.G. The successes of this car (the latest being at Le Mans, second, 1,500-c.c. class, at 73 m.p.h.) are, like the extras, too numerous to mention. Genuine inquiries to: 16, Greyside Gardens, Enfield. [1366

16/50-H.P. HUMBER, 1929, open tourer 4/5-seater, in perfect condition. Undoubtedly the best preserved of all vintage Humbers. Mechanical order is excellent, the car having been completely overhauled 7,000 miles ago. New king-pins and brakes relined; engine reconditioned by Burtonwood, sleeved, new bearings, seven-bearing crankshaft reground, new valve-guides, and valves reconditioned. Transmission in first-class order throughout. Engine decarbonised lately and new radiator core fitted. Coachwork and upholstery faultless; sidescreens wind out of doors; new hood and sidescreens. Humber mole and black cellulose paintwork is 90 per cent. original and is superb. Steering and suspension in the best vintage tradition. Electrical system and battery perfect. Petrol, 19-20 m.p.g. on long runs; oil, 2,000 m.p.g. Comfortable touring speed, 40-45 m.p.h.; maximum over 60 m.p.h. Six tyres, two new. Tonneau cover, hood envelope and excellent rear windscreen. Taxed. Price £250. By appointment only: Col. Wilson, St. Catherine's Cottage, Guildford, Surrey. [1367

FRAZER-NASH 2-seater, fitted with brand new 1939 Lea-Francis engine, 11.9 h.p., modified to 1948 specification with sports camshafts, KE valves, 100-ton crank, KE805 con.-rods, highly polished internals, B.T.H. Vertex, 14-pint sump, etc. Completely rebuilt; chassis modified with special front axle, large-diameter Borg and Beck clutch, third radius-rod to rear axle, hydraulic brakes all round. Stefan Grebel lamps. Superb steering and performance. Photo and more data to genuine inquirers. £525. Castleman, 53, Brighton Road, Surbiton. Tel.: Elmbridge 3881; after 6 p.m., Elmbridge 5638. [1368

LEA-FRANCIS, 1928, "12/40" 2-seater tourer. Twin S.U.s; good tyres; good body. Resleeved; new mains, big-ends, king-pins, bushes. Taxed and insured. £145 or exchange 8-h.p. 61, Monmouth Road, Wallasey, Cheshire. Tel.: Wallasey 5456. [1369

1935 RILEY NINE SPECIAL SERIES KESTREL saloon. Preselector gearbox, excellent tyres, and in fair condition. Shropshire. Best offer over £150. Box No. 407, MOTOR SPORT, 15, City Road, E.C.1. [1370

1934 ALVIS SILVER EAGLE SIX LIGHT saloon. Black, green leather. Rear axle overhauled and new propeller-shaft fitted by makers in July. £200. Seen Berkshire. Box No. 396, MOTOR SPORT, 15, City Road, E.C.1. [1372

980-C.C. ARIEL-J.A.P., S.V. MOTOR-CYCLE. Rebuilt by enthusiast. Fast and economical. Spares include nearly complete engine and gearbox. £40 or offer. Taylor, 30, Hampden Road, High Wycombe. Tel.: High Wycombe 1890. [1373

MORGAN SUPER SPORTS. 990-c.c., o.h.v., w.c., Matchless engine. Hydraulic brakes. Showroom condition. One of the smartest Morgans in the North. Genuine reason for sale. Also 1924 Scott, rough but fast. 6, Woodlands Road, Sale. Tel.: Sale 3788. [1375

THE CUTLER 500-C.C. shaft-driven racing car tubular chassis, independent suspension, J.A.P. engine, Norton G.B., hydraulic brakes. This car cost in the region of £1,500 to build and is a thorough engineering job; ideal chassis to take 1,000 c.c. engine. Unfortunately, owing to pressure of business we cannot find time to continue racing, and are, therefore offering the car for sale. Further particulars on request. Cutlers of Streetly Ltd., Chester Road, Streetly, Staffs. [1510

1936 MORRIS EIGHT 2-seater sports. Recellulosed red, black; new hood. Excellent condition, many extras. £220. Tel.: Tudor 3394. [1511

OPPORTUNITY FOR ECONOMICAL RACING to "750" formula. Unblown T.T. Replica "Ulster" Austin; rare 1¼-in. Laystall crank; high-lift camshaft, fully balanced engine; h.c. alloy head; "Nippy" inlet, "Ulster" exhaust manifolds; "Ulster" c.r. *box*; *Scintilla magneto. Under 200* miles since comprehensive specialist overhaul of motor and chassis, including king-pins, bushes, steering linkages, hub bearings, etc. L.M.B.-type front axle, long brake levers, new battery, as new tyres, oversize rear. Numerous spares include overhauled and rebored standard engine, gearbox, blown camshaft and induction pipe, choice of axle ratios, radiator, etc. £170, or exchange plus cash. Box No. 418, MOTOR SPORT, 15, City Road, E.C.1, or Tel. Hillside 2689 (after 6 p.m.). [1512

FOR SALE—*continued*

M.G., MODEL TC, green. First registered December, 1946; 32,000 miles. New battery, four old and three unused tyres. Mechanical condition and body excellent, except hood a bit shabby. Has been carefully used and has given no trouble. £475. R. Frith, Dedham House, Dedham, Colchester. Tel.: Dedham 2173. [1376

TYRES. Unused retreads, 14 by 50 and 15 by 50, and tubes for sale. Tyres, £4 each. Thornton, Pinewood, Ottershaw, Surrey. [1377

"12/50" ALVIS, long-stroke engine. Complete and in good condition, less cylinder head; £25. Fairhurst, Shobdon, Leominster. [1379

EDWARDIAN 1913 SUNBEAM "12/16," in almost perfect condition after £250 overhaul. Original except new well-base tyres. £10 tax. Many spares. Also 815 by 105 wheels, new tubes and tyres. Offers to: Showell, Belbroughton, Worcs. Tel.: Belbroughton 326. [1380

SUNBEAM 16-H.P. saloon, 1930, two owners, in unusually good condition, £115. 1931 model Lea-Francis "12/40" open 2/4-seater, carefully maintained, £100. Handbooks for both cars. Campbell, 11, Nevern Place, London, S.W.5. Tel.: Kensington 9441, ext. 286 (business hours). [1383

EXCHANGE TRIUMPH GLORIA 10.8-H.P., 1937, sports saloon, perfect condition throughout, five new tyres, twin carburetters, remote control, telescopic steering, etc., for "PB" M.G. 2-seater, same condition, or sell £325. Lawson, Hyndhousefield Road, Jedburgh. [1384

1930/31 2-LITRE STEYR cabriolet, small mileage; stored 1935/46. Sound, economical, good appearance; £90. Smaller vintage exchange considered. R.W. 52-hub extractor, 30s. Vulcaniser, 15s. 12-v. Klaxon, 15s. 6-v. regulator, 20s. Rich, Steelgreen, Millom, Cumberland. [1385

1½-LITRE (12 H.P.) TWIN O.H.C. SALMSON 4-seater tourer. Completely overhauled and maintained by professional engineer-enthusiast. Telecontrols and grouped dash fitted, new tyres, etc. Whole car in perfect condition. Recently resprayed. Complete with drawings, tools, books, etc. Any trial or inspection. Nearest to £350. 28, Upney Lane, Barking, Essex. Tel.: Rippleway 3666. [1386

M.G. T-TYPE CHASSIS, with a 1½-litre T.T. B.M.W. engine and gearbox, known as the BMGW Special. This is an extremely fast car. Fitted with new hood, tonneau cover, etc. Any examination. Price £450. Can be seen at Kelross Garage, Highbury Grange, N.5. Tel.: Canonbury 3190. [1387

1939 M.G. "TA." Black, with red leather. Newton shockers. Exceptionally good condition. Enthusiasts will be more than satisfied. £395. The Anderson Garages, 120, Leigham Court Road, Streatham, S.W.16. Tel.: Streatham 4829. [1388

RALLY SPORTS, 10 H.P., 1926. Overhauled, rewired; good condition. £50. Tel.: Wembley 3929. [1389

ASTON-MARTIN MK. II, short chassis, 1935/6. Perfect condition. Box No. P 782, Lee & Nightingale, Liverpool. [1390

WELL-KNOWN INVICTA. Low chassis, 100 m.p.h. Original T.T. car. Genuine vintage (December, 1930), ex-Jack Field. In possession of present owner over 15 years. Spares available: crankshaft, camshaft, cylinder block, 4-carburetter manifold and carburetters, reserve oil tank, etc. Also Marshall supercharger and S.U. reconditioned carburetter, inlet manifold for same suitable for M.G. Magna; rev.-counter, 0-5000. R. M. Blomfield, Union Street, Redditch, Worcs. [1391

SUNBEAM 20.9-H.P. drophead coupé, 1929. Chassis 2458-K. Excellent mechanical condition, high ratio back axle, perfect cream and black body, new tyres, good hood; 20 m.p.g. Taxed for year. Best offer over £150. Letters to: Wardle, 89, Mount Ararat Road, Richmond, Surrey. [1392

1929 LANCIA LAMBDA, 8TH SERIES, drophead coupé, good mechanical condition; tyres, body very rough, no hood. £70 or near offer. 101, Brighton Road, Surbiton. Tel.: Elmbridge 8463 (between 9 a.m.-6 p.m., weekdays). [1393

1½-LITRE 16-VALVE, TWIN O.H.C. BROOKE racing engine for disposal, together with almost complete second engine with all accessories, with or without the blower. Would consider letting the Cotal gearbox go with the engine. Over 100 b.h.p. Assembled and ready to run. Reasonable offers to: R. G. Shattock, Ingleneuk, Moor Lane, Staines, Middlesex. Tel.: Staines 3559. [1394

A.C. 2-LITRE, 1935, AERO sports saloon. 1,000 miles since engine, gearbox and transmission overhaul. Clutch and brakes relined. Good tyres, battery. An attractive looking motor car in excellent all-round condition. Taxed. £355 or near offer. Consider smaller car in part exchange. Box No. 397, MOTOR SPORT, 15, City Road, E.C.1. [1395

M.G. 2-LITRE saloon, 1937. First-class condition, repainted, new battery, petrol pumps, etc. Mechanically 100 per cent. Radio fitted. Safety fast, and all that M.G. motoring means. £375 or near offer. Tel.: Portsmouth 74571, extn. 6165, after 5 p.m. Colonel K. L. M. Cooper, Eastney Barracks, Southsea. [1401

FOR SALE—*continued*

TALBOT 13.8-H.P. sun/saloon; 30 m.p.g. One owner 15 years. Good battery and tyres; very clean and sound. Insurance transfer if desired. Ready for road. £120. Barn Cottage, Kenley, Surrey. Tel.: Uplands 8937. [1396

WINDSCREEN, FOLDING, for rear seat touring car, chromium, safety glass, complete with apron, £7 10s. Two Bosch cowhorns, £1 10s. each. 79, St. Andrew's Road, Ilford, Essex. Tel.: Valentine 6260. [1397

ALTA 1½-LITRE single-seater. Works maintained last two seasons. Whole car stripped down, modified and rebuilt at works last winter. Ready to race and a good quantity of fuel also available. Price £1,950 with special trailer, or £1,800 without. Car can be seen near Chester. Genuine reason for sale. Apply: Lady Mary Grosvenor, Churton Lodge, Churton, Chester. [1398

LAGONDA "19/90" *Weymann sports saloon,* in excellent running order, engine just overhauled. Bodywork also perfect; four new tyres. Taxed, insured. A fast and reliable car. Toll Motor Co., 389, Paisley Road, Glasgow. [1399

SIMS SF4 MAGNETO, clockwise, completely reconditioned by specialists, also 2-litre Lagonda crankshaft, set of mains, also timing covers. Wanted: Scintilla GN4 or MH4 magneto, clockwise. Wilson, 56, Blundell Drive, Birkdale. [1400

1925 LORRAINE DIETRICH 2-seater drophead coupé, f.w.b. Just professionally recellulosed. Complete and in good running order. Smart and interesting car. £100. Hartridge, 4c, The Mansions, Earls Court Road, S.W.5. [1402

TALBOT "105" sports saloon, a fine car. £200, or consider exchange smaller motor. Harvey, Putney Hospital, London, S.W.15. [1403

NO REPAIR TOO DIFFICULT

To Electron and Aluminium badly damaged, distorted or corroded crankcases, gearboxes, etc., Lenssens' Low Temperature Process makes **a Super Strengthened Repair** with a greater tensile strength.
Nature of parent alloy unaffected.
No distortion.
Guaranteed for one year.

By Lenssens' Low Temperature Process
139, CAMDEN ROAD, N.W.1
Telephone: GUL. 1723

1½-LITRE SINGER, believed "Le Mans" team car, 12.95 h.p.; bronze head, triple S.U.s, Scintilla, copper outside exhaust, large hydraulic brakes; £260. 12.8-h.p. Swift engine and gearbox, r.h. change; complete with all accessories; unused and perfect; £25, or exchange Ford 10-h.p. unit. Austin 7-h.p., complete less body, suitable special, £25. Manor Garage, Thingwall Road, Irby, Wirral, Cheshire. Tel.: Irby 1082. [1404

CITROEN LIGHT FIFTEEN saloon. Very nice condition. Practically everything renewed 6,000 miles ago at cost of over £120. Over 30 m.p.g. petrol, oil negligible. £360 or exchange Lancia Aprilia or Riley Kestrel Nine, manual gearbox. 48, Swanage Road, S.W.18. [1405

£85 1927 HUMBER NINE 4-seater tourer, original condition; completely overhauled, engine sleeved, crank reground, all bearings remetalled, new timing wheels, reconditioned magneto and dynamotor. Clutch and brakes relined, new king-pins and bushes, new hood. All tyres good, full tool kit and instruction books. Spare engine, gearbox and back and front axles. Hawkins, Pitstone Green Farm, Leighton Buzzard, Beds. [1406

A.C. SALOON, July, 1936, excellent condition. Recent overhaul. £300, or exchange smaller car. Tel.: Sloane 2034. BM/EULB, London, W.C.1. [1407

EXCELLENT BARGAIN: SSI Sports saloon, 20 h.p., 20 plus m.p.g.; in perfect mechanical order, body slightly rough. For sale at unbeatable price of £125. Society's loan of 40 per cent. available proving safe investment. A saloon with sports car performance. Any trial. JMP, 95, Finchley Lane, N.W.4. [1408

RILEY NINE enthusiasts, stark 2-seater body, five new tyres, new dynamo and battery, magneto reconditioned, S.U. pump. Excellent performance. £95. Morrice, Tel.: Bishopsgate 7017 (evenings). [1409

B.S.A SCOUT, 1940, SERIES 6. Grey 4-seater sports tourer. First-class condition. £285. Holmes, 49, North Promenade, Cleveleys, Lancs. Tel.: Cleveleys 2076. [1415

FOR SALE—*continued*

1924 HUMBER EIGHT tourer. Carefully maintained. Original paintwork, upholstery, hood. Recent £35 overhaul, new battery, dynamotor. Taxed. Price £65, or exchange small saloon. Ward, 8, Fairleigh Court, Glendale Gardens, Leigh-on-Sea, Essex. [1410

"ULSTER" ASTON-MARTIN body, complete with 28-gallon fuel tank, radiator block and cowl and bonnet, £45; two bucket seats, £5; three pairs triple Hartfords, £1 pair; one pair telecontrol Hartfords, £2; two pairs hydraulic dampers, £1 pair; two Cibie headlamps, £5; large Lucas spotlamp, new, £2 10s.; small, ditto, £1 10s. Box No. 398, MOTOR SPORT, 15, City Road, E.C.1. [1412

K-TYPE MAGNETTE ENGINE, complete with Marshall blower installation, E.N.V. close-ratio gearbox, and all accessories. All has been completely overhauled, rebored, new bearings, reground crankshaft, etc., and has not been run since overhaul, so is in perfect condition. It is ready to instal in a chassis. £175 or near offer. Reason for selling, am fitting a larger engine. "Petworth," Brooklands Road, Weybridge. [1413

HUMBER EIGHT, 1926. Very satisfactory, reliable, and sound in all respects. Regretfully offered after Aug. 20th. £65. 337, Fordhouse Lane, Birmingham. [1416

RILEY NINE MERLIN, June, 1936. Really good condition throughout. Taxed. £268. Tel.: Huddersfield 135 (office hours), or write: 155, Laund Road, Huddersfield. [1417

M.G. "PA" 2-seater. Extensive overhaul, body rebuilt to T-type, screens, luggage grid, spare pistons. Resprayed cream and red. Seen London—Eastbourne August 4th-10th. Near £300. 339, Pleck Road, Walsall, Staffs. [1418

LAGONDA 2-LITRE, high-chassis, Speed Model. Tyres, hood, screens, zip tonneau, P.100s, magneto and coil, etc., good throughout. Taxed 1950. No oil; 30 m.p.g. First £200. Gardner, 88, Dronsfield Road, Fleetwood, Lancs. [1419

1927 LEA-FRANCIS "12/40" coupé. Meadows. Completely rebuilt from bottom upwards to makers' original drawings and specification; replacement, adjustment, repair of every worn or doubtful part, in chassis, engine, suspension, gearbox, axles, electrics, body, upholstery. £150 worth new parts; 2,000 hours work by Rolls fitted; 25 coats B.R.-green, and whole chassis rustproofed and enamelled. 28-30 m.p.g. Not used since rebuilding. No modifications or conversioneers' "improvements," everything as original. Detailed specification and photos to genuine inquirers. Taxed, insured, history, handbook. £250 or close offer. Stanley V. Lipscombe, 6, Castle View Terrace, Boveney, Windsor. [1420

M.G. 1938/39 T-TYPE 2-seater for sale, £395. Engine and bodywork (green) excellent. Good tyres, two spares. Has been maintained by motor engineer enthusiast. Larger car required for growing daughter. This M.G. is well known in South Wales. Just ask for: Mog Thomas, Ivy Cottage, Colhugh Street, Llantwit Major, Glamorgan. Tel.: Llantwit Major 116. [1421

SPORTS RACING M.G. Specially bored 1,440-c.c. T-type engine, lightweight body, blue hide upholstery, blue carpets. Really potent car. First registered 1949. Standing ¼-mile, 20.4 sec. £450. Chrysler i.f.s. complete, hubs, hydraulic brakes. Standard Eight i.f.s. complete. Tojeiro, Cottered, Herts. Tel.: Cottered 260. [1423

ALVIS TWELVE FIREFLY, 1933, 2/3-seater. Preselector gearbox just reconditioned. Car in excellent order, new battery and sidescreens. Uses no oil. Taxed, insured. Reason selling, owner going to sea. £160 or offer. Welby, Tintinhull, Yeovil. [1424

ALVIS "12/50," 1931, ATLANTIC saloon, three owners. Has had recent decoke, new coil, windows, *etc.* £145. *Tel.: Streatham 4551.* [1426

MORGAN S.S. THREE-WHEELER, 1937, 990-c.c., o.h.v., A.C.-Matchless engine, recently rebuilt. Exchange 8/9-h.p. sports or sports saloon. 50, Brecon Avenue, Cosham, Hants. [1427

1925 BENTLEY 3-LITRE SPEED MODEL, V.D.P. 4-seater. Black, red wheels and upholstery. Engine, springs, steering overhauled, brakes relined. Good tyres, new battery. All-weather equipment. Really excellent condition. Available August 11th. £325. Box No. 399, MOTOR SPORT, 15, City Road, E.C.1. [1428

JAGUAR S.S.100, 1939, 3½-LITRE competition car; makers' special head, camshaft and overhaul; mechanically like new. £600. Box No. 401, MOTOR SPORT, 15, City Road, E.C.1. [1429

M.G. TYPE M ENGINE, clutch and gearbox, excellent condition, £30. Centric supercharger for M.G. 1½-2 litres, with all driving components, ready for *installation, like new,* £33. *Box No. 400,* MOTOR SPORT, 15, City Road, E.C.1. [1429

RILEY NINE, 1935, open sports model. Four new tyres. Nearest £200. J. D. Hurst, 24, Whalley Street, Peterborough, Northants. [1431

LAGONDA, 1934, 21-H.P. fitted shooting brake body. Easily converted to open sports. Mechanically very sound. Bargain £150. Exchanges considered. Hallett, Church Street, Kempsey, Worcestershire. [1432

FOR SALE—*continued*

1929 SUNBEAM SIXTEEN, Weymann saloon, complete but needs overhaul. Taxed and running; £27 10s. 1929 Morris Cowley, breaking for spares. 1930 Austin Seven engine and gearbox, in good order, complete with all accessories. John J. Lott, The Garage, Lyminge, Folkestone, Kent. [1504

AUSTIN SEVEN NIPPY sports, resleeved, resprayed metallic-grey; spare blown "Ulster" engine and gearbox. £250 or nearest. Would separate. S.A.E., full details: Carlisle, 43, South Parade, Bramhall, Cheshire. [1505

RILEY NINE SPARES, SALES AND SERVICE. Most engine and chassis parts 1928 onwards, including differential units, axle shafts, wheels, gearboxes, manifolds, heads, etc. Quotations with pleasure but please send S.A.E.

NEW REPLACEMENT valves, 6s. 6d. each; guides, 3s. 6d. each; valve springs, 7s. 6d. set; gaskets, 15s. set; king-pins and bushes, 32s. 6d. set. Post free.

RILEY NINE "MONACO" saloon, 1934. Manual box. Engine rebored, crank ground, new mains and big-ends 50 miles ago. Black. Body and tyres fair. Taxed. £145.

WELFORD BROS., Opal Street, Leicester. Tel.: Leicester 65903. Sales and service, open till 10 p.m. weekdays; mid-day Sunday. [1521

WANTED

ROLLS-ROYCE 20 OR 20/25 H.P., 1926 or later, any type of body considered. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Tel.: Longworth 85. [1212

RILEY NINE BODY complete, seats, upholstery, glass; prefer metal saloon or drophead. 26, Central Avenue, Polegate, Sussex. [1208

SALOON BODY suitable for 1932 Riley Nine chassis. 260, Torrisholme Road, Lancaster. [1213

INSTRUCTION MANUAL REQUIRED for M.G. 1938 VA-type 1½-litre. If unable to purchase, loan would be appreciated. Box No. 371, MOTOR SPORT, 15, City Road, E.C.1. [1214

NEW OR SECONDHAND CROWN-WHEEL and pinion for Rover Speed Twenty, 1933-4, ratio 3.5 to 1. Linford Engineering Co., Ltd., 93, Baker Street, Birmingham, 11. [1217

ALVIS SPEED TWENTY 4-seater, or similar. Exchange Hillman Aero Minx sports, cash adjustment. Rogers, "Solent View," Warsash Road, Titchfield Common, Fareham, Hants. [1220

INSTRUCTION MANUAL REQUIRED for 1928 magneto ignition Austin Seven. "Beriton," Green Lane, Lower Kingswood, Tadworth, Surrey. [1231

ALVIS FIREFLY REAR END COVER for manual gearbox. Also oil filler cap and handbook. Hyslop, Cwmma Farm, Brilley, Whitney-on-Wye, Herefordshire. [1232

"MOTOR SPORT," before Nov., 1935; also copies for Dec., 1939; Jan.-Dec., 1940; Jan.-Dec., 1945; April-Sept., 1946. Francis Peachey, 5, Rhodes Street, Halifax. [1238

CON.-RODS FOR "BROOKLANDS" RILEY, four required for 1 ⅛-in. shaft Please write to: Flat 17, 32, Grosvenor Street, London, W.1. [1241

AUSTIN NIPPY sports required in a reasonable mechanical condition, with good body and at a reasonable price. Box No. 373, MOTOR SPORT, 15, City Road, E.C.1. [1243

INSTRUCTION MANUAL M.G. "J3" or "J4" engine. Please state price required. N. Hillwood, 275, Hale Lane, Edgware, Middlesex. [1244

ALFA, BUGATTI, SUNBEAM or similar chassis required. Must be sound and capable of running. Not pre-1926. Annual tax not more than £25. Old saloon considered, but must be suitable for building fast open Special. Approximately £50-£80. Box No. 375, MOTOR SPORT, 15, City Road, E.C.1. [1256

SUNBEAM TWENTY-FIVE, 1934, INSTRUCTION BOOK, to buy or to borrow for few days to copy; reasonable fee. Tatlow, Eckington, Sheffield. [1273

CHASSIS PARTS FOR CHRYSLER 34-H.P. G.P. model. Also Alvis Speed 20 1932-1936, coupé or open. Curry, "Moorfield," New Milton, Hants. Tel.: New Milton 384. [1263

CYLINDER BLOCK for 1933 12-h.p., 6-cylinder Riley. Complete engine considered. Full particulars: Ellis, "Loughrigg," Wham Lane, New Longton, Preston, Lancs. [1271

WOLSELEY HORNET SPECIAL sports. Good mechanical condition. Reasonable price. All letters answered. Lyne, Oxonhoath Mill Farm, Hadlow, Kent. [1279

GARAGE AND WORKSHOP ACCOMMODATION required cheaply by two enthusiasts with a view to rebuilding vintage car. Old farm building ideal. Surrey area. Box No. 386, MOTOR SPORT, 15, City Road, E.C.1. [1295

UP TO £175 OFFERED for Alvis saloon or coupé. Other quality make considered. First-class mechanical condition. Advertiser, London district. Box No. 390, MOTOR SPORT, 15, City Road, E.C.1. [1307

LANCIA LAMBDA, 8TH SERIES, SPARES required, engine and chassis, hub caps, instruction book. All offers answered. Lewis, 4, Marsham Chambers, Gerrards Cross. [1313

RADIATOR AND SHELL FOR 1938 "TA" M.G. Must be in good condition. Gray, 16, School Street, Largs, Ayrshire. [1315

WANTED—*continued*

2-SEATER OPEN CAR. Must be mechanically sound. Austin, Riley or M.G. preferred. Cash to £150. Box No. 392, MOTOR SPORT, 15, City Road, E.C.1. [1316

URGENTLY REQUIRED, HANDBOOK for Hudson Terraplane, preferably 1938 "16.9" saloon. Jarvis, 42, Eliot Road, St. Austell, Cornwall. [1322

ALVIS "12/50" 4-seater sports tourer. Original body, etc., essential even if shabby. Bit over £100. Others considered. Box No. 406, MOTOR SPORT, 15, City Road, E.C.1. [1325

TALBOT "8/18" OR "10/23" REQUIRED, or car basically built from these models. Please write, with full details, to: Rawle, 76, Ondine Road, S.E.15. [1324

B. & G. MOTORS

SPORTS CAR SPECIALISTS

£350 Frazer-Nash 14-h.p. T.T. Replica 2-seater. Taxed year. Blackburne engine. Whole car maintained regardless. In last owner's hands five years. Late 1935 model. New hood, tonneau, screens, etc. Over 90 m.p.h. and 85 in third.

£285 M.G. 12-h.p. Magnette supercharged 2-seater. Alleged to be actual Team-car. Immaculate bodywork. Full touring equipment. Goes like the clappers.

£275 A.C. Ace "16.60" open speed model 4-seater. Red. Mechanically exceptional and open to any examination. Really fast smart car with all the gubbins.

£235 Aston-Martin 1½-litre open sports 2-seater. British racing green. Good hood and screens. Mechanically irreproachable. Outside exhausts, fold-flat screen, etc.

£175 Alvis 12/60 TL model Beetle-back sports 2-seater. Taxed year. Maroon. Really sound car with good tyres, good hood, good battery, fold-flat screen, etc. Ready to go anywhere.

£135 Lea-Francis "12/40" 2/3-seater and dickey. Blue. Good, reliable vintage car with thousands of miles left in it. Excellent hood, screens, battery, etc.

£265 Alvis Speed 20 open Vanden Plas 4-seater. Taxed. Cream with dark grey wings. Recent £75 engine overhaul. Telecontrols, dual ignition, etc. Faultless car. Only wants seeing.

Many others. Terms. Exchanges

Insurances effected on premises

B. & G. MOTORS, 4, Early Mews, Arlington Road, Camden Town, N.W.1. Gulliver 3578

ANY BITS OR PIECES FOR FORD 10-H.P.: straight-through manifold, blower, suspension, etc. McMillen, 8, Rose Park East, Dundonald, Co. Down. [1345

BODY WANTED FOR 1937 SINGER BANTAM coupé chassis; also Alvis Firebird/Firefly chassis only wanted. Tel.: Popesgrove (London) 5547. [1348

STEAM OR DIESEL CARS. Information or offers invited please. Jolly, Edmondsham, Wimborne, Dorset. [1351

TWO SEATS FOR F.I.A.T. 500 wanted, also one road-wheel and four hub-caps. 5, Raincliffe Avenue, Scarborough. [1353

AUSTIN SEVEN or similar 4-seater, 1924-29, cheap. Harrington, 51, Liverpool Road North, Burscough Bridge, Lancs. [1357

CYLINDER HEAD FOR 1935 SINGER 11-H.P. Tuppen, 25, Hillfield Road, Bilton, Rugby. [1360

"MOTOR SPORTS": 1929 except Nov., Dec.; 1928 complete; 1927 except Oct.; 1926 except Jan. and March; all pre-1926 copies. Also any photos of Bugattis. Copy of motor-racing book by Hans Stuck and Burgaller. Barry Eaglesfield, 22a, Queensdale Road, Holland Park, W.11. [1252

WANTED—*continued*

VAUGHAN SPECIAL. Pre-war, Ford Ten-based special. Complete car or just engine required. Any condition. 44, Beech Drive, N.2. Tel.: Tudor 7123. [1361

RADIATOR FOR 1923 STANDARD 12-14 H.P., wanted urgently, also any other spares, instruction manual. Barefoot, Woolmer Green, Knebworth, Herts. [1378

AUSTIN NIPPY REQUIRED, good condition. Full details or call: Moth, 264, Copnor Road, Portsmouth. [1381

REAR AXLE WANTED by enthusiast building special, must have hydraulic brakes. Details to: H. R. Butt, 38, Verdun Road, Barnes, S.W.13. [1382

WANTED: HUMBER EIGHT DIFFERENTIAL HOUSING or complete rear axle. Ward, 8, Fairleigh Court, Glendale Gardens, Leigh-on-Sea, Essex. [1066

BENTLEY OR SIMILAR true vintage car for reconditioning. Anything considered provided price reasonable. All letters answered. Box No. 426 MOTOR SPORT, 15, City Road, E.C.1. [1422

PEDIGREE 5-SEATER, in first-class condition, type of body not important. Post details to: Barrett, Hill Farm, Heydon, Royston, Herts. [1458

M.G. "K3," MAGNETTE, "J4," or other sports car suitable for racing, not over 1½ litres. Reasonable price. Box No. 425, MOTOR SPORT, 15, City Road, E.C.1. [1425

ENTHUSIAST WANTS TO BUY crashed or delapidated T-type M.G. or 2-seater Morgan "4/4," or similar. Distance no object, but a reasonable price, please. Hazelbourne, Ermyn Way, Leatherhead. Tel.: Ashtead 3340. [1411

TWENTY POUNDS DEPOSIT and ten pounds monthly offered for good vintage car. Banker's reference given. Box No. 427, MOTOR SPORT, 15, City Road, E.C.1. [1414

TALBOT "8/18" FRAME and springs; Talbot "8/18" or "10/23" front axle; Talbot "8/18," "10/23" or "12/30" steering gear; three Talbot "10/23" con.-rods. Box No. 428, MOTOR SPORT, 15, City Road, E.C.1. [1432

1934 SINGER NINE GEARBOX or parts. For sale: 1932 Singer Nine gearbox. 74, Dane Road, Coventry. [1443

1928 MORRIS SIX, 17.7 H.P., 6-cylinder, o.h.v. Chassis must be sound and mechanical condition good. Bodily condition of no consequence. Rourke, Appletree, Spreyton, Crediton, Devon. [1464

M-TYPE MIDGET WANTED. Good condition essential. Fullest information, please, and price to: "Ridgeway," Church End Avenue, Runwell, Essex. [1444

DAMAGED OR COMPLETE side-valve Anzani Frazer-Nash. Alpha Garage, Westergate, Aldingbourne, near Chichester, Sussex; trunk road A 29. [1523

SPORTS CAR TO £150. Any condition, with or without body. Prefer R.W. centrelock wheels. Box No. 429, MOTOR SPORT, 15, City Road, E.C.1. [1484

ENTHUSIAST WISHES TO BUY Wolseley Hornet Special 1932 handbook or manual, or exchange others, back numbers MOTOR SPORT, and articles of motoring interest. R. R. Hall, Hamatethy, St. Breward, Bodmin. [1485

BENTLEY 3-LITRE RED LABEL V.D.P., not earlier than 1926. Must be in good condition throughout. Box No. 412, MOTOR SPORT, 15, City Road, E.C.1. [1490

GOOD SPORTS, saloon, or drophead coupé, 1930 to 1936; 9/12 h.p. 8, Stonefall Drive, Harrogate, Yorks. [1497

CHASSIS WITH INDEPENDENT SUSPENSION, unregistered. Engine and gearbox not required. Crashed new car could be used. Suspension must be of good design. Capable 100 m.p.h. safely. Also wanted: gearbox with overdrive, must be noiseless. Shier, Birtley, Co. Durham. [1500

BODY WANTED, with trimming, for 1935 Riley Fourteen. Front end damage acceptable. Would consider complete car. Box No. 417, MOTOR SPORT, 15, City Road, E.C.1. [[1507

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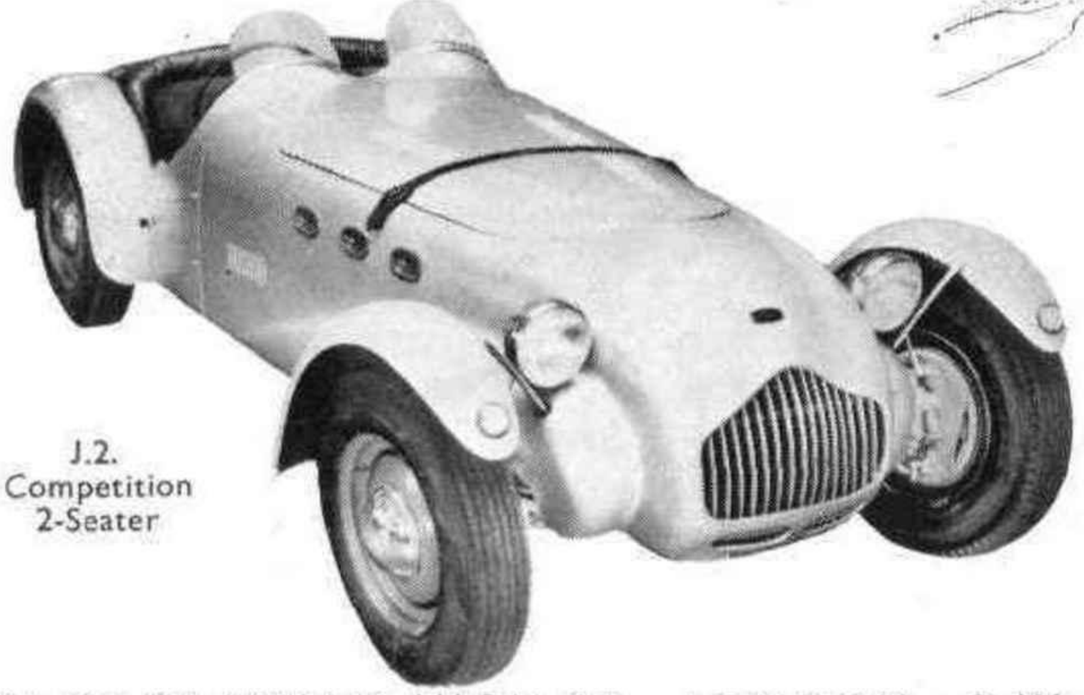
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